NORTHEAST OHIO REGIONAL AIRPORT AUTHORITY
ASHTABULA COUNTY

REGULAR AUDIT

FOR THE YEAR ENDED DECEMBER 31, 2019

OHIO AUDITOR OF STATE
KEITH FABER

NORTHEAST OHIO REGIONAL AIRPORT AUTHORITY
ASHTABULA COUNTY
DECEMBER 31, 2019

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INDEPENDENT AUDITOR'S REPORT

Northeast Ohio Regional Airport Authority
Ashtabula County
P.O. Box 379
Jefferson, Ohio 44047

To the Board of Directors:

Report on the Financial Statements

We have audited the accompanying financial statements of the Northeast Ohio Regional Airport Authority, Ashtabula County, Ohio, (the Airport), a component unit of Ashtabula County, as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for preparing and fairly presenting these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes designing, implementing, and maintaining internal control relevant to preparing and fairly presenting financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to opine on these financial statements based on our audit. We audited in accordance with auditing standards generally accepted in the United States of America and the financial audit standards in the Comptroller General of the United States' *Government Auditing Standards*. Those standards require us to plan and perform the audit to reasonably assure the financial statements are free from material misstatement.

An audit requires obtaining evidence about financial statement amounts and disclosures. The procedures selected depend on our judgment, including assessing the risks of material financial statement misstatement, whether due to fraud or error. In assessing those risks, we consider internal control relevant to the Airport's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not to the extent needed to opine on the effectiveness of the Airport's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of management's accounting policies and the reasonableness of their significant accounting estimates, as well as our evaluation of the overall financial statement presentation.

We believe the audit evidence we obtained is sufficient and appropriate to support our audit opinion.

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Northeast Ohio Regional Airport Authority, Ashtabula County, Ohio, as of December 31, 2019, and the changes in its financial position and its cash flows for the year then ended in accordance with the accounting principles generally accepted in the United States of America.

Other Matters

The Airport has suffered recurring losses from operations as of December 31, 2019 and prior years. Based solely on inquiries of management and scanning of unaudited fund cash balances as of July 17, 2020, the Airport may require additional revenue or cost-cutting measures to continue paying its obligations when due. The Airport failed to pay its 2019 annual principal and interest payment on its outstanding revenue bonds because the cost to operate and maintain the Airport exceeded its operating revenue. The notes to the financial statements do not disclose management's plans regarding this matter, however, this does not affect our opinion on these financial statements.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require this presentation to include *management's discussion and analysis* and schedules of net pension and other post-employment benefit liabilities and pension and other post-employment benefit contributions, listed in the table of contents, to supplement the basic financial statements. Although this information is not part of the basic financial statements, the Governmental Accounting Standards Board considers it essential for placing the basic financial statements in an appropriate operational, economic, or historical context. We applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, consisting of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, to the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not opine or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to opine or provide any other assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated July 17, 2020, on our consideration of the Airport's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. That report describes the scope of our internal control testing over financial reporting and compliance, and the results of that testing, and does not opine on 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 Airport's internal control over financial reporting and compliance.

Keith Faber

Keith Faber
Auditor of State
Columbus, Ohio

July 17, 2020

The discussion and analysis of the Northeast Ohio Regional Airport Authority's (the "Airport") financial performance provides an overall review of the Airport's financial activities for the year ended December 31, 2019. The intent of this discussion and analysis is to look at the Airport's performance as a whole; readers should also review the notes to the basic financial statements and financial statements to enhance their understanding of the Airport's financial performance.

Financial Highlights

Key financial highlights for 2019 are as follows:

- The Airport's net position decreased by $232,653, or 2 percent.

- During 2019, the Airport had an operating loss of $839,124 and total net position decreased by $232,653. Capital grants of $31,439 coupled with contributions and donations made to the Airport from the County and private donors of $183,750 and $400,073, respectively, totaling $583,823 helped to keep the Airport operating.

- The Airport did not make its annual principal and interest payment on its outstanding revenue bond ("Bond Debt Service") this year because the cost to operate and maintain the Airport exceeded its operating revenues. The Airport is not obligated to make Bond Debt Service payments unless operating revenues exceed maintenance and operating expenses.

- The Airport's total net pension liability increased to $193,359 from $179,628 and the OPEB liability decreased to $85,788, from $116,194, a combined decrease of $16,675. For more information on these liabilities see Notes 7 and 8 to the basic financial statements.

This report consists of a series of financial statements. The *Statement of Net Position and Statement of Revenues, Expenses, and Changes in Net Position* provide information about the activities of the Airport and present a longer-term view of the Airport's finances.

A question typically asked about the Airport's finances "How did we do financially during 2019?" The Statement of Net Position and the Statement of Revenues, Expenses, and Changes in Net Position report information about the Airport and its activities in a way that helps answer this question. These statements include *all assets, deferred outflows of resources, liabilities and deferred inflows of resources* using the *accrual basis of accounting* which is similar to the accounting used by most private-sector companies. The Airport charges a fee to customers to help it cover part of the services it provides. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid.

These two statements report the Airport's *net position* and *changes in that net position*. This change in net position is important because it tells the reader that, for the Airport as a whole, the *financial position* of the Airport has improved or diminished. The reader will need to consider other non-financial factors (e.g. fuel prices, FAA regulations, weather, etc.) in order to assess the overall health of the Airport.

The Airport as a Whole

Recall that the Statement of Net Position provides the perspective of the Airport as a whole. Table 1 provides a summary of the Airport's net position for 2019, compared to 2018:

(Table 1) Net Position

	Business-Type Activities		
	2019	2018	Change
Assets			
Current and Other Assets	$508,747	$413,971	$94,776
Capital Assets, Net of Depreciation	14,762,517	15,077,462	(314,945)
Total Assets	15,271,264	15,491,433	(220,169)
Deferred Outflows of Resources			
Pension - OPERS	79,984	75,247	(4,737)
OPEB - OPERS	18,854	31,784	(12,930)
Total	98,838	107,031	(17,667)
Liabilities			
Current and Other Liabilities	87,618	78,444	(9,174)
Long-Term Liabilities:			
Due Within One Year	81,000	81,000	0
Due in More than One Year:			
Net Pension Liability	193,359	179,628	(13,731)
Net OPEB Liability	85,788	116,194	30,406
Revenue Bonds	867,078	867,078	0
Total Liabilities	1,314,843	1,322,344	7,501
Deferred Inflows of Resources			
Land Rent	47,978	63,970	15,992
Pension - OPERS	52,302	46,098	(6,204)
OPEB - OPERS	30,236	8,656	21,580
Total	130,516	118,724	31,368
Net Position			
Net Investment in Capital Assets	13,814,439	14,129,384	(314,945)
Restricted for Debt Service	2,977	3,008	(31)
Unrestricted	107,327	25,004	82,323
Total Net Position	$13,924,743	$14,157,396	($232,653)

The net pension liability (NPL) is one of the largest liabilities reported by the Airport at December 31, 2019 and is reported pursuant to GASB Statement 68, "Accounting and Financial Reporting for Pensions—an Amendment of GASB Statement 27." The Airport also previously adopted GASB Statement 75, "Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions," which significantly revises accounting for costs and liabilities related to other postemployment benefits (OPEB). For reasons discussed below, many end users of this financial statement will gain a clearer understanding of the Airport's actual financial condition by adding deferred inflows related to pension and OPEB, the net pension liability and the net OPEB liability to the reported net position and subtracting deferred outflows related to pension and OPEB.

Governmental Accounting Standards Board standards are national and apply to all government financial reports prepared in accordance with generally accepted accounting principles. Prior accounting for pensions (GASB 27) and postemployment benefits (GASB 45) focused on a funding approach. This approach limited pension and OPEB costs to contributions annually required by law, which may or may not be sufficient to fully fund each plan's *net pension liability* or *net OPEB liability*. GASB 68 and GASB 75 take an earnings approach to pension and OPEB accounting; however, the nature of Ohio's statewide pension/OPEB plans and state law governing those systems requires additional explanation in order to properly understand the information presented in these statements.

GASB 68 and GASB 75 require the net pension liability and the net OPEB liability to equal the Airport's proportionate share of each plan's collective:

1. Present value of estimated future pension/OPEB benefits attributable to active and inactive employees' past service
2. Minus plan assets available to pay these benefits.

