

**TRI-COUNTY AIRPORT AUTHORITY**  
**ANNUAL FINANCIAL REPORT**  
**FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**TRI-COUNTY AIRPORT AUTHORITY**  
**TABLE OF CONTENTS**  
**FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

FINANCIAL SECTION

Independent Auditors' Report	1-3
Management Discussion and Analysis	4-7
Proprietary Fund Financial Statements:	
Statement of Net Position	8
Statement of Revenues, Expenditures, and Changes in Net Position	9
Statement of Cash Flows	10
Notes to the Financial Statements	11-17

INTERNAL CONTROL AND COMPLIANCE

Independent Auditors' Report on Internal Control over Financial Reporting And on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	18-19
Schedule of Findings – Financial Statement Audit	20
Management Letter Pursuant to the Rules of the Auditor General for the State of Florida	21-23
Independent Auditors' Report on Compliance with the Requirements of Section 218.415, Florida Statutes, Required by Rule 10.550(10), of the Auditor General of the State of Florida	24

**HAMILTON**  
— & —  
**A S S O C I A T E S**  
Certified Public Accountants

To the Board of Directors:  
Tri-County Airport Authority  
1983 Tri-County Airport Road  
Bonifay, FL 32425

**INDEPENDENT AUDITORS' REPORT**

**Opinion**

We have audited the accompanying financial statements of the Tri-County Airport Authority (“Authority”) as of and for the fiscal year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority’s basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of September 30, 2025, and the changes in financial position and cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

**Basis for Opinion**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor’s Responsibilities for the Audit of the Financial Statements* section of our report. We are required to be independent of the Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

**Management’s Responsibility for the Financial Statements**

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority’s ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

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## **Auditors' Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards will always detect a material misstatement when it exists.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control related matters that we identified during the audit.

## **Required Supplementary Information**

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4-7 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion

or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

**Other Reporting Required by Government Auditing Standards.**

In accordance with *Government Auditing Standards*, we have also issued our report dated January 5, 2026 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

*Hamilton & Associates CPA, LLC*

Brandon, Florida  
January 5, 2026

**TRI-COUNTY AIRPORT AUTHORITY  
MANAGEMENT DISCUSSION & ANALYSIS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**MANAGEMENT DISCUSSION & ANALYSIS (MD&A)**

The management of the Tri-County Airport Authority, Bonifay, Florida (the “Authority”), would like to offer the readers of the Authority’s financial statements this discussion and analysis of the Authority’s financial activities for the fiscal year ended September 30, 2025. The information presented in this MD&A should be considered in conjunction with the Authority’s Independent Auditors’ Report, basic financial statements, and accompanying notes to the basic financial statements.

**Financial Highlights**

- The assets of the Authority exceeded its liabilities on September 30, 2025 by \$8,135,456 (net position). Of this amount \$587,325 (unrestricted net position) may be used to meet the Authority’s ongoing obligations to creditors.
- The authority’s total net position decreased by \$247,488 during the year ended September 30, 2025. The key components of the Authority’s net position and change in net position are reflected in the table in the financial analysis section.
- Operating revenues decreased \$65,062 (9%) from fiscal year 2024, driven by decrease in fuel sales of \$70,796 (14%), offset slightly by a \$7,525 (4%) increase in hangar rents. The decrease in fuel sales is attributed to a decrease in average fuel prices in comparison to the prior year, rather than a decrease in volume.
- Operating expenses decreased \$121,626 (8%) from fiscal year 2024. The overall increase was driven by decrease in costs of fuel sales of \$90,496 (21%); and repairs and maintenance expenses decreased \$10,291 (25%). Depreciation also decreased by \$36,982 (5%), which reflects the decrease in capital improvements activities over the past two fiscal years.
- Airport improvement grant revenues decreased \$257,163 from \$820,000 to \$562,837 from the 2024 fiscal year.

**Overview of Financial Statements**

This discussion and analysis is intended to serve as the introduction to the Authority’s basic financial statements. The basic financial statements report information about the Authority using accounting methods similar to those used by private sector enterprises. The basic financial statements consist of a statement of net position, a statement of revenues, expenses and changes in net position, a statement of cash flows, and notes to the financial statements.

**Fund Financial Statements**

A fund is a grouping of related accounts that is used to maintain control over the resources that have been segregated for specific activities or objectives. The Authority, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The Authority only reports a single fund, the proprietary fund. The Authority maintains one proprietary fund type. Proprietary (or enterprise) funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The Authority uses an enterprise fund to account for airport operations.

