



Comprehensive Annual Financial Report

Fiscal Year Ended

April 30, 2011



**An Intergovernmental Cooperative
of the City of Prospect Heights, IL
and the Village of Wheeling, IL**

CHICAGO EXECUTIVE AIRPORT
Prospect Heights, Illinois
Wheeling, Illinois

COMPREHENSIVE ANNUAL
FINANCIAL REPORT

For the Years Ended
April 30, 2011 and 2010

Prepared by:
Rita Boserup
Chief Financial Officer

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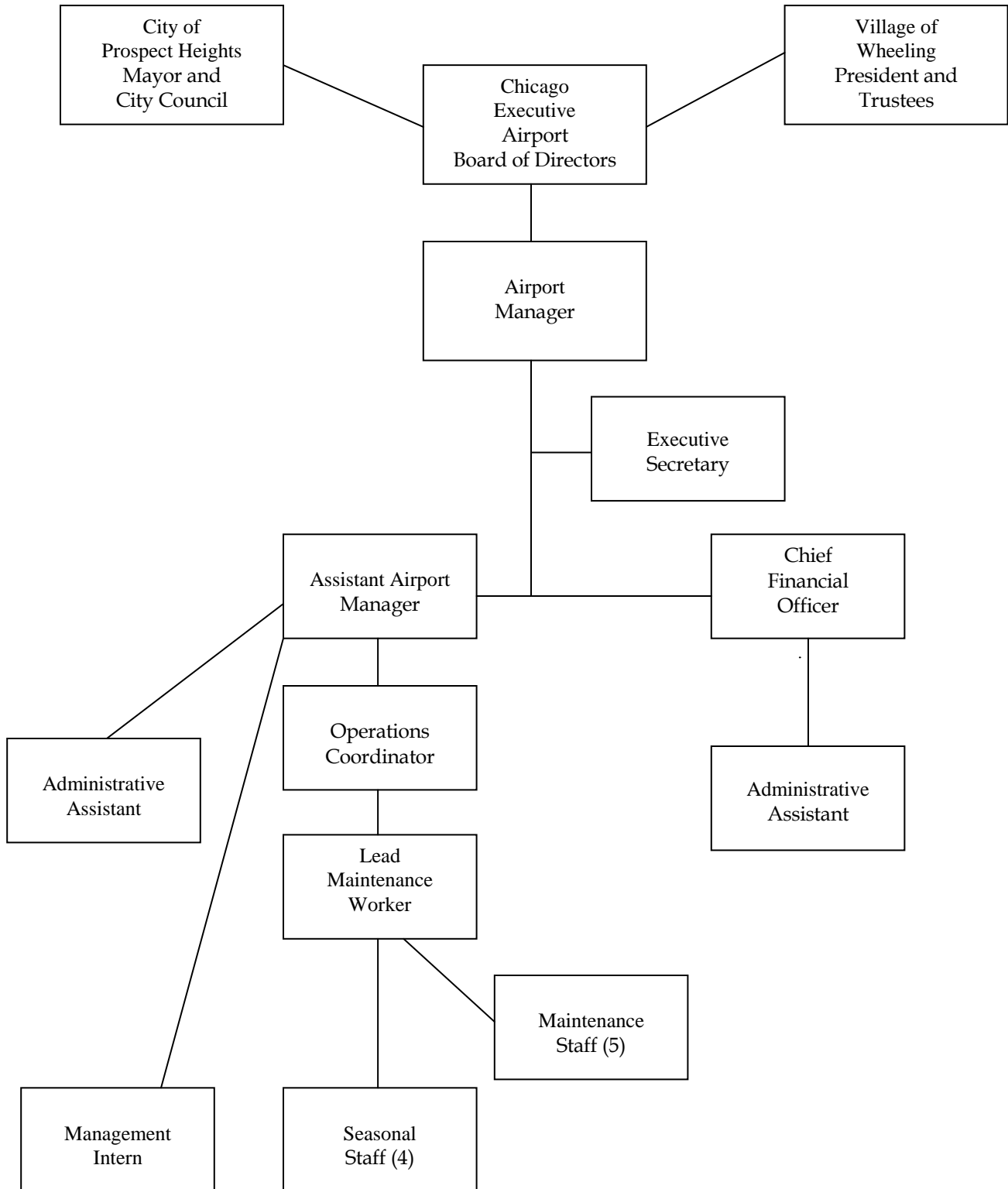
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INTRODUCTORY SECTION