GASB notes that pension and OPEB obligations, whether funded or unfunded, are part of the "employment exchange" – that is, the employee is trading his or her labor in exchange for wages, benefits, and the promise of a future pension and other postemployment benefits. GASB noted that the unfunded portion of this promise is a present obligation of the government, part of a bargained-for benefit to the employee, and should accordingly be reported by the government as a liability since they received the benefit of the exchange. However, the Airport is not responsible for certain key factors affecting the balance of these liabilities. In Ohio, the employee shares the obligation of funding pension benefits with the employer. Both employer and employee contribution rates are capped by State statute. A change in these caps requires action of both Houses of the General Assembly and approval of the Governor. Benefit provisions are also determined by State statute. The Ohio revised Code permits, but does not require the retirement systems to provide healthcare to eligible benefit recipients. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

The employee enters the employment exchange with the knowledge that the employer's promise is limited not by contract but by law. The employer enters the exchange also knowing that there is a specific, legal limit to its contribution to the retirement system. In Ohio, there is no legal means to enforce the unfunded liability of the pension/OPEB plan *as against the public employer*. State law operates to mitigate/lessen the moral obligation of the public employer to the employee, because all parties enter the employment exchange with notice as to the law. The retirement system is responsible for the administration of the pension and OPEB plans.

Most long-term liabilities have set repayment schedules or, in the case of compensated absences (i.e. sick and vacation leave), are satisfied through paid time-off or termination payments. There is no repayment schedule for the net pension liability or the net OPEB liability. As explained above, changes in benefits, contribution rates, and return on investments affect the balance of these liabilities, but are outside the control of the local government. In the event that contributions, investment returns, and other changes are insufficient to keep up with required payments, State statute does not assign/identify the responsible party for the unfunded portion. Due to the unique nature of how the net pension liability and the net OPEB liability are satisfied, these liabilities are separately identified within the long-term liability section of the statement of net position.

In accordance with GASB 68 and GASB 75, the Airport's statements prepared on an accrual basis of accounting include an annual pension expense and an annual OPEB expense for their proportionate share of each plan's *change* in net pension liability and net OPEB liability, respectively, not accounted for as deferred inflows/outflows.

Total assets decreased $220,169 during 2019. This decrease was the result of a decrease in capital assets of $314,945 due to annual depreciation exceeding current year additions.

Total liabilities decreased by $7,501 during 2019, which is in line with the prior year. Long-term liabilities decreased slightly due to the net decrease in net pension and net OPEB liabilities of $16,675. Deferred outflows and inflows of resources represent pension and OPEB related payments to OPERS and land rent payments.

In total, net position of the Airport decreased by $232,653 which can be attributed to the decrease in capital assets during the year.

Table 2 shows the revenues, expenses and the changes in net position for the year ended December 31, 2019 compared to the year ended December 31, 2018.

(Table 2)
Changes in Net Position

	Business-Type Activities		
	2019	2018	Change
Revenues			
Operating Revenues:			
Charges for Services	$199,804	$203,039	($3,235)
Other Operating Revenues	4,955	406	4,549
Total Operating Revenues:	204,759	203,445	1,314
Expenses			
Operating Expenses:			
Personal Services	122,598	99,673	(22,925)
Fringe Benefits	83,152	102,132	18,980
Contractual Services	259,108	592,071	332,963
Materials and Supplies	95,748	137,273	41,525
Depreciation	468,127	466,604	(1,523)
Other Operating Expenses	15,150	24,693	9,543
Total Operating Expenses:	1,043,883	1,422,446	378,563
Operating Loss	(839,124)	(1,219,001)	379,877
Non-Operating Revenues (Expenses):			
Interest Income	536	348	188
Capital Grants	31,439	137,402	(105,963)
Contributions and Donations	400,073	267,466	132,607
Intergovernmental Revenue (County)	183,750	195,000	(11,250)
Land Rent/Management Proceeds	0	38,394	(38,394)
Gain on Expired Lease Transactions	60,532	0	60,532
Engineering and Capital Related Expenses	(63,842)	0	(63,842)
Interest and Fiscal Charges	(6,017)	(54,139)	48,122
Total Non-Operating Revenues (Expenses):	606,471	584,471	22,000
Change in Net Position	(232,653)	(634,530)	401,877
Net Position Beginning of Year	14,157,396	14,791,926	(634,530)
Net Position End of Year	$13,924,743	$14,157,396	($232,653)

Operating revenues increased by $1,314, or less than 1 percent from the previous year due. Operating expenses decreased by $378,563 from the prior year due mostly to a decrease in contractual services operating expenses related to the cost of relocating and burying overhead lines on Airport property in the prior year. The Airport's total net position decreased $232,653 from the prior year.

Capital Assets

The largest portion of the Airport's net position each year is its net investment in capital assets. The Airport uses these capital assets to provide services to the businesses and public using the Airport. Table 3 shows 2019 balances compared with 2018.

(Table 3)
Capital Assets at December 31 (Net of Depreciation)
Business-Type Activities

	2019	2018	Change
Land	$693,478	$693,478	$0
Buildings and Improvements	2,098,486	2,048,775	49,711
Improvements other than Buildings	11,679,630	12,034,750	(355,120)
Vehicles	222,734	216,830	5,904
Furniture and Equipment	68,189	83,629	(15,440)
Total	$14,762,517	$15,077,462	($314,945)

The $314,945 decrease in capital assets was due to current year capital additions of $153,182 not exceeding current year depreciation of $468,127 during 2019. Note 10 of the basic financial statements provides a more detailed look at the capital asset activity during 2019.

Long-Term Liabilities

In 2005, the Airport issued revenue bonds in the amount of $1,400,000 in order to finance new hangar construction. The revenue bonds will mature in thirty years and have an interest rate of 4.125 percent. The Airport's outstanding long-term obligations are included in the following table:

(Table 4)
Outstanding Long-Term Liabilities, at December 31

	2019	2018	Change
Revenue Bonds	$948,078	$948,078	$0
Net Pension Liability	193,359	179,628	(13,731)
Net OPEB Liability	85,788	116,194	30,406
Total	$1,227,225	$1,243,900	$16,675

The Airport did not make its scheduled principal and interest payment during 2019 but had made additional principal payments in the past, so they are ahead of schedule on payments. Additional information concerning the Airport's long-term obligations can be found in Note 6 to the basic financial statements.

Current Financial Issues

The Airport generates revenue from three activities. One, the sale of aviation fuels for jet aircraft (Jet A) and piston powered aircraft (100LL gasoline). Second, rental of hangar units or space in community hangars. Three, a land management lease. Other revenue sources are minimal and include sales of lubrications oils, navigation charts, parking and handling fees.

It is the goal of the Airport to be self-sustaining.

In late 2018, the Airport created a plan to increase revenues and the utility of the Airport to the citizens of Ashtabula County. The plan included the following elements:

1. Enter into an agreement with a Helicopter Emergency Medical Service provider to establish a base at the Airport. The typical fuel consumption for a HEMS is 60,000 gallons of Jet A fuel a year, in addition to hangar lease revenues.

   Of note is that Ashtabula County does not have a Level 1, 2 or 3 Trauma hospital facility. A HEMS provider would be of benefit to the health and welfare of the citizens/taxpayers of Ashtabula County.

2. The creation of the Airport Aviation Educational Initiative (AEI) which provided a private pilot ground school training program, including an hour of flight instruction. The goal was to develop an interest in aviation which would create a demand for a flight school with the associated aircraft maintenance activity.

   In order to quantify the potential demand, the course was provided tuition free. LEADERship Ashtabula County was hired to plan, promote and organize the program in conjunction with AeroTrek Flight Academy who provided the instructors and aircraft.

   While there was significant interest and participation in the program, it failed to create the follow-up demand to support a flight school and related maintenance. The Airport is researching other aviation related opportunities under the AEI.

3. Apply for an Appalachian Regional Commission grant for a fiber broadband connection to the Airport.

4. Establishing a resolution to the USDA loan obligation.

5. Establishment of a 50 percent hangar rental discount promotion.

6. Refreshing the Airport website and social media.

The Airport attracts significant charitable support. In 2019, the Airport received over $400,000 in support from eight organizations and individuals. This support allowed the Airport to configure the facility to be attractive to a HEMS provider, experiment with the Aviation Education Initiative, find a legal solution to the USDA obligation in addition to maintaining and operating the airport to best practice standards.

In October 2019, the hangar constructed and occupied by Molded Fiberglass Companies, returned to the Airport. At the end of 2019, the Airport was negotiating a long-term lease agreement which will result in additional hangar rental revenue in 2020.

Outlook:

We think that business travel will continue to grow and revenue generation from this business segment will continue to be a significant part of Airport financial performance. Personal aviation is not expected to quickly respond to efforts by various special interest organizations to promote flying and grow the pilot population.

Policies and actions are in place to improve both Airport operating performance and financial performance in light of significant challenges.