The Statement of Net Position presents information on all of the Authority’s assets and liabilities, with the difference between the two reported as net position. Over time, the increases or decreases in net position may serve as a useful indication of the whether the financial position of the Authority is improving or deteriorating.

**TRI-COUNTY AIRPORT AUTHORITY  
MANAGEMENT DISCUSSION & ANALYSIS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**Fund Financial Statements - Continued**

The Statement of Revenues, Expenses, and Changes in Net Position, presents information showing how the Authority's net position changed during the 2025 fiscal year. Changes in net position are reported as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future fiscal periods.

The Statement of Cash Flows reports cash flows from operating, investing, and financing activities. It details the sources of the Authority's cash, what it was used for, and the change in cash over the course of the fiscal year.

The basic proprietary fund financial statements can be found on pages 8-10 of the annual financial report.

**Notes to the Financial Statements**

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements and can be found beginning on page 11 of the annual financial report.

**FINANCIAL ANALYSIS**

This section is used to present condensed financial information from the basic financial statements that compare the current year to the prior year.

**Statement of Net Position**

The following schedule reflects the condensed Statement of Net Position.

	2025	2024	\$ Increase / (Decrease)	% Increase / (Decrease)
Current and other Assets	\$ 619,808	\$ 817,072	\$ (197,264)	-24%
Capital Assets	7,548,131	7,929,823	(381,692)	-5%
Total assets	<u>8,167,939</u>	<u>8,746,895</u>	<u>(578,956)</u>	<u>-7%</u>
Current Liabilities	22,334	353,879	(331,545)	-94%
Noncurrent Liabilities	10,149	10,072	77	1%
Total Liabilities	<u>32,483</u>	<u>363,951</u>	<u>(331,468)</u>	<u>-91%</u>
Net Position				
Invested in capital assets, net	7,548,131	7,929,823	(381,692)	-5%
Unrestricted	587,325	453,121	134,204	30%
Total net position	<u>\$ 8,135,456</u>	<u>\$ 8,382,944</u>	<u>\$ (247,488)</u>	<u>25%</u>

**TRI-COUNTY AIRPORT AUTHORITY  
MANAGEMENT DISCUSSION & ANALYSIS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**FINANCIAL ANALYSIS – continued**

The Authority’s net position reflects the net investment in capital assets. These assets are used to provide its services to the public; consequently, these assets are not available for future spending. The remaining balance of \$587,325 of unrestricted net position may be used to meet the Authority’s ongoing obligations and fund future capital improvement projects.

The Authority’s net position decreased by \$247,488 during the most recent fiscal year. The decrease represents the extent to which operating revenues, revenues from state and federal grants, and interest income were exceeded by the cost of operations. The majority of expenditures funded by grant revenues are capitalized as capital assets and therefore not shown as expenses.

**Statement of Revenues, Expenses, and Changes in Net Position**

Key elements of the change in net position are reflected in the following table:

	<u>2025</u>	<u>2024</u>	<u>\$ Increase / (Decrease)</u>	<u>% Increase / (Decrease)</u>
<b>OPERATING ACTIVITIES</b>				
Operating revenues	\$ 644,794	\$ 709,856	\$ (65,062)	-9%
Operating expenses	<u>1,475,397</u>	<u>1,597,023</u>	<u>(121,626)</u>	<u>-8%</u>
Net operating loss	<u>(830,603)</u>	<u>(887,167)</u>	<u>56,564</u>	<u>-6%</u>
<b>NON-OPERATING ACTIVITIES</b>				
Grants and Contributions	577,424	837,592	(260,168)	-31%
Interest and other income	<u>5,691</u>	<u>3,985</u>	<u>1,706</u>	<u>43%</u>
Total non-operating income	<u>583,115</u>	<u>841,577</u>	<u>(258,462)</u>	<u>-31%</u>
Change in net position	(247,488)	(45,590)	(201,898)	443%
Net position - Beginning	<u>8,382,944</u>	<u>8,428,534</u>	<u>(45,590)</u>	<u>-1%</u>
Net position - Ending	<u>\$ 8,135,456</u>	<u>\$ 8,382,944</u>	<u>\$ (247,488)</u>	<u>-3%</u>

As noted above and in the statement of revenues, expenses, and changes in net position, the cost of all operating activities during the fiscal year ended September 30, 2025 was \$1,475,397, which includes depreciation expense of \$718,317. Operating expenses decreased by \$121,626 over the prior year. Current year operating expenses were 8% lower mainly due to decrease in costs of fuel sales. The costs of the Authority’s operating activities were primarily funded by operating revenues. Overall operating revenues decreased by \$65,062 over the prior year. The majority of this 9% decrease is due to decrease in fuel sales caused by decreases in pricing in correlation to the decrease in cost of fuel purchases.