Chicago Executive Airport Organizational Chart



CHICAGO EXECUTIVE AIRPORT

BOARD OF DIRECTORS

For the Year Ended April 30, 2011

E. Allan Englehardt, Chairman

Wheeling Directors

David Kolssak
(Vice-Chairman)

Dean Argiris

Lawrence F. Widmer, Jr.
(Treasurer)

Prospect Heights Directors

Darlene Ahlstedt
(Secretary)

William J. Kearns

Elizabeth F. Cloud

CHICAGO EXECUTIVE AIRPORT

AIRPORT MANAGEMENT

For the Year Ended April 30, 2011

Airport Management

Airport Manager	Dennis G. Rouleau Jun 89	
Assistant Airport Manager	Jamie L. Abbott Aug 04	
Chief Financial Officer	Rita Boserup Nov 10	
Executive Secretary	Kathleen Pradd Apr 03	
Administrative Assistants (2)	Astrid Hasley Nov 91	
Operations Coordinator	Sable Omes-Sombke Feb 10	
Operations/Maintenance Lead	Joseph Wargo May 90	
Maintenance Operators (5)	Rick Hervas James Wilson Harry Wollscheid Norman Mackey Don Berg David Barry	Jun 04 Oct 02 Apr 99 Dec 07 Sept 08 April 11

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Chicago Executive Airport
Illinois

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
April 30, 2010

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



President

Executive Director

To the Chairman and Board of Directors of
Chicago Executive Airport
City of Prospect Heights, IL
Village of Wheeling, IL

*An Intergovernmental
Cooperative of the City of
Prospect Heights and the
Village of Wheeling*

In accordance with the terms of the Intergovernmental Agreement establishing this entity, we hereby submit the Comprehensive Annual Financial Report of the Chicago Executive Airport (hereinafter referred to as "the Airport") for the fiscal year ended April 30, 2011.

Memberships:

Wheeling,
Prospect Heights
Chamber of Commerce

National Business
Aviation Association

Illinois Public
Airports Association

Government Finance
Officers Association

Illinois Government
Finance Officers
Association

Illinois Aviation
Trades Association

Chicago Area Business
Aviation Association

National Air
Transportation
Association

Aircraft Owners and
Pilots Association

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

To the best of our knowledge and belief, the enclosed data is accurate in all material respects. Further, the enclosed data is prepared in accordance with generally accepted accounting principles and is presented in a manner to disclose the financial position and results of operations of the Airport for the year then ended.

Sikich LLP, Certified Public Accountants, has issued an unqualified opinion on the Chicago Executive Airport's financial statements for the year ended April 30, 2011. The independent auditor's report is located at the front of the financial section of this report.

Management's discussion and analysis (MD&A) immediately follows the independent auditor's report and provides a narrative introduction, overview and analysis of the basic financial statements. MD&A complement this letter of transmittal and should be read in conjunction with it.

PROFILE OF THE AIRPORT

The Airport, founded in 1925 as Gauthier's Flying Field, was acquired by Priester Aviation in 1953. The City of Prospect Heights and the Village of Wheeling purchased the airport on December 26, 1986 and renamed it Palwaukee Municipal Airport. The name was changed in October 2006 to Chicago Executive Airport, to better reflect its customer base and location. It is the third busiest airport in Chicagoland. The City of Prospect Heights and the Village of Wheeling (hereinafter collectively referred to as "the Municipalities") executed an amended Intergovernmental Agreement on July 1, 2005. This Agreement authorizes the joint establishment and operation of the Chicago Executive Airport ("the Airport"). Both Municipalities identify the Airport as a Joint Venture, pursuant to the criteria set forth by the Governmental Accounting Standards Board ("GASB"), in their respective Annual Financial Reports.

The Board of Directors was created to establish a body for the control and operation of the Airport by the Municipalities. It consists of seven directors: the Chairman, appointed jointly by the Mayor of the City and the President of the Village; three appointed, with approval of the City Council, by the Mayor of the City of Prospect Heights; three appointed, with approval of the Board of Trustees, by the Village President of the Village of Wheeling. The Board elects, from its members, a Vice Chairman, Treasurer, and Secretary who preside over the Board as officers.