Contacting the Airport's Finance Department

This financial report is designed to provide our citizens, taxpayers, Airport users, and all interested parties with a general overview of the Airport's finances and to show the Airport's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact Dwight Bowden, President of Ashtabula County Airport Authority dba the Northeast Ohio Regional Airport Authority, 2382 Airport Road, P.O. Box 379, Jefferson, Ohio 44047.

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Statement of Net Position
December 31, 2019

Assets	
Current Assets:	
Cash and Cash Equivalents	$372,604
Accounts Receivable	6,094
Prepaid Assets	19,184
Fuel Inventory	39,451
Rent Receivable	63,970
Cash and Cash Equivalents:	
In Segregated Accounts	7,444
Total Current Assets	508,747
Non-Current Assets:	
Nondepreciable Capital Assets	693,478
Depreciable Capital Assets, Net	14,069,039
Total Non-Current Assets	14,762,517
Total Assets	$15,271,264
Deferred Outflows of Resources	
Pension	79,984
OPEB	18,854
Total Deferred Outflows of Resources	98,838
Liabilities	
Current Liabilities:	
Accounts Payable	$23,255
Accrued Wages	2,659
Intergovernmental Payable	1,109
Accrued Interest Payable	59,072
Unearned Revenue	1,523
Total Current Liabilities	87,618
Non-Current Liabilities:	
Due Within One Year	81,000
Due In More than One Year:	
Net Pension Liability	193,359
Net OPEB Liability	85,788
Other Amounts Due in More than One Year	867,078
Total Non-Current Liabilities	1,227,225
Total Liabilities	1,314,843
Deferred Inflows of Resources	
Land Rent	47,978
Pension	52,302
OPEB	30,236
Total Deferred Inflows of Resources	130,516
Net Position	
Net Investment in Capital Assets	13,814,439
Restricted for Debt Service	2,977
Unrestricted	107,327
Total Net Position	$13,924,743

See accompanying notes to the basic financial statements

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Statement of Revenues, Expenses and Changes in Net Position
For the year ended December 31, 2019

Operating Revenue	
Sales	$135,621
Rent	61,370
Leases	2,813
Other Operating Revenues	4,955
Total Operating Revenue	204,759
Operating Expenses	
Personal Services	122,598
Fringe Benefits	83,152
Contractual Services	259,108
Materials and Supplies	95,748
Depreciation	468,127
Other Operating Expenses	15,150
Total Operating Expenses	1,043,883
Operating Loss	(839,124)
Non-Operating Revenues (Expenses)	
Interest Income	536
Capital Grants	31,439
Contributions and Donations	400,073
Intergovernmental Revenue - County Appropriation	183,750
Engineering and Capital Related Expenses	(63,842)
Interest and Fiscal Charges	(6,017)
Gain on Expired Lease Transactions	60,532
Total Non-Operating Revenues (Expenses)	606,471
Change In Net Position	(232,653)
Net Position Beginning of Year	14,157,396
Net Position End of Year	$13,924,743

See accompanying notes to the basic financial statements

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Statement of Cash Flows
For the year ended December 31, 2019

Cash Flows From Operating Activities:	
Cash Received from Customers	$191,752
Other Operating Revenue	3,811
Cash Paid for Goods and Services	(357,843)
Cash Paid to Employees	(183,399)
Other Operating Expenses	(15,150)
Net Cash Used for Operating Activities	(360,829)
Cash Flows From Investing Activities:	
Interest on Investments	536
Cash Flows From Capital and Related Financing Activities:	
Contributions and Donations	583,823
Capital Grants	31,439
Payment for Capital Acquisitions	(91,804)
Interest Payments	(6,017)
Net Cash Provided by Capital and Related Financing Activities	517,441
Net Decrease in Cash and Cash Equivalents	157,148
Cash and Cash Equivalents at Beginning of Year	222,900
Cash and Cash Equivalents at End of Year	$380,048
Reconciliation of Operating Loss to Net Cash Used for Operating Activities	
Operating Loss	($839,124)
Adjustments to Reconcile Operating Loss to Net Cash Used for Operating Activities:	
Depreciation	468,127
(Increase) Decrease in Assets and Deferred Outflows of Resources:	
Accounts Receivable	(6,094)
Prepaid Assets	(498)
Inventory	(8,903)
Leases Receivable	(2,813)
Deferred Outflows of Resources - Pension	(4,737)
Deferred Outflows of Resources - OPEB	12,930
Increase (Decrease) in Liabilities and Deferred Inflows of Resources:	
Accounts Payable	8,678
Accrued Wages	539
Intergovernmental Payable	246
Unearned Revenue	(289)
Net Pension Liability	13,731
Net OPEB Liability	(30,406)
Deferred Inflows of Resources - Pension	6,204
Deferred Inflows of Resources - OPEB	21,580
Total Adjustments	478,295
Net Cash Used for Operating Activities	($360,829)

See accompanying notes to the basic financial statements

Note 1 - Description of the Northeast Ohio Regional Airport and Reporting Entity

A. The Airport

The Northeast Ohio Regional Airport Authority, Ashtabula County, (the Airport) is a body corporate and politic established to exercise the rights and privileges conveyed to it by the constitution and laws of the State of Ohio. The Airport is directed by a nine member Board, appointed by the County commissioners. The Board of Trustees has the authority to exercise all of the powers and privileges provided under the law. These powers include the ability to sue or be sued in its corporate name; the power to establish and collect rates, rentals and other charges; the authority to acquire, construct, operate, manage and maintain airport facilities; the authority to buy and sell real and personal property; and the authority to issue debt for acquiring or constructing any facility or permanent improvement. Since the Airport imposes a financial burden on the County, the Airport is reflected as a component unit of Ashtabula County. The Airport has a December 31 year end.

B. Reporting Entity

The Airport has been defined in accordance with GASB Statement No. 14, “The Financial Reporting Entity”, and as amended by GASB Statement No. 39, “Determining Whether Certain Organizations Are Component Units” and GASB Statement No. 61, “The Financial Reporting Entity: Omnibus an amendment of GASB Statements No. 14 and No. 34”. The reporting entity is comprised of the primary government, component units and other organizations that are included to ensure that the basic financial statements of the Airport are not misleading. The primary government consists of all departments, boards and agencies that are not legally separate from the Airport.

Component units are legally separate organizations for which a primary government is financially accountable. The Airport is financially accountable for an organization if the primary government appoints a voting majority of the organization's governing board and (1) the Airport is able to significantly influence the programs or services performed or provided by the organization; or (2) the Airport is legally entitled to or can otherwise access the organization's resources; or (3) the Airport is legally obligated or has otherwise assumed the responsibility to finance deficits of or provide financial support to the organization; or (4) the Airport is obligated for the debt of the organization. Under the criteria specified in Statement No. 14, the Airport has no component units. Accordingly, the accompanying financial statements include only the accounts and transactions of the Airport. The Airport is, however, considered to be a component unit of Ashtabula County (“the County”) by virtue of the fact the Airport’s Board of Trustees is appointed by the County and the Airport imposes a financial burden on the County. These conclusions regarding the financial reporting entity are based on the concept of financial accountability. The Airport is not financially accountable for any other organization.

Note 2 - Summary of Significant Accounting Policies

The significant accounting policies followed in the preparation of these financial statements are summarized below. These policies conform to generally accepted accounting principles (GAAP) for local governmental units as prescribed in the statements issued by the Governmental Accounting Standards Board and other recognized authoritative sources are generally applicable to the primary government. The more significant of the Airport’s accounting policies are described below.

A. Basis of Presentation

The Airport reports its operations as a single enterprise fund. Enterprise accounting is used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent 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 where it has been decided that periodic determination of revenues earned, expenses incurred and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

B. Measurement Focus and Basis of Accounting

The accounting and financial reporting treatment is determined by measurement focus. Proprietary accounting uses a flow of economic resources measurement focus. With this measurement focus, all assets, deferred outflows of resources, liabilities and deferred inflows of resources are included on the statement of net position. The statement of changes in net position presents increases (i.e., revenues) and decreases (i.e., expenses) in total net position. The statement of cash flows provides information about how the Airport finances and meets the cash flow needs of its enterprise activity.

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurements made.

The accrual basis of accounting is used for reporting purposes. Revenues are recognized when they are earned, and expenses are recognized when they are incurred. Unbilled service charges are recognized as revenue at year end.

Non-exchange transactions, in which the Airport receives value without directly giving equal value in return, include grants, entitlements and donations. On an accrual basis, revenue from grants, entitlements and donations is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the year when the resources are required to be used or the fiscal year when use is first permitted, matching requirements, in which the Airport must provide local resources to be used for a specified purpose, and expenditure requirements, in which the resources are provided to the airport on a reimbursement basis.