**TRI-COUNTY AIRPORT AUTHORITY  
MANAGEMENT DISCUSSION & ANALYSIS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**Capital Assets**

As of September 30, 2025, the Authority had \$17,606,784 invested in capital assets consisting of infrastructure, land, buildings and improvements, machinery and equipment, and construction in progress, and accumulated depreciation of \$10,058,653, resulting in a net book value of \$7,548,131. In regard to its infrastructure assets, the Authority has implemented the major model portions of GASB Statement 34. Historically, a government's largest group of assets (infrastructure- roads, traffic, signals, underground pipes not associated with a utility, etc.) have not been reported nor depreciated in governmental financial statements. Infrastructure assets are included as capital assets in the statement of net position. More detailed information on the Authority's capital assets is presented in Note 4 to the financial statements. Capital asset improvements are funded primarily through FAA and FDOT approved grants and managed through a contracted third-party engineering firm.

**Requests for information**

If you have any questions about this report or need additional financial information, you may contact Thomas Leuenberger, Treasurer, at (850)-326-1940 or email at [Tommy@kbcr.gov](mailto:Tommy@kbcr.gov).

FINANCIAL STATEMENTS

**TRI-COUNTY AIRPORT AUTHORITY  
STATEMENT OF NET POSITION  
AS OF SEPTEMBER 30, 2025**

**ASSETS**

**Current Assets:**

Cash	\$ 535,334
Grants Receivable	13,700
Accounts Receivable	1,846
Inventory	34,184
Prepaid expenses	34,744
	619,808
Total Current Assets	619,808

**Noncurrent Assets:**

Capital Assets:

Land	66,990
Buildings and Improvements	3,672,589
Equipment and Machinery	728,037
Infrastructure	12,291,077
Construction in Process	848,091
Less Accumulated Depreciation	(10,058,653)
	7,548,131
Total Capital Assets	7,548,131

**TOTAL ASSETS**

**\$ 8,167,939**

**LIABILITIES AND NET POSITION**

**Current Liabilities:**

Accounts Payable	\$ 14,274
Accrued Expenses	3,104
Unearned Revenue	4,956
	22,334
Total Current Liabilities	22,334

**Long-Term Liabilities:**

Tenant Deposits	10,149
	10,149

**TOTAL LIABILITIES**

**32,483**

**NET POSITION**

Invested in Capital Assets, Net of Related Debt	7,548,131
Unrestricted	587,325
	8,135,456

**TOTAL NET POSITION**

**8,135,456**

**TOTAL LIABILITIES AND NET POSITION**

**\$ 8,167,939**

**TRI-COUNTY AIRPORT AUTHORITY**  
**STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**  
**FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

<b>OPERATING REVENUES:</b>	
Aviation fuel sales	\$ 453,325
Hangar rental income	187,952
Other income	3,517
	<hr/>
Total Operating Revenues	<u>644,794</u>
 <b>OPERATING EXPENSES:</b>	
Cost of Fuel Sales	335,395
Other Costs of Sales	7,750
Advertising	1,370
Insurance	46,335
Utility Services	18,255
Salaries	46,254
Repairs and Maintenance	30,301
Office Expense	10,664
Contract Labor	12,494
Professional Fees	244,457
Depreciation	718,317
Internet Expenses	1,469
Automobile expenses	2,336
	<hr/>
Total Operating Expenditures	<u>1,475,397</u>
 <b>NET OPERATING LOSS</b>	 <u>(830,603)</u>
 <b>NON-OPERATING REVENUES:</b>	
Airport improvement grants	562,837
Local government grants	14,587
Interest Income	5,300
Other Miscellaneous Income	391
	<hr/>
Total non-operating revenues	<u>583,115</u>
 <b>CHANGE IN NET POSITION</b>	 (247,488)
 <b>NET POSITION, BEGINNING OF YEAR</b>	 <u>8,382,944</u>
 <b>NET POSITION, END OF YEAR</b>	 <u><u>\$ 8,135,456</u></u>

The accompanying notes are an integral part of these financial statements.