The Chicago Executive Airport budget is recommended by resolution of the Chicago Executive Airport Board of Directors for adoption by both Municipalities in accordance with the Intergovernmental Agreement. This Agreement requires that neither Municipality shall be required to expend funds other than Airport Revenue for the operation of the Airport. The budget is prepared using an accrual basis and recognizes revenues and expenditures earned or incurred during the fiscal year.

The Airport has an April 30 Fiscal Year Ending date. Accordingly, the budget must be adopted by both Municipalities before May 1, the beginning date of the new fiscal year. Should this not happen, the Board is authorized to proceed with funding and expenditures on a temporary basis using the prior year's approved budget.

ECONOMIC CONDITIONS AND OUTLOOK

Operating revenues increased only slightly while total expenses increased at a higher rate -- 0.2% compared to .7%, respectively. Administrative expenses decreased vs. FY10 while Operations and Maintenance expenses increased; mainly due to the severe winter. The net result from operations was a decrease of \$10,718 vs. last year's operating income. After depreciation and amortization, there was an operating loss. A more detailed discussion of the financial results is contained in Management's Discussion and Analysis found in the Financial Section of this report.

Although the recovery of the general aviation industry is still slow, FY11 showed some improvement over the prior year. Primary operations statistics revealed Airport operations (landings and takeoffs) have picked up from the prior year by 1.8 percent. Our annual fuel flowage has increased by 329,786 gallons to 4,788,960 gallons, a 6.89% change over last year. U.S. Customs Service inspections increased this year with 489 inspections conducted, a 12.2% increase from last year. Customs inspections correlate with the international aviation activity of our business based aircraft.

Regardless of economic conditions, the Airport continues to remain focused on its foremost priorities -- **Safety, Security and Noise Reduction**. Additionally, the Airport is cognizant of its fiduciary responsibility to the City of Prospect Heights and the Village of Wheeling to maintain a financially sound and self-supporting entity.

LONG-TERM FINANCIAL PLANNING

To augment our financial planning process, five-year projections are now being developed each year for both operating and capital budget needs as a part of the budget development process. The projections allow us to determine the impact of capital projects on future operating expense budgets, future revenue requirements and plans to achieve them.

RELEVANT FINANCIAL POLICES

In accordance with the Airport's approved Business Plan, requires the unrestricted portion of our net assets at year-end meet or exceed a particular balance. This balance includes the reserve amounts required for the Airport's share of capital projects (\$2,504,000), grant service (\$1,664,952), plus 25% of budgeted operating expenditures (\$678,996) and reduced by expected capital financing of \$2,000,000. The required total of \$2,847,948 must be available for both capital projects and operating reserves. Our available balance at year-end was \$2,972,587, an amount above our needs by \$124,639.

In another area, the Airport continues to record depreciation on contributed capital assets.

MAJOR INITIATIVES

To further enhance Airport safety, security and noise reduction, development continued this year and will continue for many years to come. Planned initiatives are:

- An engineered material arresting system (EMAS) will be placed at the ends of our longest runway to stop runway overshoots and prevent aircraft from penetrating the perimeter fences.
- Completion of the final sections of the Lima (west-side) taxiway parallel to runway 16/34. The final phase is expected to be finished in the fall of 2011.
- Reconstruction of runway 6/24 with an overlay and new markings and an extended parallel taxiway to be completed in the summer of 2011.
- The Airport has requested the FAA fund a Part 150 Noise Study update aimed at reducing noise for our surrounding neighbors and communities.
- Overlay of Taxiway Bravo and extension of Taxiway Echo in the spring of 2012.
- The complete redevelopment of the southeast quadrant including aircraft storage and servicing facilities. This has now begun with the leasing of land to a development company.

We believe these, and future initiatives, will enhance the safety of the Airport, reduce noise for our neighbors, and supplement revenue sources.

AWARDS AND ACHIEVEMENTS

The Government Finance Officers Association of the United States and Canada ("GFOA") awarded a Certificate of Achievement for Excellence in Financial Reporting to the Chicago Executive Airport for its comprehensive annual financial report for the fiscal year ended April 30, 2010, its 21st such award. The Certificate of Achievement is the highest form of recognition for excellence in state and local government financial reporting.

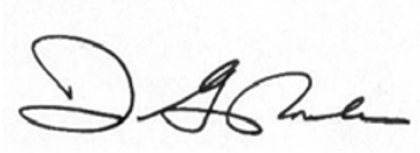
In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report ("CAFR"), whose contents conform to program standards. Such CAFR must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of only one year.