Unearned revenue arises when assets are recognized before revenue recognition criteria have been satisfied.

Grants and entitlements received before eligibility requirements are met are also recorded as a deferred inflow of resources. On the accrual basis of accounting, expenses are recognized at the time they are incurred.

Deferred Outflows/Inflows of Resources - In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. Deferred outflows of resources, represents a consumption of net position that applies to a future period and will not be recognized as an outflow of resources (expense/expenditure) until then. For the Airport, deferred outflows of resources are reported on the statement of net position for pension and OPEB. The deferred outflows of resources related to pension and OPEB are explained in Notes 7 and 8.

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. Deferred inflows of resources represent an acquisition of net position that applies to a future period and will not be recognized as an inflow of resources (revenue) until that time. For the Airport, deferred inflows of resources were reported for land rent, pension, and OPEB. Deferred inflows of resources related to pension and OPEB are reported on the statement of net position (see Notes 7 and 8).

C. Cash and Cash Equivalents

The Airport maintains interest bearing depository accounts. All funds of the Airport are maintained in these accounts. These interest bearing depository accounts are presented in the statement of net position as "Cash and Cash Equivalents". The Airport has no investments.

The Airport has a segregated bank account for money held separate from the Airport's central bank accounts for donations related to the terminal building project. This account is presented as "Cash and Cash Equivalents: Segregated Accounts" since it is not required to be deposited into the Airport treasury.

Investment procedures are restricted by the provisions of the Ohio Revised Code. Interest revenue credited to the general operating fund during 2019 amounted to $536.

D. Prepayments

Certain payments to vendors reflect the costs applicable to future accounting periods and are recorded as prepaid items in the basic financial statements. These items are reported as assets on the balance sheet using the consumption method. A current asset for the prepaid amounts is recorded at the time of the purchase and the expenditure/expense is reported in the year in which services are consumed.

E. Fuel Inventory

Inventory consists of two types of aviation fuel for sale to customers and is stated at cost, which is determined on a first-in, first-out basis. The cost of inventory is recorded as an expense when sold or used.

F. Capital Assets

All capital assets are capitalized at cost (or estimated historical cost) and updated for the cost of additions and retirements during the year. Donated capital assets are recorded at their fair market values as of the date received. The Airport maintains a capitalization threshold of five thousand dollars.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized. All reported capital assets except land and construction in progress are depreciated. Depreciation in the enterprise fund is computed using the straight-line basis over the following estimated useful lives:

Estimated Lives	Description
25 - 40 years	Buildings and Improvements
25 - 40 years	Improvements other than Buildings
5 - 10 years	Vehicles
3 - 20 years	Furniture and Equipment

G. Net Position

Net Position represents the difference between assets and deferred outflows of resources less liabilities and deferred inflows of resources. Net investment in capital assets consists of capital assets, net of accumulated depreciation, reduced by the outstanding balances of any borrowings used for the acquisition, construction or improvement of those assets. Net position is reported as restricted when there are limitations imposed on their use through external restrictions imposed by creditors, grantors or laws or regulations of other governments. Net position restricted for debt service represents monies set aside for the repayment of debt.

The Airport applies restricted resources first when an expense is incurred for purposes for which both restricted and unrestricted net position are available.

H. Operating Revenues and Expenses

Operating revenues are those revenues that are generated directly from primary activities. For the Airport, these revenues are charges for services, rentals, leases and miscellaneous reimbursements. Operating expenses are necessary costs incurred to provide the goods or services that are the primary activity of the Airport. Revenues and expenses which do not meet these definitions are reported as non-operating.

I. Pensions/Other Postemployment Benefits (OPEB)

For purposes of measuring the net pension/OPEB liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the pension/OPEB plans and additions to/deductions from their fiduciary net positon have been determined on the same basis as they are reported by the pension/OPEB systems. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The pension/OPEB systems report investments at fair value.

J. Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the amounts reported in the financial statements and accompanying notes. Actual results may differ from those estimates.

Note 3 – Change in Accounting Principles

For 2019, the Airport has implemented Governmental Accounting Standards Board (GASB) Statement No. 83, "Certain Asset Retirement Obligations", Statement No. 84, "Fiduciary Activities", Statement No. 88, "Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements", and GASB Statement No. 90, "Majority Equity Interest—an amendment of GASB Statement No. 14 and No. 61".

GASB Statement No. 83, Certain Asset Retirement Obligations, addresses accounting and financial reporting for certain asset retirement obligations (AROs). An ARO is a legally enforceable liability associated with the retirement of a tangible capital asset. A government that has legal obligations to perform future asset retirement activities related to its tangible capital assets should recognize a liability based on the guidance in this Statement.

GASB Statement No. 84, Fiduciary Activities, aims to improve guidance regarding the identification of fiduciary activities for accounting and financial reporting purposes and how those activities should be reported. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities.

GASB Statement No. 88, Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements, aims to improve the information that is disclosed in notes to financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. This Statement also requires that additional essential information related to debt be disclosed in notes to financial statements, including unused lines of credit; assets pledged as collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses.

GASB Statement No. 90, Majority Equity Interest - an amendment of GASB Statement No. 14 and No. 61, aims to improve the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units.

Note 4 – Deposits and Investments

State statues classify monies held by the Airport into three categories.

Active monies are public deposits necessary to meet the demands on the treasury. Such monies must be maintained either as cash by the Airport, in commercial accounts payable or withdrawable on demand, including negotiable order of withdrawal (NOW) accounts, or in money market deposit accounts.

Inactive deposits are public deposits that the Airport has identified as not required for use within the current five year period of designation of depositories. Inactive deposits must either be evidenced by certificates of deposit maturing not later than the end of the current period of designation of depositories, or by savings or deposit accounts including, but not limited to, passbook accounts.

Interim deposits are deposits of interim monies. Interim monies are those which are not needed for immediate use but which will be needed before the end of the current period of designation of depositories. Interim deposits must be evidenced by time certificates of deposit maturing not more than one year from the date of deposit or by savings or deposit accounts including passbook accounts.

Protection of the Airport's deposits is provided by the Federal Deposit Insurance Corporation (FDIC), by eligible securities pledged by the financial institution as security for repayment, by surety company bonds deposited with the Treasurer by the financial institution or by a single collateral pool established by the financial institution to secure the repayment of all public monies deposited with the institution.

Interim monies held by the Airport can be deposited or invested in the following securities:

1. United States Treasury Notes, Bills, Bonds, or any other obligation or security issued by the United States Treasury, or any other obligation guaranteed as to payment of principal and interest by the United States;

2. Bonds, notes, debentures, or any other obligations or securities issued by any federal government agency or instrumentality, including, but not limited to, Federal National Mortgage Association, Federal Home Loan Bank, Federal Farm Credit Bank, Federal Home Loan Mortgage Corporation, Government National Mortgage Association, and Student Loan Marketing Association. All federal agency securities shall be direct issuances of federal government agencies or instrumentalities;

3. Written repurchase agreements in securities listed above;

4. Bonds and other obligations of the State of Ohio or Ohio local governments;

5. Time certificates of deposit or savings or deposit accounts including, but not limited to, passbook accounts;

6. No-load money market mutual funds consisting exclusively of obligations described in division (1) or (2) and repurchase agreements secured by such obligations;

7. The State Treasurer's investment pool (STAR Ohio);

8. Commercial paper and bankers acceptances if training requirements have been met.

Investments in stripped principal or interest obligations, reverse repurchase agreements and derivatives are prohibited. The issuance of taxable notes for the purpose of arbitrage, the use of leverage and short selling are also prohibited. An investment must mature within five years from the date of purchase unless matched to a specific obligation or debt of the Airport, and must be purchased with the exception that it will be held to maturity. Investments may only be made through specified dealers and institutions. Payment for investments may be made only upon delivery of the securities representing the investments to the Treasurer or, if the securities are not represented by a certificate, upon receipt of confirmation of transfer from the custodian.

Cash on Hand

At year-end, the Airport had $675 in un-deposited cash on hand which is included on the financial statements of the Airport as part of "Cash and Cash Equivalents."

Deposits with Financial Institutions

At December 31, 2019, the carrying amount of all Airport deposits was $380,048 and the bank balance of all Airport deposits was $387,336. All of the bank balance was covered by Federal Deposit Insurance Corporation (FDIC) and none was potentially exposed to custodial credit risk as discussed below.