**TRI-COUNTY AIRPORT AUTHORITY  
STATEMENT OF CASH FLOWS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

<b>Cash Flows from Operating Activities</b>	
Charges for Services	\$ 647,178
Payments to Suppliers	<u>(818,647)</u>
Net Cash Used in Operating Activities	<u>(171,469)</u>
 <b>Cash Flows from Capital and Related Financing Activities:</b>	
Aviation improvement grants	913,416
Capital improvements	<u>(596,082)</u>
Net Cash Provided by Capital and Related Financing Activities	<u>317,334</u>
 Net Increase in Cash and Cash Equivalents	 145,865
 Cash and Cash Equivalents, beginning of year	 <u>389,469</u>
 Cash and Cash Equivalents, end of year	 <u><u>\$ 535,334</u></u>

**Reconciliation of Operating Loss to Net Cash Used in Operating Activities**

Operating loss	\$ (830,603)
Adjustments to Reconcile Operating Loss to Net From Operating Activities	
Depreciation	718,317
Accounts Receivable	(969)
Inventories	12,210
Prepays	1,587
Tenant Deposits	77
Accrued Expenses	38
Increase (Decrease) in Accounts Payable from Operations	(75,402)
Unearned Revenue	<u>3,276</u>
Net Cash Used in Operating Activities	<u><u>\$ (171,469)</u></u>

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 1- REPORTING ENTITY**

The Tri-County Airport Authority (the “Authority”, or “TCAA”), located in the adjacent corners of Holmes, Washington, and Jackson Counties, Florida, was established as an independent special district by the Florida Legislature, House Bill 2859, Chapter 69-534, in 1969. Its purpose is to accomplish the cooperative joint effort of the Boards of County Commissioners of Holmes, Jackson, and Washington Counties in the establishment and operation of an airport near their common geographical boundary point. The Authority is governed by a nine-member board of directors consisting of three members appointed by each county commission.

**NOTE 2- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**Fund Financial Statements**

The Tri-County Airport Authority maintains one fund, which is a proprietary fund. There are no government funds, as such the basic financial statements refer only to the proprietary fund. The financial statements have been prepared in accordance with generally accepted accounting principles in the United States of America (“GAAP”) applicable to state and local governments. The Governmental Accounting Standards Board (“GASB”) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The significant accounting and reporting policies and practices used by the Authority are described below. There are no entities considered to be component units of the Authority; therefore, the financial statements include only the operations of the Authority.

The basic financial statements (i.e., the statement of net position, statement of revenues, expenses, and changes in fund balance, and statement of cash flows) report information on all of the non-fiduciary activities of the primary government.

**Proprietary Fund Policies**

Proprietary funds distinguish operating revenues and expenses from non-operating items. Operating revenues and expenses generally result from providing services in connection with a proprietary fund’s principal ongoing operations. Operating expenses for the proprietary funds include the cost of personal and contractual services, supplies and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

**Fund Accounting**

The financial statements of the Authority include the funds and account groups required to account for those financial activities which are related to the Authority and are controlled by or dependent upon the Authority’s legislative body. Control or dependence upon the Authority is determined on the basis of budget adoption, taxing authority, and outstanding debt secured by revenues or general obligation of the Authority, and the Authority’s legal responsibilities to fund any deficits that may occur. On this basis, all of the Authority’s activities are reported in the Enterprise Fund.

The accounting policies of the Authority conform to generally accepted accounting principles as applicable to governmental entities, specifically Proprietary Fund types (Enterprise Funds).

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 2- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – Continued**

Fund Accounting – continued

All proprietary funds are accounted for using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned and expenses are recorded when they are incurred.

When both the restricted and unrestricted resources are available for use, it is the Authority’s policy to use restricted resources first, then unrestricted resources as needed.

Proprietary Funds are used to account for operations (a) that are financed and operated in a manner similar to private business enterprises- where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriated for capital maintenance, public policy, management control, accountability, or other purposes.

The Authority reports a single major proprietary fund to account for the revenues, expenses, and capital improvements of the airport.

Cash and Cash Equivalents

The Authority’s cash deposits are held in financial institutions that qualify as public depositories and, accordingly, are insured or collateralized under Chapter 280 of the Florida Statutes.

Receivables

Accounts and grants receivable are reported at net realizable value. Grants receivable represent reimbursements due from federal and state sources for allowable costs incurred on federal and state award programs. All receivables are expected to be collected. As such, no allowance for doubtful accounts has been reflected.

Inventory

Inventory consists of aviation fuel purchased and held for resale. The Authority values its inventory at cost on the First-in-First-out (FIFO) basis.