We believe that our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA.

ACKNOWLEDGMENT

The preparation of this report would not have been possible without the dedicated service of the finance and administration department. Also, credit must be given to the Municipalities and the Chicago Executive Airport Board of Directors for their unfailing support for maintaining the highest standards of professionalism in the management of the Airport finances.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Rouleau", with a stylized, cursive script.

Dennis Rouleau
Airport Manager

A handwritten signature in black ink, appearing to read "Rita Boserup", with a stylized, cursive script.

Rita Boserup
Chief Financial Officer

September 6, 2011

FINANCIAL SECTION



998 Corporate Boulevard • Aurora, IL 60502

Members of American Institute of
Certified Public Accountants

INDEPENDENT AUDITOR'S REPORT

City of Prospect Heights, Illinois
Village of Wheeling, Illinois
The Honorable Chairman
Chicago Executive Airport Directors

We have audited the accompanying basic financial statements of the Chicago Executive Airport as of and for the years ended April 30, 2011 and 2010 as listed in the table of contents. These basic financial statements are the responsibility of the Chicago Executive Airport's management. Our responsibility is to express an opinion on these basic financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audits to obtain reasonable assurance about whether the basic financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the basic financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall basic financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the basic financial statements referred to above present fairly, in all material respects, the financial position of the Chicago Executive Airport as of April 30, 2011 and 2010 and the changes in its financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

The Management's Discussion and Analysis listed in the table of contents is not a required part of the basic financial statements but is supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, we did not audit the information and express no opinion on it.

Our audits were conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The supplemental information listed as schedules in the accompanying table of contents is presented for purposes of additional analysis and is not a required part of the financial statements of the Chicago Executive Airport. Such information has been subjected to the auditing procedures applied in the audits of the basic financial statements and, in our opinion, is fairly presented in all material respects in relation to the basic financial statements taken as a whole.

The introductory and statistical information listed in the table of contents was not audited by us, and accordingly, we do not express an opinion thereon.

A handwritten signature in black ink, appearing to read "Schul CE P".

Aurora, Illinois
September 6, 2011

GENERAL PURPOSE EXTERNAL FINANCIAL STATEMENTS

Management's Discussion and Analysis

The management of Chicago Executive Airport offers readers of our financial statements the following narrative overview and analysis of our financial activities for the year ended April 30, 2011. The following information should be considered along with additional information contained in our letter of transmittal found on pages v-viii of this report.

Basic Financial Statements

Our basic financial statements are prepared using proprietary fund (enterprise fund) accounting that uses the same basis of accounting as private-sector business enterprises. The Airport is operated under one enterprise fund, the Joint Airport Fund. Under this method of accounting an economic resources measurement focus and an accrual basis of accounting is used. Revenue is recorded when earned and expenses are recorded when incurred. The basic financial statements include a statement of net assets, a statement of revenues, expenses, and changes in net assets, and a statement of cash flows. These are followed by notes to the financial statements. In addition to the basic financial statements, this report also contains required supplementary information and a statistical section that are useful in understanding the overall operations of the Airport.

The statement of net assets presents information on the assets and liabilities, with the difference between the two reported as net assets. Over time, increases or decreases in net assets may serve as a useful indicator of whether the financial position of the Airport is improving or deteriorating.

The statement of revenues, expenses, and changes in net assets reports the operating revenues and expenses and nonoperating revenue and expenses of the Airport for the fiscal year with the difference – the net income or loss – being combined with any capital contributions to determine the net change in assets for fiscal year. That change, combined with last year-end's net asset total, reconciles to the net asset total at the end of this fiscal year.

The statement of cash flows reports cash and cash equivalent activities for the fiscal year resulting from operating activities, capital and related financing activities, and investing activities. The net result of these activities added to the beginning of the year cash balance reconciles to the cash and cash equivalent balance at the end of the current fiscal year. Contrary to the other basic financial statements, this statement is prepared on a cash basis.