Custodial credit risk is the risk that, in the event of bank failure, the Airport will not be able to recover deposits or collateral securities that are in possession of an outside party. The Airport has no deposit policy for custodial credit risk beyond the requirements of State statute. Ohio law requires that deposits be either insured or be protected by (1) eligible securities pledged to the Airport and deposited with a qualified trustee by the financial institution as security for repayment whose market value at all times shall be at least 105 percent of the deposits being secured, or (2) participation in the Ohio Pooled Collateral System (OPCS), a collateral pool of eligible securities deposited with a qualified trustee and pledged to the Treasurer of State to secure the repayment of all public monies deposited in the financial institution. OPCS requires the total market value of the securities pledged to be 102 percent of the deposits being secured or a rate set by the Treasurer of State. For 2019, the Airport's financial institutions participated in OPCS. Although all statutory requirements for the deposit of money had been followed, noncompliance with Federal requirements could potentially subject the Airport to a successful claim by the FDIC.

Note 5 – Operating Lease Agreements

In prior years, the Airport entered into two operating lease agreements for hangar improvements. The hangar improvements were paid for by tenants in exchange for the free use of the hangars for an agreed upon number of years. When these hangar agreements expire, the assets will revert to the Airport and will be capitalized at their current fair market value. The Airport will recognize a gain or loss on the expired lease transactions, which is the difference between the leases receivable being carried on the Airport's statement of net position and the fair market value of the assets acquired.

Note 6 – Long-Term Obligations

During 2005, the Airport issued revenue bonds where the government income derived from the constructed assets will be used to retire the debt. The interest rate on the revenue bonds is 4.125 percent and they are scheduled to mature in 2035. Changes in the long-term obligations during 2019 were as follows:

	Balance 12/31/2018	Additions	Reductions	Balance 12/31/2019	Amount Due In One Year
Business-Type Activities					
Revenue Bonds	$948,078	$0	$0	$948,078	$81,000
Net Pension Liability	179,628	13,731	0	193,359	0
Net OPEB Liability	116,194	0	30,406	85,788	0
Total Business-Type Activities	$ 1,243,900	$ 13,731	$ 30,406	$ 1,227,225	$ 0

The Airport pays obligations related to employee compensation from the enterprise fund. The Airport did not make its annual principal and interest payment this year because it is not obligated to do so unless operating revenues exceed maintenance and operating expenses.

**The annual scheduled payments to retire this debt are as follows:

	2005 Revenue Bonds		
Year	Principal	Interest	Total
2020	$81,000	$83,338	$164,338
2021	43,100	39,146	82,246
2022	44,800	37,368	82,168
2023	46,700	35,520	82,220
2024	48,600	33,594	82,194
2025-2029	285,100	136,199	421,299
2030-2034	325,900	74,658	400,558
2035	72,878	6,386	79,264
Total	$948,078	$446,209	$1,394,287

**On September 12, 2019 the Board of Directors passed a resolution approving the Airport to omit annual principal and interest payment on its outstanding revenue bond because the cost to operate and maintain the Airport exceeded its operating revenues. The Airport is not obligated to make Bond Debt Service payments unless operating revenues exceed maintenance and operating expenses.

Note 7 - <u>Defined Benefit Pension Plan</u>

Net Pension Liability

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the pension plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the retirement systems. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The retirement systems report investments at fair value.

The net pension liability reported on the statement of net position represents a liability to employees for pensions. Pensions are a component of exchange transactions - between an employer and its employees - of salaries and benefits for employee services. Pensions are provided to an employee, on a deferred payment basis, as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for pensions is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net pension liability represents the Airport's proportionate share of each pension plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each pension plan's fiduciary net position. The net pension liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments and other variables. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

The Airport's share of each plan's unfunded benefits is presented as a long-term net pension liability on the accrual basis of accounting.

Ohio Revised Code limits the Airport's obligation for this liability to annually required payments. The Airport cannot control benefit terms or the manner in which pensions are financed; however, the Airport does receive the benefit of employees' services in exchange for compensation including pension.

GASB 68 assumes the liability is solely the obligation of the employer, because (1) they benefit from employee services; and (2) State statute requires all funding to come from these employers. All contributions to date have come solely from these employers (which also includes costs paid in the form of withholdings from employees). State statute requires the pension plans to amortize unfunded liabilities within 30 years. If the amortization period exceeds 30 years, each pension plan's board must propose corrective action to the State legislature. Any resulting legislative change to benefits or funding could significantly affect the net pension liability. Resulting adjustments to the net pension liability would be effective when the changes are legally enforceable.

The proportionate share of each plan's unfunded benefits is presented as a long-term *net pension liability* on the accrual basis of accounting. A liability for the contractually-required pension contribution outstanding at the end of the year is included in *intergovernmental payable* on the accrual basis of accounting.

Plan Description - Ohio Public Employees Retirement System (OPERS)

Plan Description – The Airport participates in the Ohio Public Employees Retirement System (OPERS). OPERS administers three separate pension plans. The traditional plan is a cost-sharing, multiple-employer defined benefit pension plan. The member-directed plan is a defined contribution plan and the combined plan is a cost-sharing, multiple-employer defined benefit pension plan with defined contribution features. While members of the Airport may elect the member-directed plan and the combined plan, substantially all employees are in OPERS' traditional plan; therefore, the following disclosure focuses on the traditional pension plan.

OPERS provides retirement, disability, survivor and death benefits and annual cost of living adjustments to members of the traditional pension plan. Authority to establish and amend benefits is provided by Chapter 145 of the Ohio Revised Code. OPERS issues a stand-alone financial report that includes financial statements, required supplementary information and detailed information about OPERS' fiduciary net position that may be obtained by visiting https://www.opers.org/financial/reports.shtml, by writing to the Ohio Public Employees Retirement System, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling (800) 222-7377.

Senate Bill (SB) 343 was enacted into law with an effective date of January 7, 2013. In the legislation, members were categorized into three groups with varying provisions of the law applicable to each group. The following table provides age and service requirements for retirement and the retirement formula applied to final average salary (FAS) for the three member groups under the traditional plan as per the reduced benefits adopted by SB 343 (see OPERS CAFR referenced above for additional information):

Group A Eligible to retire prior to January 7, 2013 or five years after January 7, 2013	Group B 20 years of service credit prior to January 7, 2013 or eligible to retire ten years after January 7, 2013	Group C Members not in other Groups and members hired on or after January 7, 2013
State and Local	**State and Local**	**State and Local**
Age and Service Requirements: Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	**Age and Service Requirements:** Age 60 with 60 months of service credit or Age 55 with 25 years of service credit	**Age and Service Requirements:** Age 57 with 25 years of service credit or Age 62 with 5 years of service credit
Formula: 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	**Formula:** 2.2% of FAS multiplied by years of service for the first 30 years and 2.5% for service years in excess of 30	**Formula:** 2.2% of FAS multiplied by years of service for the first 35 years and 2.5% for service years in excess of 35

Final average salary (FAS) represents the average of the three highest years of earnings over a member's career for Groups A and B. Group C is based on the average of the five highest years of earnings over a member's career.

Members who retire before meeting the age and years of service credit requirement for unreduced benefits receive a percentage reduction in the benefit amount.

When a benefit recipient has received benefits for 12 months, an annual cost of living adjustment (COLA) is provided. This COLA is calculated on the base retirement benefit at the date of retirement and is not compounded. For those retiring prior to January 7, 2013, the COLA will continue to be 3 percent simple annual COLA. For those retiring subsequent to January 7, 2013, beginning in calendar year 2019, the COLA will be based on the average percentage increase in the Consumer Price Index, capped at 3 percent.

Funding Policy – The Ohio Revised Code (ORC) provides statutory authority for member and employer contributions as follows:

	State and Local
2019 Statutory Maximum Contribution Rates	
Employer	14.0%
Employee	10.0%
2019 Actual Contribution Rates	
Employer:	
Pension	14.0%
Post-Employment Health Care Benefits	0.0%
Total Employer	14.0%
Employee	10.0%

Employer contribution rates are actuarially determined and are expressed as a percentage of covered payroll. The Airport's contractual required contribution was $18,166 for 2019.