Capital Assets

Capital assets used in proprietary fund-type operations are capitalized at cost when purchased and depreciation is recognized over the useful lives of the fixed assets using the straight-line method as follows:

Building and Improvements	10-20 years
Infrastructure and Improvements other than buildings	10-50 years
Equipment	5-10 years

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 2- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – Continued**

Capital Assets - continued

Project costs are capitalized and included in construction in progress as the costs are incurred. Repairs and maintenance costs are expensed as incurred. Accumulated project costs are transferred to depreciable assets upon completion. Gains and losses from assets that are retired or disposed are recorded as non-operating revenue (expense), and the associated cost and accumulated depreciation are removed from the accounts.

Construction in progress consists mainly of projects to improve the airports hangars, taxiways, security, and utility improvements.

Airport Improvement Grants

Airport improvement grants consist of funding from grant contracts with federal and state governmental agencies. Funds are received from these agencies for specific improvements to the airport facilities. In the normal course of business, the Authority applies for and receives funds from the Federal Aviation Administration (“FAA”) under airport improvement program grants, and the Florida Department of Transportation (“FDOT”) under aviation development grants. Costs incurred under these agreements are subject to review and approval by the granting agencies. Contributions and grants for improvements are reported as non-operating revenues in the statement of revenues, expenses, and changes in net position.

Revenue Recognition

Revenues from aviation fuel sales are recorded when the sale is made. Revenues from hangar rentals are recognized when due. Prepaid hangar rents are recognized ratably over the life of the respective leases.

Net position

Net position represents the difference between assets and liabilities in the statement of net position. Net position invested in capital assets are reduced by the outstanding balances of any borrowing used for acquisition, construction, or improvement of those assets.

Budgets

Florida Statutes governs the preparation, adoption, and administration of the budget for special districts. The Board of Directors of the Authority adopted a Budget at its September 10, 2024, board meeting for the fiscal year 2025 and is available to the public at the TCAA website.

Risk Management and Insurance

The Authority insures itself against losses from casualty, accident, and dishonesty by purchasing insurance. During the year ended September 30, 2025, the Authority received no significant refunds nor additional bills for prior year premiums. The Authority believes the level of insurance purchased is adequate to protect it from material loss. No significant changes in coverage or claims have been made in recent years.

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 2- SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES – Continued**

Hangar Leases

In June 2017, the Governmental Accounting Standards Board (GASB) issued GASB Statement No. 87, *Leases*. This standard requires the recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and as inflows of resources or outflows of resources recognized based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are used to finance the right to use an underlying asset. Under this standard, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

The Authority generally leases its hangar spaces to tenants under short-term leases of 12 months or less, renewable annually, which are excluded from the guidance of GASB 87. Hangar rental revenues are recognized as operating revenues at the time such payments are due. Prepaid hangar rents are recognized ratably over the period for which the agreement is in place.

Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

Date of Management's Review

Management has evaluated subsequent events through January 5, 2026, which is the date the basic financial statements were available to be made.

**NOTE 3- CASH AND DEPOSITS WITH FINANCIAL INSTITUTIONS**

Tri-County Airport Authority, in accordance with state and local regulations, deposits its cash funds in approved financial institutions. The financial institutions are required to pledge U.S. Government Securities as collateral for such funds. Custodial credit risk is the risk that in the event of bank failure, TCAA's deposits may not be returned to it. TCAA does not have a deposit policy for custodial credit risk or interest rate risk. TCAA has not formally adopted deposit and investment policies that limit allowable deposits or investment and address the specific types of risk to which TCAA might be exposed, but adheres to the provisions of Section 218.415 Florida Statutes.

TCAA maintains its cash balances with One Florida Bank and People's South Bank. At September 30, 2025, the balance of deposits exceeding the federally insured limit of \$250,000 was \$112,763.