Financial Highlights

- ➔ Assets exceeded liabilities by \$92,815,790 (net assets) at the close of the fiscal year. Of this amount, \$2,972,587 is unrestricted and available to meet ongoing and future obligations of the Airport including its share of capital projects.
- ➔ Total Net Assets decreased \$533,308, primarily due to the increase in debt service for the full draw down of the \$2.3 million NE T-hangar construction loan.
- ➔ Operating income before depreciation and amortization is \$716,774, a decrease of \$10,718 or 1.5% over the prior year mainly due to operating expenses increasing by 5.2% from \$967,475 to \$1,017,436. This increase was due to the many severe winter storms which resulted in increases in snow removal overtime, fuel usage in snow equipment, and deicing materials.
- ➔ Net operating income after depreciation and amortization increased to a loss of \$1,824,405, an increase of \$31,439 or 1.8% above the prior year operating loss.
- ➔ Net (loss) before capital contributions increased \$95,978 or 5% higher, to \$(2,017,224).
- ➔ The Statement of Cash Flows identifies the sources and uses of cash activity for the fiscal year. Cash and cash equivalents decreased a net of \$48,284 for the year. The decrease is the result of a number of activities: net cash from operating activities is \$388,519, interest income provided \$20,544, capital assets consumed \$1,323,911, and loan financing activities provided \$866,564.

Financial Information

Net Assets: The following schedule presents a summary of net asset comparisons for the fiscal years ended April 30, 2011, 2010 and 2009.

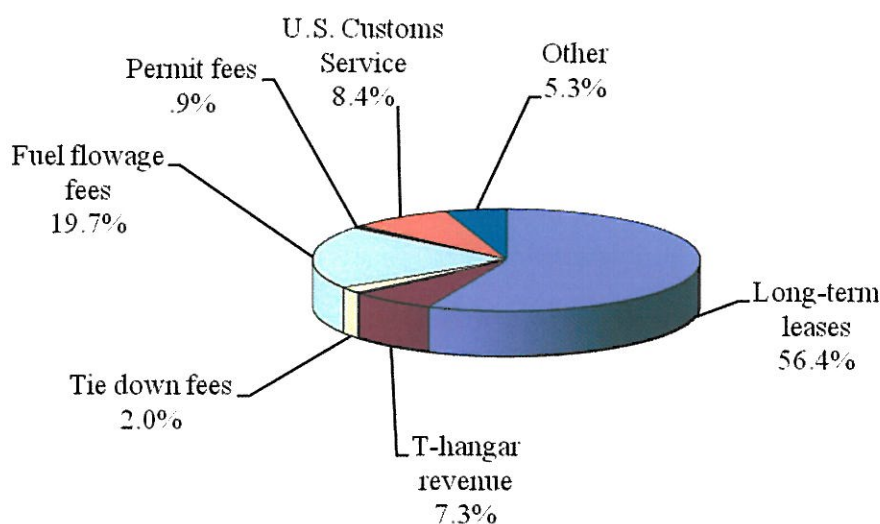
	April 30, 2011	April 30, 2010	April 30, 2009
Current and other assets	\$ 3,872,691	\$ 3,714,267	\$ 3,906,371
Capital assets	95,169,141	94,437,889	92,408,315
Total assets	<u>99,041,832</u>	<u>98,152,156</u>	<u>96,314,686</u>
Current liabilities	1,151,082	683,846	524,475
Long-term liabilities	<u>5,074,960</u>	<u>4,119,212</u>	<u>4,246,292</u>
Net assets:			
Invested in capital assets	89,843,203	90,180,754	88,162,133
Unrestricted	<u>2,972,587</u>	<u>3,168,344</u>	<u>3,381,786</u>
Total net assets	<u>92,815,790</u>	<u>93,349,098</u>	<u>91,543,919</u>

The largest portion of the Airport's net assets, \$89,843,203, is invested in capital assets (e.g., land, buildings, equipment, infrastructure and improvements). Outstanding debt in the amount of \$5,325,938 is attributable to these assets, of which \$299,715 is considered current and \$5,026,223 a long-term liability. The Airport's capital assets represent land, hangar space, taxiways, runways, and equipment. These are maintained for airport users and fixed-base operators, the latter who provide services to aircraft owners.

The remaining unrestricted net assets of \$2,972,587 represent resources available to meet both the Airport's current and capital obligations. One primary use of these assets is to provide for the Airport's share of capital project costs, most of which have grant-funding at up to 97.5% federal and state funds.

Current liabilities increased \$467,236 or 68.3%, compared to last year, partially because of \$238,122 due from the Illinois Department of Transportation to be passed through to the Airport's engineering firm which is offset by an equal Accounts Receivable; a \$107,457 increase in the current portion of the loan and notes as detailed in the following long-term debt section, and a \$95,904 increase in Accounts Payable.