Pension Liabilities, Pension Expense and Deferred Outflows of Resources and Deferred inflows of Resources Related to Pensions

The net pension liability for OPERS was measured as of December 31, 2018, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Airport's proportion of the net pension liability was based on the Airport's share of contributions to the pension plan relative to the projected contributions of all participating entities. Following is information related to the proportionate share and pension expense:

	OPERS
Proportion of the Net Pension Liability Prior Measurement Date	0.00114500%
Proportion of the Net Pension Liability Current Measurement Date	0.00070600%
Change in Proportionate Share	-0.00043900%
Proportionate Share of the Net Pension Liability	$193,359
Pension Expense	$33,362

At December 31, 2019, the Airport reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	OPERS
Deferred Outflows of Resources	
Differences between expected and actual experience	$9
Net difference between projected and actual earnings on pension plan investments	26,247
Change of Assumptions	16,831
Change in proportionate share and difference between Airport contributions and proportionate share of contributions	18,731
Airport contributions subsequent to the measurement date	18,166
Total Deferred Outflows of Resources	$79,984
Deferred Inflows of Resources	
Differences between expected and actual experience	$2,539
Change in proportionate share and difference between Airport contributions and proportionate share of contributions	49,763
Total Deferred Inflows of Resources	$52,302

$18,166 reported as deferred outflows of resources related to pension resulting from Airport contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ending December 31, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

	OPERS
Year Ending December 31:	
2020	$9,751
2021	(17,638)
2022	5,198
2023	12,205
Total	$9,516

Actuarial Assumptions - OPERS

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employers and plan members) and include the types of benefits provided at the time of each valuation. The total pension liability was determined by an actuarial valuation as of December 31, 2018, using the following actuarial assumptions and methods applied to all prior periods included in the measurement in accordance with the requirement of GASB 67:

Wage Inflation	3.25 Percent
Future Salary Increases, Including Inflation	3.25 Percent to 10.75 Percent
COLA or Ad hoc COLA	Pre 1/7/2013 retirees: 3 Percent Simple; Post 1/7/2013 retirees: 3 Percent Simple through 2018, then 2.15 Percent Simple
Current Measurement Period - Investment Rate of Return	7.20 Percent
Actuarial Cost Method	Individual Entry Age

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Health Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above described tables.

The most recent experience study was completed for the five-year period ended December 31, 2015.

The long-term rate of return on defined benefit investment assets was determined using a building–block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2018, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio, and the Defined Contribution portfolio. The Defined Benefit portfolio contains the investment assets for the Traditional Pension Plan, the defined benefit component of the Combined Plan and the annuitized accounts of the Member-Directed Plan. Within the Defined Benefit portfolio, contributions into the plans are all recorded at the same time, and benefit payments all occur on the first of the month. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Defined Benefit portfolio is 2.94 percent for 2018.

The allocation of investment assets with the Defined Benefit portfolio is approved by the Board as outlined in the annual investment plan. Plan assets are managed on a total return basis with a long-term objective of achieving and maintaining a fully funded status for the benefits provided through the defined benefit pension plans. The following table displays the Board-approved asset allocation policy for 2018 and the long-term expected real rates of return:

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return
Fixed Income	23.00 %	2.79 %
Domestic Equities	19.00	6.21
Real Estate	10.00	4.90
Private Equity	10.00	10.81
International Equities	20.00	7.83
Other Investments	18.00	5.50
Total	100.00 %	5.95 %

Discount Rate The discount rate used to measure the total pension liability was 7.2 percent for the Traditional Pension Plan, Combined Plan and Member-Directed Plan. The projection of cash flows used to determine the discount rate assumed that contributions from plan members and those of the contributing employers are made at the statutorily required rates, as actuarially determined. Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefits to determine the total pension liability.

Sensitivity of the Airport's Proportionate Share of the Net Pension Liability to Changes in the Discount Rate The following table presents the Airport's proportionate share of the net pension liability calculated using the current period discount rate assumption of 7.2 percent, as well as what the Airport's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.2 percent), or one percentage point higher (8.2 percent) than the current rate.

	1% Decrease (6.2%)	Current Discount Rate (7.2%)	1% Increase (8.2%)
Airport's Proportionate Share of the Net Pension Liability	$285,648	$193,359	$116,667

Note 8 – Defined Benefit Other Postemployment Benefits (OPEB) Plan

Net OPEB Liability

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plans and additions to/deductions from their fiduciary net position have been determined on the same basis as they are reported by the retirement systems. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. The retirement systems report investments at fair value.

The net OPEB liability reported on the statement of net position represents a liability to employees for OPEB. OPEB is a component of exchange transactions-between an employer and its employees-of salaries and benefits for employee services. OPEB is provided to an employee, on a deferred-payment basis, as part of the total compensation package offered by an employer for employee services each financial period. The obligation to sacrifice resources for OPEB is a present obligation because it was created as a result of employment exchanges that already have occurred.

The net OPEB liability represents the Airport's proportionate share of each OPEB plan's collective actuarial present value of projected benefit payments attributable to past periods of service, net of each OPEB plan's fiduciary net position. The net OPEB liability calculation is dependent on critical long-term variables, including estimated average life expectancies, earnings on investments, cost of living adjustments, cost trends and other variables. While these estimates use the best information available, unknowable future events require adjusting this estimate annually.

The Airport's share of each plan's unfunded benefits is presented as a long-term *net other postemployment benefit liability* on the accrual basis of accounting.

Ohio Revised Code limits the Airport's obligation for liabilities to OPERS to annual required payments. The Airport cannot control benefit terms or the manner in which OPEB from the cost-sharing, multiple-employer plans are financed; however, the Airport does receive the benefit of employees' services in exchange for compensation including OPEB.

GASB Statement No. 75 assumes the liability is solely the obligation of the employer, because they benefit from employee services. OPEB contributions come from these employers and health care plan enrollees which pay a portion of the health care costs in the form of a monthly premium. The Ohio Revised Code permits but does not require the cost-sharing, multiple-employer retirement systems to provide health care to eligible benefit recipients. Any change to benefits or funding could significantly affect the net OPEB liability. Resulting adjustments to the net OPEB liability would be effective when the changes are legally enforceable. The retirement systems may allocate a portion of the employer contributions to provide for these OPEB benefits.

Plan Description—Ohio Public Employees Retirement System (OPERS)

OPERS administers three separate pension plans: the traditional pension plan, a cost-sharing, multiple-employer defined benefit pension plan; the member-directed plan, a defined contribution plan; and the combined plan, a cost-sharing, multiple-employer defined benefit pension plan that has elements of both a defined benefit and defined contribution plan.

OPERS maintains a cost-sharing, multiple-employer defined benefit post-employment health care trust, which funds multiple health care plans including medical coverage, prescription drug coverage and deposits to a Health Reimbursement Arrangement to qualifying benefit recipients of both the traditional pension and combined plans. This trust is also used to fund health care for member-directed plan participants, in the form of a Retiree Medical Account (RMA). At retirement or refund, member-directed plan participants may be eligible for reimbursement of qualified medical expenses from their vested RMA balance.

In order to qualify for postemployment health care coverage, age and service retirees under the traditional pension and combined plans must have twenty or more years of qualifying Ohio service credit. Health care coverage for disability benefit recipients and qualified survivor benefit recipients is available. The health care coverage provided by OPERS meets the definition of an OPEB as described in GASB Statement No. 75. See OPERS' CAFR referenced below for additional information.

The ORC permits but does not require OPERS to provide health care to its eligible benefit recipients. Authority to establish and amend health care coverage is provided to the Board in Chapter 145 of the ORC.

Disclosures for the health care plan are presented separately in the OPERS financial report. Interested parties may obtain a copy by visiting https://www.opers.org/financial/reports.shtml, by writing to OPERS, 277 East Town Street, Columbus, Ohio 43215-4642, or by calling (614) 222-5601 or 800-222-7377.

Funding Policy—The ORC provides the statutory authority requiring public employers to fund postemployment health care through their contributions to OPERS. When funding is approved by Systems' Board of Trustees, a portion of each employer's contribution to OPERS is set aside to fund OPERS health care plans.

Employer contribution rates are expressed as a percentage of the earnable salary of active members. In 2018, local employers contributed at a rate of 14.0 percent of earnable salary. This is the maximum employer contribution rate permitted by ORC. Active member contributions do not fund health care.

Each year, the OPERS Board determines the portion of the employer contribution rate that will be set aside to fund health care plans. As recommended by OPERS' actuary, the portion of employer contributions allocated to health care for 2019 was 0 percent for both the traditional pension and combined plans. The OPERS Board is also authorized to establish rules for the retiree or their surviving beneficiaries to pay a portion of the health care provided. Payment amounts vary depending on the number of covered dependents and the coverage selected. The employer contribution as a percentage of covered payroll deposited into the RMA for participants in the member-directed plan for 2019 was 4.0 percent.