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 4- CHANGES IN CAPITAL ASSETS**

Changes in the Authority's capital assets for the year ending September 30, 2025 were as follows:

	<u>Beginning Balance</u>	<u>Additions</u>	<u>Transfers In (Out)</u>	<u>Ending Balance</u>
Capital Assets not depreciated:				
Land	\$ 66,990	\$ -	\$ -	\$ 66,990
Construction in Process	515,052	333,039	-	848,091
Total capital assets not depreciated:	<u>582,042</u>	<u>333,039</u>	<u>-</u>	<u>915,081</u>
Other capital assets:				
Building and improvements	3,672,589	-	-	3,672,589
Machinery and equipment	724,451	3,586	-	728,037
Infrastructure	12,291,077	-	-	12,291,077
Total other capital assets:	<u>16,688,117</u>	<u>3,586</u>	<u>-</u>	<u>16,691,703</u>
Less Accumulated Depreciation	<u>(9,340,336)</u>	<u>(718,317)</u>	<u>-</u>	<u>(10,058,653)</u>
Net Capital Assets	<u>\$ 7,929,823</u>	<u>\$ (381,692)</u>	<u>\$ -</u>	<u>\$ 7,548,131</u>

**NOTE 5- LINE OF CREDIT**

The Authority entered into a revolving line of credit agreement with One Florida Bank May 22, 2024. The line has a limit of \$125,000 and matures May 22, 2026. Interest shall accrue on draws on the line at a rate of 3.65%. The line is collateralized by a savings account with a balance of \$130,144 at September 30, 2024.

There were no draws and repayments during the fiscal year ending September 30, 2025 on this line of credit.

**NOTE 6- AVIATION IMPROVEMENT GRANTS**

The Authority receives funding for capital improvements from the State of Florida in the form of Aviation Development Grants through the Florida Department of Transportation (FDOT) and the Federal Aviation Administration (FAA). These reimbursable grants are disbursed to the Authority as each project progresses and allowable expenditures are incurred.

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 6- AVIATION IMPROVEMENT GRANTS – Continued**

Expenditures incurred on the following contracts during the year ended September 30, 2025 were as follows:

<u>Project</u>	<u>Contract#</u>	<u>Expenditures</u>
<b>FDOT Grants:</b>		
Utility Improvements - Stormwater and Electrical	G2834	\$ 296,247
Height Zoning Ordinance Development	G2632	58,466
Hangar Site Improvements	G2U82	39,586
Design & Construct RSA ROFA & OFZ Improvements	G2K15	10,744
Fencing Improvements- Planning, Design and Construction	G3997	<u>88,699</u>
Total FDOT		<u>493,742</u>
<b>FAA Grants:</b>		
Airfield Electrical Vault	3-12-0007-017-2023	69,095
Construct Wildlife Perimeter Fencing	3-12-0007-019-2025	<u>-</u>
Total FAA		<u>69,095</u>
Total Airport Improvement Grants		562,837
Other Grants - Local Government		<u>14,587</u>
		<u>\$ 577,424</u>

During the year ended September 30, 2025, the Authority received an additional grant funding award from Holmes County in the amount of \$11,000 to cover certain compliance costs for the year and a donated 2007 van valued at \$3,587. FAA grant 019-2025 for construction of perimeter fencing was approved in August 2025, however had not yet commenced as of September 30, 2025.

**NOTE 7 – PROJECT COMMITMENTS**

A grant agreement is entered into for each grant-funded project the Authority begins, and it may be with the FAA, FDOT or both. The grant agreements specify 1) the percentage for which the FAA is responsible, if applicable; 2) the percentage for which the FDOT is responsible, if applicable; and 3) the percentage for which the Authority is responsible. As of September 30, 2025, the Authority had open contracts for various projects. These contracts totaled \$2,839,386, of which \$1,376,654 has been expended, leaving \$1,462,732 in uncompleted contract commitments.

**TRI-COUNTY AIRPORT AUTHORITY  
NOTES TO FINANCIAL STATEMENTS  
FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**NOTE 8 – RISKS AND UNCERTAINTIES**

Grants received from grantor agencies are subject to review and adjustment by the grantor agencies. Any disallowed claims, including amounts already collected, may constitute a liability of the applicable funds. Based upon prior experience, the Authority does not believe that any such disallowances, if any, would have a material effect on the financial position of the Authority.

The operations of the Authority are dependent upon the condition of the Authority's facilities. These facilities are continuously improved substantially through the receipt of FDOT and FAA airport improvement grants and state funding. Loss or reduction of such funding may have a material effect on the operations of the Authority.

INTERNAL CONTROL AND COMPLIANCE

**HAMILTON**  
— & —  
**ASSOCIATES**  
Certified Public Accountants

**INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS***

Board of Directors of the  
TRI-COUNTY AIRPORT AUTHORITY  
Bonifay, Florida

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities and major fund of Tri-County Airport Authority (the "Authority"), as of and for the fiscal year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise Authority's basic financial statements, and have issued our report thereon dated January 5, 2026.

**Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies, and therefore, material weaknesses or significant deficiencies may exist that have not been identified. There were identified certain deficiencies in internal control, described in the accompanying schedule of findings at item 2007-001 (repeat finding) that are considered to be a material weakness.

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## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **Tri-County Airport Authority Response to Findings**

Tri-County Airport Authority's response to the finding identified is described in the accompanying Schedule of Findings. Authority's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and do not provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performing in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

*Hamilton & Associates CPA, LLC*

Brandon, Florida  
January 5, 2026

SCHEDULE OF FINDINGS

**TRI-COUNTY AIRPORT AUTHORITY**  
**SCHEDULE OF FINDINGS – FINANCIAL STATEMENT AUDIT**  
**FOR THE FISCAL YEAR ENDED SEPTEMBER 30, 2025**

**FINDINGS – FINANCIAL STATEMENT AUDIT**

2007-001

Criteria – An entity’s system of internal control over financial reporting should include controls over the prevention, detection, and correction of misstatements in the audited financial statements.

Condition – The Authority relies on the external audit to assist with preparing and explaining financial statements in conformity with generally accepted accounting principles (GAAP).

Effect- Since the auditor cannot be a part of an entity’ system of internal accounting control, the Authority’s system of internal control over financial reporting is not sufficient by itself to prevent, detect, or correct misstatements in the financial statements.

Cause – Tri-County Airport Authority has a small accounting staff necessitated by the overall small size of the entity. It is not consider cost effective to develop and maintain a system of internal accounting control sufficient by itself to prepare financial statements in accordance with GAAP, nor to maintain internal staff with sufficient knowledge to develop and maintain controls to prevent, detect, or correct misstatements in the financial statements.

Recommendation – the Authority should continue to consider the cost and benefits of developing and implementing such a system with the understanding that due to the size of the entity, external assistance will likely continue to be needed to assist in preparing the accounting records to produce the financial statements in accordance with GAAP.

Response – The Board engaged a CPA firm and has hired a part-time bookkeeper that assists in preparing accounting records and financial statements in accordance with GAAP. The Board continues to improve the accounting and internal controls in conjunction with the CPA firm, and the Board predicts it may be several more years before the “in-house” accounting capabilities can be funded that will fully meet standards to remove these findings.

**HAMILTON**  
— & —  
**ASSOCIATES**  
Certified Public Accountants

**INDEPENDENT AUDITORS' MANAGEMENT LETTER  
PURSUANT TO THE RULES OF THE AUDITOR GENERAL  
FOR THE STATE OF FLORIDA**

Board of Directors of the  
Tri-County Airport Authority  
Bonifay, Florida

**Report on the Financial Statements**

We have audited the accompanying basic financial statements of Tri-County Airport Authority (“Authority”), as of and for the fiscal year ended September 30, 2025, and have issued our report thereon dated January 5, 2026.

**Auditors' Responsibility**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America; and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States; and Chapter 10.550, *Rules of the Florida Auditor General*.

**Other Reporting Requirements**

We have also issued our Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* and Independent Accountants' Report on an examination conducted in accordance with AICPA *Professional Standards*, AT-C Section 315, regarding compliance requirements in accordance with Chapter 10.550, *Rules of the Auditor General*. Disclosures in those reports, which are dated January 5, 2026, should be considered in conjunction with this management letter.

**Prior Audit Findings**

Section 10.554(1)(i)1., Rules of the Auditor General, requires that we determine whether or not corrective actions have been taken to address findings and recommendations made in the preceding annual financial audit report. The following findings and recommendations remain from prior audit years:

- Finding 2007-001 – please refer to the Schedule of Findings – Financial Statement Audit on pg. 19 for more information on this finding.

**Official Title and Legal Authority**

Section 10.554(1)(i)4., *Rules of the Auditor General*, requires that the name or official title and legal authority for the primary government and each component unit of the reporting entity be disclosed in this management letter, unless disclosed in the notes to the financial statements. The legal authority is disclosed in the notes to the financial statements.

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## Financial Condition and Management

Sections 10.554(1)(i)5.a. and 10.556(7), Rules of the Auditor General, require that we apply appropriate procedures and report the results of our determination as to whether or not the Authority has met one or more of the conditions described in Section 218.503(1), Florida Statutes, and identification of the specific conditions met. In connection with our audit, the results of our tests did not indicate that the Authority met any of the conditions described in Section 218.503(1), Florida Statutes.