Revenue: The following chart shows the major sources of operating revenue for the year ended April 30, 2011:



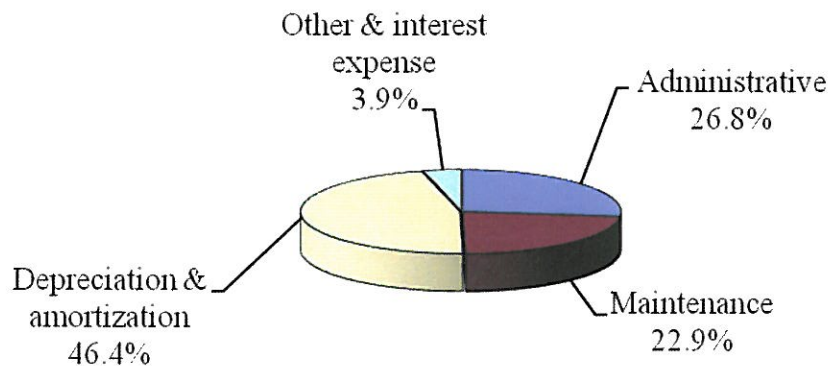
The following schedule presents a summary of revenues for the fiscal years ended April 30, 2011, 2010 and 2009

	April 30, <u>2011</u>	April 30, <u>2010</u>	April 30, <u>2009</u>
Operating revenues			
Long-term leases*	\$ 1,806,408	\$ 1,966,504	\$ 1,950,052
T-hangar revenues	232,109	194,910	209,729
Tiedown fees	65,223	71,003	79,620
Fuel flowage fees	629,936	560,657	589,638
Permit fees	28,079	32,616	37,723
U.S. Customs Service	269,898	245,520	266,867
Other	163,139	114,823	137,862
Late charges	5,862	7,507	20,258
Total operating revenues	3,200,654	3,193,540	3,291,749
Nonoperating revenues			
Investment income	21,645	36,402	79,549
Total revenues	<u>\$ 3,222,299</u>	<u>\$ 3,229,942</u>	<u>\$ 3,371,298</u>

*Long-term leases are leases with an original term of more than one year.

This past year, operating revenues increased by \$7,114, or .2%. Long-term leases were down by \$160,096, or 8.1% due to the conversion of a long-term lease into a month-to-month rental; T-hangar revenue increased due to the opening of the new NE hangars in November 2010; fuel flowage fees increase by \$69,279, or 12.3% due to increased corporate flights; U.S. Customs fees also increased by 9.9% because of the corporate activity. Investment income is still down due to the continuing low interest rates.

Expenses: The following chart shows the major categories of operating expenses for the year ended April 30, 2011:



The following schedule presents a summary of expenses for the fiscal years ended April 30, 2011, 2009 and 2008:

	April 30, <u>2011</u>	April 30, <u>2010</u>	April 30, <u>2009</u>
Operating expenses			
Administration & Finance	\$ 1,466,444	\$ 1,498,573	\$ 1,497,600
Operations & Maintenance	<u>1,017,436</u>	<u>967,475</u>	<u>953,402</u>
Total operating expenses	<u>2,483,880</u>	<u>2,466,048</u>	<u>2,451,002</u>
Other expenses			
Depreciation	832,944	833,131	704,466
Depreciation on contributed capital assets	1,639,391	1,509,126	1,646,876
Amortization	68,844	178,201	193,653
Interest expense	202,239	138,041	211,329
Other expense	-	10,000	5,456
Loss on sale of capital assets	<u>12,226</u>	<u>16,641</u>	<u>2,108</u>
Total other expenses	<u>2,755,644</u>	<u>2,685,140</u>	<u>2,763,888</u>
Total expenses	<u>\$ 5,239,524</u>	<u>\$ 5,151,188</u>	<u>\$ 5,214,890</u>

Operating expenses increased over last year by \$17,832 or .7%. In the Administrative & Finance department, expenses decreased by \$32,129, or 2.1%. The "Other" category showed the highest dollar increase over the previous year at \$70,695, or 396.7%. This is because the Airport did not have a booth at the annual NBAA convention or have an Open House in FY10 and both those events happened in FY11. The Personnel Services category followed with a decrease over last year of \$34,636, or 5.8%, mainly since the CFO position was vacant for 6 months. The Commodities total decreased by \$2,654 from the prior year due to savings in the Marketing area.