OPEB Liabilities, OPEB Expense and Deferred Outflows of Resources and Deferred inflows of Resources Related to OPEB

The net OPEB liability for OPERS was measured as of December 31, 2018 and the total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of December 31, 2017, rolled forward to December 31, 2018 by incorporating the expected value of health care cost accruals, the actual health care payments, and interest accruals during the year. The Airport's proportion of the net OPEB liability was based on the Airport's share of contributions to the retirement system relative to the contributions of all participating entities. The following is information related to the proportionate share and OPEB expense:

	OPERS
Proportion of the Net OPEB Liability Prior Measurement Date	0.00107000%
Proportion of the Net OPEB Liability Current Measurement Date	0.00065800%
Change in Proportionate Share	-0.00041200%
Proportionate Share of the Net OPEB Liability	$85,788
OPEB Expense	$4,104

At December 31, 2019, the Airport reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	OPERS
Deferred Outflows of Resources	
Differences between expected and actual experience	$28
Net difference between projected and actual earnings on pension plan investments	3,934
Change of Assumptions	2,767
Change in proportionate share and difference between Airport contributions and proportionate share of contributions	12,125
Total Deferred Outflows of Resources	$18,854
Deferred Inflows of Resources	
Differences between expected and actual experience	$232
Change in proportionate share and difference between Airport contributions and proportionate share of contributions	30,004
Total Deferred Inflows of Resources	$30,236

No amount was reported as deferred outflows of resources related to OPEB resulting from Airport contributions subsequent to the measurement date that will be recognized as a reduction of the net OPEB liability in the year ending December 31, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in pension expense as follows:

	OPERS
Year Ending December 31:	
2020	($595)
2021	(12,970)
2022	200
2023	1,983
Total	($11,382)

Actuarial Assumptions - OPERS

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and cost trends. Actuarially determined amounts are subject to continual review or modification as actual results are compared with past expectations and new estimates are made about the future.

Projections of health care costs for financial reporting purposes are based on the substantive plan (the plan as understood by employers and plan members) and include the types of coverages provided at the time of each valuation and the historical pattern of sharing of costs between OPERS and plan members. The total OPEB liability was determined by an actuarial valuation as of December 31, 2017, rolled forward to the measurement date of December 31, 2018.

Key Methods and Assumptions used in Valuation of the Total OPEB Liability:

Actuarial Valuation Date	December 31, 2017
Rolled-Forward Measurement Date	December 31, 2018
Experience Study	5-Year Period ended December 31, 2015
Actuarial Cost Method	Individual Entry Age Normal
Actuarial Assumptions:	
Single Discount Rate	3.96 Percent
Investment Rate of Return	6.00 Percent
Municipal Bond Rate	3.71 Percent
Wage Inflation	3.25 Percent
Projected Salary Increases	3.25 - 10.75 Percent (includes wage inflation at 3.25 Percent)
Health Care Cost Trend Rate	10.0 Percent Initial, 3.25 Percent ultimate in 2029

Pre-retirement mortality rates are based on the RP-2014 Employees mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates are based on the RP-2014 Healthy Annuitant mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Post-retirement mortality rates for disabled retirees are based on the RP-2014 Disabled mortality table for males and females, adjusted for mortality improvement back to the observation period base year of 2006. The base year for males and females was then established to be 2015 and 2010, respectively. Mortality rates for a particular calendar year are determined by applying the MP-2015 mortality improvement scale to all of the above described tables.

The long-term expected rate of return on health care investment assets was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected real rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for inflation.

During 2018, OPERS managed investments in three investment portfolios: the Defined Benefit portfolio, the Health Care portfolio and the Defined Contribution portfolio. The Health Care portfolio includes the assets for health care expenses for the Traditional Pension Plan, Combined Plan and Member-Directed Plan eligible members. Within the Health Care portfolio, contributions into the plans are assumed to be received continuously throughout the year based on the actual payroll payable at the time contributions are made, and health care-related payments are assumed to occur mid-year. Accordingly, the money-weighted rate of return is considered to be the same for all plans within the portfolio. The annual money-weighted rate of return expressing investment performance, net of investment expenses and adjusted for the changing amounts actually invested, for the Health Care portfolio is 5.60 percent for 2018.

The allocation of investment assets within the Health Care portfolio is approved by the OPERS Board as outlined in the annual investment plan. Assets are managed on a total return basis with a long-term objective of continuing to offer a sustainable health care program for current and future retirees. OPERS' primary goal is to achieve and maintain a fully funded status for benefits provided through the defined pension plans. Health care is a discretionary benefit. The table below displays the OPERS Board-approved asset allocation policy for 2018 and the long-term expected real rates of return.

Asset Class	Target Allocation	Weighted Average Long-Term Expected Real Rate of Return (Arithmetic)
Fixed Income	34.00 %	2.42 %
Domestic Equities	21.00	6.21
REIT's	6.00	5.98
International Equities	22.00	7.83
Other Investments	17.00	5.57
Total	100.00 %	5.16 %

Discount Rate. A single discount rate of 3.96 percent was used to measure the OPEB liability on the measurement date of December 31, 2018. Projected benefit payments are required to be discounted to their actuarial present value using a single discount rate that reflects (1) a long-term expected rate of return on OPEB plan investments (to the extent that the health care fiduciary net position is projected to be sufficient to pay benefits), and (2) tax-exempt municipal bond rate based on an index of 20-year general obligation bonds with an average AA credit rating as of the measurement date (to the extent that the contributions for use with the long-term expected rate are not met). This single discount rate was based on an expected rate of return on the health care investment portfolio of 6.0 percent and a municipal bond rate of 3.71 percent. The projection of cash flows used to determine this single discount rate assumed that employer contributions will be made at rates equal to the actuarially determined contribution rate. Based on these assumptions, the OPEB plan's fiduciary net position and future contributions were sufficient to finance health care costs through the year 2031. As a result, the long-term expected rate of return on health care investments was applied to projected costs through the year 2031, and the municipal bond rate was applied to all health care costs after that date.

Sensitivity of the Airport's Proportionate Share of the Net OPEB Liability to Changes in the Discount Rate and Changes in the Health Care Cost Trend Rates. The following table presents the net OPEB liability calculated using the single discount rate of 3.96 percent and the expected net OPEB liability if it were calculated using a discount rate that is 1.0 percent lower or 1.0 percent higher than the current rate:

	1% Decrease (2.96%)	Current Discount Rate (3.96%)	1% Increase (4.96%)
Airport's Proportionate Share of the Net OPEB Liability	$109,754	$85,788	$66,728

Retiree health care valuations use a health care cost-trend assumption that changes over several years built into the assumption. The near-term rates reflect increases in the current cost of health care; the trend starting in 2019 is 10.0 percent. If this trend continues for future years, the projection indicates that years from now virtually all expenditures will be for health care. A more reasonable alternative is that in the not-too-distant future, the health plan cost trend will decrease to a level at, or near, wage inflation. On this basis, the actuaries project premium rate increases will continue to exceed wage inflation for approximately the next decade, but by less each year, until leveling off at an ultimate rate, assumed to be 3.25 percent in the most recent valuation.

Changes in the health care cost trend rate may also have a significant impact on the net OPEB liability. The following table presents the net OPEB liability calculated using the assumed trend rates, and the expected net OPEB liability if it were calculated using a health care cost trend rate that is 1.0 percent lower or 1.0 percent higher than the current rate:

	1% Decrease	Current Health Care Trend Rate	1% Increase
Airport's Proportionate Share of the Net OPEB Liability	$82,461	$85,788	$89,620

Note 9 – Other Employee Benefits

A. Sick and Personal Absence Days

Full time employees are eligible for one paid personal absence day annually which can be used for personal business. Employees are also eligible for five paid sick days, which can be used for illness or sickness. Employment anniversary dates are used in establishing eligibility. The banked liability has no value for time off or for payment of unused days upon termination. Therefore, there was no liability for accrued but unused personal or sick days as of December 31, 2019.

B. Vacation

Full time employees are eligible for paid vacation time depending upon length of service. Vacation time may not be carried over to the following year unless, prior written approval from the Board is granted. Eligible employees will not be paid for any earned but unused vacation upon termination. Therefore, there was no liability for accrued but unused vacation days as of December 31, 2019.

Note 10 - Capital Assets

A summary of the Airport's capital assets at December 31, 2019 follows:

	Balance 12/31/2018	Additions	Deletions	Balance 12/31/2019
Capital Assets, not being depreciated:				
Land	$693,478	$0	$0	$693,478
Capital Assets, being depreciated:				
Buildings and Improvements	2,822,567	125,220	0	2,947,787
Improvements other than Buildings	13,452,007	0	0	13,452,007
Vehicles	709,296	27,962	(4,375)	732,883
Furniture and Equipment	245,154	0	0	245,154
Total Capital Assets, being depreciated:	17,229,024	153,182	(4,375)	17,377,831
Less Accumulated Depreciation:				
Buildings and Improvements	(773,792)	(75,509)	0	(849,301)
Improvements other than Buildings	(1,417,257)	(355,120)	0	(1,772,377)
Vehicles	(492,466)	(22,058)	4,375	(510,149)
Furniture and Equipment	(161,525)	(15,440)	0	(176,965)
Total Accumulated Depreciation	(2,845,040)	(468,127)	4,375	(3,308,792)
Total Capital Assets being depreciated, net	14,383,984	(314,945)	0	14,069,039
Total Capital Assets, Net	$15,077,462	($314,945)	$0	$14,762,517

Note 11 - Risk Management

Commercial Insurance

The Airport has obtained commercial insurance for the following risks:

- Comprehensive property and general liability;
- Vehicles; and
- Errors and omissions.