Pursuant to Sections 10.554(1)(i)5.b. and 10.556(8), *Rules of the Auditor General*, we applied financial condition assessment procedures for the Authority. It is management's responsibility to monitor the Authority's financial condition, and our financial condition assessment was based, in part, on representations made by management and the review of financial information provided by same.

Section 10.554(1)(i)2., Rules of the Auditor General, requires that we communicate any recommendations to improve financial management. See paragraph 'Prior Audit Findings' on page 20, above.

## Property Assessed Clean Energy (PACE) Programs

As required by Section 10.554(1)(i)6.a., Rules of the Auditor General, the Authority did not operate a PACE program authorized pursuant to Section 163.081 or Section 163.082, Florida Statutes, within the geographical boundaries during the fiscal year under audit.

## Special District Component Units

Section 10.554(1)(i)5.c., Rules of the Auditor General, requires that we determine whether or not a special district that is a component unit of a county, municipality, or special district, provided the financial information necessary for proper reporting of the component unit, within the audited financial statements of the county, municipality, or special district in accordance with Section 218.39(3)(b), Florida Statutes. In connection with our audit, we determined the Authority is not a component unit of any other entity, nor does it have any component units.

## Specific Information

As required by Section 218.39(3)(c), Florida Statutes, and Section 10.554(1)(i)6, Rules of the Auditor General, the District reported:

- a. The total number of employees compensated in the last pay period of the fiscal year was one.
- b. The authority paid compensation to one independent contractor in the last month of the fiscal year.
- c. Compensation earned or awarded to employees in total amounted to \$43,000.
- d. All compensation earned or awarded to non-employee independent contractors amounted to \$12,494.
- e. The Authority has the following approved projects with a total cost of at least \$65,000:

<u>Contract #</u>	<u>Agency</u>	<u>Description</u>	<u>\$ Amount</u>
G3997	FDOT	Fencing Improvements- Planning, Design and Construction	\$220,000
G2U82	FDOT	Hangar Site Improvements	\$750,000

G2K15	FDOT	Design & Construct RSA ROFA & OFZ Improvements	\$450,000
G2834	FDOT	Utility Improvements: Stormwater and Electrical	\$675,000
3-12-0007-017-2023	FAA	Airfield Electrical Vault	\$475,667
3-12-0007-019-2025	FAA	Construct Wildlife Perimeter Fencing	\$168,719

- f. The Authority did not amend any budget under Section 189.016(4), Florida Statutes, for the fiscal year reported.

**Additional Matters**

Section 10.554(1)(i)3., *Rules of the Auditor General*, requires us to address noncompliance with provisions of contracts or grant agreements, or abuse, that have occurred, or are likely to have occurred, that have an effect on the financial statements that is less than material but warrants the attention of those charged with governance. In connection with our audit, we did not notice any such findings.

**Purpose of this Letter**

Our management letter is intended solely for the information and use of the Legislative Auditing Committee, members of the Florida Senate and the Florida House of Representatives, the Florida Auditor General, Federal and other granting agencies, the Mayor and City Council, and the Authority Board of Directors and applicable management, and is not intended to be and should not be used by anyone other than those specified parties.

*Hamilton & Associates CPA, LLC*

Brandon, Florida  
January 5, 2026

**HAMILTON**  
— & —  
**ASSOCIATES**  
Certified Public Accountants

**INDEPENDENT AUDITORS' REPORT ON COMPLIANCE WITH THE  
REQUIREMENTS OF SECTION 218.415, FLORIDA STATUTES, REQUIRED BY  
RULE 10.550(10), OF THE AUDITOR GENERAL OF THE STATE OF FLORIDA**

Board of Directors of the  
Tri-County Airport Authority  
Bonifay, Florida

We have examined the Tri-County Airport Authority (“Authority”) compliance with Section 218.415, Florida Statutes, regarding the investment of public funds during the year ended September 30, 2025.

Management is responsible for the Authority compliance with those requirements. Our responsibility is to express an opinion on the Authority 's compliance based on our examination.

Our examination was conducted in accordance with attestation standards established by the American Institute of Certified Public Accountants and, accordingly, included examining, on a test basis, evidence about the Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides reasonable basis for our opinion. Our examination does not provide a legal determination on the Authority's compliance with specified requirements.

In our opinion, the Authority complied, in all material respects, with the aforementioned requirements for the year ended September 30, 2025.

This report is intended solely for the information and use of the Authority and the Auditor General, State of Florida, and is not intended to be and should not be used by anyone other than these specified parties.

*Hamilton & Associates CPA, LLC*

Brandon, Florida  
January 5, 2026

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