Settled claims resulting from these risks have not exceeded commercial insurance coverage in any of the past three years.

Note 12 – Contingent Liability

The Airport receives financial assistance from federal and state agencies in the form of grants. The disbursement of funds received under these programs generally requires compliance with terms and conditions specified in the grant agreements and are subject to audit by the grantor agencies. Any disallowed claims resulting from such audits may require refunding to grantor agencies. However, in the opinion of management, any such disallowed claims will not have a material effect on the financial statements included herein or on the overall financial position of the Airport as of December 31, 2019.

Note 13 – Contributions and Donations

The Airport receives significant contributions and donations which help it to operate. During 2019, the Airport received $183,750 from the County and $400,073 from other donors.

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Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Required Supplementary Information
Schedule of Airport's Proportionate Share of the Net Pension Liability
Ohio Public Employees Retirement System (OPERS) - Traditional Plan
Last Six Years (1)

	2019	2018	2017	2016	2015	2014
Airport's Proportion of the Net Pension Liability	0.00070600%	0.00114500%	0.00078000%	0.00087300%	0.00076300%	0.00076300%
Airport's Proportionate Share of the Net Pension Liability	$193,359	$179,628	$177,125	$151,215	$92,026	$89,948
Airport's Covered Payroll	$105,116	$151,358	$105,925	$105,460	$97,692	$77,643
Airport's Proportionate Share of the Net Pension Liability as a Percentage of its Covered Payroll	183.95%	118.68%	167.22%	143.39%	94.20%	115.85%
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	74.70%	84.66%	77.25%	81.08%	86.45%	86.36%

(1) Information prior to 2014 is not available.

Amounts presented as of the Airport's measurement date which is the prior year end.

See accompanying notes to the required supplementary information.

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Required Supplementary Information
Schedule of Airport's Proportionate Share of the Net OPEB Liability
Ohio Public Employees Retirement System (OPERS)
Last Three Years (1)

	2019	2018	2017
Airport's Proportion of the Net OPEB Liability	0.00065800%	0.00107000%	0.00073000%
Airport's Proportionate Share of the Net OPEB Liability	$85,788	$116,194	$73,732
Airport's Covered Payroll	$105,116	$151,358	$105,925
Airport's Proportionate Share of the Net OPEB Liability as a Percentage of its Covered Payroll	81.61%	76.77%	69.61%
Plan Fiduciary Net Position as a Percentage of the Total OPEB Liability	46.33%	54.14%	54.05%

(1) Information prior to 2017 is not available.

Amounts presented as of the Airport's measurement date which is the prior year end.

See accompanying notes to the required supplementary information.

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Required Supplementary Information
Schedule of Airport Pension Contributions
Ohio Public Employees Retirement System (OPERS) - Traditional Plan
Last Ten Years

	2019	2018	2017	2016
Contractually Required Pension Contribution	$18,166	$14,542	$19,928	$12,105
Pension Contributions in Relation to the Contractually Required Contribution	($18,166)	($14,542)	($19,928)	($12,105)
Contribution Deficiency (Excess)	$0	$0	$0	$0
Airport Covered Payroll	$129,757	$105,116	$151,358	$105,925
Contributions as a Percentage of Covered Payroll	14.00%	14.00%	13.00%	12.00%

See accompanying notes to the required supplementary information and amounts presented in Note 7.

2015	2014	2013	2012	2011	2010
$12,656	$11,723	$10,094	$6,270	$5,780	$3,500
($12,656)	($11,723)	($10,094)	($6,270)	($5,780)	($3,500)
$0	$0	$0	$0	$0	$0
$105,460	$97,692	$77,643	$62,703	$57,800	$39,407
12.00%	12.00%	13.00%	10.00%	10.00%	8.88%

Northeast Ohio Regional Airport Authority
Ashtabula County, Ohio

Required Supplementary Information
Schedule of Airport OPEB Contributions
Ohio Public Employees Retirement System (OPERS)
Last Ten Years

	2019	2018	2017	2016
Contractually Required OPEB Contribution	$0	$0	$1,684	$2,017
OPEB Contributions in Relation to the Contractually Required Contribution	$0	$0	($1,684)	($2,017)
Contribution Deficiency (Excess)	$0	$0	$0	$0
Airport Covered Payroll	$129,757	$105,116	$151,358	$105,925
Contributions as a Percentage of Covered Payroll	0.00%	0.00%	1.00%	2.00%

See accompanying notes to the required supplementary information and amounts presented in Note 8.

2015	2014	2013	2012	2011	2010
$2,109	$1,954	$776	$2,508	$2,312	$2,017
($2,109)	($1,954)	($776)	($2,508)	($2,312)	($2,017)
$0	$0	$0	$0	$0	$0
$105,460	$97,692	$77,643	$62,703	$57,800	$39,407
2.00%	2.00%	1.00%	4.00%	4.00%	5.12%

Net Pension Liability

Changes in Actuarial Assumptions and Methods - OPERS

In 2019, a change in assumptions included a reduction of the discount rate from 7.5 percent to 7.2 percent.

Net OPEB Liability

Changes in Actuarial Assumptions and Methods – OPERS

In 2019, changes in assumptions included a reduction of the investment rate of return from 6.50 percent to 6.00 percent, an increase in the municipal bond rate from 3.31 percent to 3.71 percent, resulting in an increase in the single discount rate from 3.85 percent to 3.96 percent.

Another change includes adjusting the health care cost trend rate from 7.5 percent initial, 3.25 percent ultimate in 2028 to 10.0 percent initial, 3.25 percent ultimate in 2029.

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KEITH FABER

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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS REQUIRED BY *GOVERNMENT AUDITING STANDARDS*

Northeast Ohio Regional Airport Authority
Ashtabula County
P.O. Box 379
Jefferson, Ohio 44047

To the Board of Directors:

We have audited, in accordance with auditing standards generally accepted in the United States and the Comptroller General of the United States' *Government Auditing Standards*, the financial statements of the Northeast Ohio Regional Airport Authority, Ashtabula County, (the Airport) as of and for the year ended December 31, 2019, and the related notes to the financial statements, which collectively comprise the Airport's basic financial statements and have issued our report thereon dated July 17, 2020.

Internal Control Over Financial Reporting

As part of our financial statement audit, we considered the Airport's internal control over financial reporting (internal control) to determine the audit procedures appropriate in the circumstances to the extent necessary to support our opinion on the financial statements, but not to the extent necessary to opine on the effectiveness of the Airport's internal control. Accordingly, we have not opined on it.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, when performing their assigned functions, to prevent, or detect and timely correct misstatements. A *material weakness* is a deficiency, or combination of internal control deficiencies resulting in a reasonable possibility that internal control will not prevent or detect and timely correct a material misstatement of the Airport's financial statements. 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 internal control deficiencies that might be material weaknesses or significant deficiencies. Given these limitations, we did not identify any deficiencies in internal control that we consider material weaknesses. However, unidentified material weaknesses may exist.

Compliance and Other Matters

As part of reasonably assuring whether the Airport's financial statements are free of material misstatement, we tested its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could directly and materially affect the determination of financial statement amounts. However, opining on compliance with those provisions was not an objective of our audit and accordingly, we do not express an opinion. The results of our tests disclosed no instances of noncompliance or other matters we must report under *Government Auditing Standards*.

Purpose of this Report

This report only describes the scope of our internal control and compliance testing and our testing results, and does not opine on the effectiveness of the Airport's internal control or on compliance. This report is an integral part of an audit performed under *Government Auditing Standards* in considering the Airport's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

Keith Faber
Auditor of State
Columbus, Ohio

July 17, 2020

OHIO AUDITOR OF STATE
KEITH FABER

NORTHEAST OHIO REGIONAL AIRPORT AUTHORITY

ASHTABULA COUNTY

CLERK'S CERTIFICATION

This is a true and correct copy of the report which is required to be filed in the Office of the Auditor of State pursuant to Section 117.26, Revised Code, and which is filed in Columbus, Ohio.

Susan Babbitt

CLERK OF THE BUREAU

CERTIFIED
JULY 30, 2020