In the Operations & Maintenance department, total expenses increased \$49,961, or 5.2%, with the highest increase in the Commodities category of \$91,611, or 46.6%, due to large increases in fuel, deicer, and vehicle maintenance because of the numerous severe winter storms. As the Airport is open 24/7, the runways need to be cleared of snow immediately to prevent possible hazardous situations. Landscaping had the biggest decrease of \$8,501 or 38.4%. Detail operating expense schedules can be found in the Supplementary Information Section of this report.

Other expenses – depreciation on contributed capital assets and amortization has increased slightly over the past years due to an increase in contributed capital assets. For the Airport, this required presentation of depreciation on contributed capital assets is awkward and burdensome when one considers most of our capital expenses are from federal and state grants which are shown separately on our financial statements. Without those grants, the Airport would not be able to acquire the capital assets that were funded. In the Supplementary Information Section you will find an Alternative Presentation of our Statement of Revenues, Expenses and Changes in Net Assets that better matches our contributed capital assets with their corresponding depreciation. This schedule indicates an operating loss of \$136,466 and net contributions of \$-204,023.

Additionally, interest expense increased by \$64,198 or 46.5% from last year due to interest paid on the NE T-hangar construction note. In April 2011, the airport paid \$984,427 against the principal balance of the April 2010 land note due to grant money being received for the purchase. This will result in less interest expense in FY12. Investment income decreased by \$14,757, or 40.5%, due to the continuing low return on investments.

Capital Assets: During FY11, the Airport expended a net of \$2,587,721 on capital assets. The major items were \$2,791,327 to construct the 48 NE T-hangar units and \$636,352 in infrastructure improvements to Taxiway Lima. Some of these projects were completed and capitalized from work-in-progress and contributed capital assets. A summary of changes in capital assets is found in Note 3 to the financial statements. Other pertinent accounting policies related to capital assets can be found in Note 1.f. to the financial statements.

Other Financial Results: The following schedule presents a summary of other pertinent financial data for the fiscal years ended April 30, 2011, 2010 and 2009:

	April 30, <u>2011</u>	April 30, <u>2010</u>	April 30, <u>2009</u>
Net Income (Loss) Before Contributions	\$ (2,017,224)	\$ (1,921,246)	\$ (1,843,592)
Capital Contributions	<u>1,483,916</u>	<u>3,726,425</u>	<u>245,051</u>
Changes in net assets	(533,308)	1,805,179	(1,598,541)
Net Assets, May 1	<u>93,349,098</u>	<u>91,543,919</u>	<u>93,142,460</u>
Net Assets, April 30	<u>\$ 92,815,790</u>	<u>\$ 93,349,098</u>	<u>\$ 91,543,919</u>

Contributions of capital items decreased by \$2,242,509 to \$1,483,916. The contributions for capital items come from Federal and State grants for the various airport projects. This funding varies greatly year-to-year. The change in net assets of \$-533,308 represents a decrease of .6% primarily reflecting the inclusion of the taxiway Lima project and depreciation of contributed capital assets that reduces the invested in capital assets total.

Long-Term Debt: Currently, the Airport has three long-term debts outstanding in the amount of \$5,325,938. The first, \$957,039, represents an outstanding balance for a loan taken out in January 2005 to finance the construction of the SW T-hangars and taxiway; the second, \$2,068,899 is the note balance for a refinance of a prior loan for land acquisition; and the third, \$2.3 million, is a note for constructing the new northeast quadrant T-hangars, which opened in November 2010. Details of these outstanding loans and notes payable can be found in footnote 5, long-term debt, found in this report.

Requests for Information: The financial report is intended to provide an overview of the finances of Chicago Executive Airport for those with an interest in this organization. Questions concerning any information contained in this report may be directed to the Chicago Executive Airport, 1020 Plant Road, Wheeling, Illinois 60090, attention Rita Boserup, Chief Financial Officer.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET ASSETS

April 30, 2011 and 2010

	2011	2010
CURRENT ASSETS		
Cash and cash equivalents	\$ 1,892,877	\$ 1,941,161
Investments	1,101,102	1,100,000
Receivables		
Accounts (net of allowance of uncollectibles)	355,960	93,132
Prepaid insurance	130,919	136,405
Other current assets	96,556	91,471
Total current assets	3,577,414	3,362,169
NONCURRENT ASSETS		
Capital assets		
Capital assets, not being depreciated		
Land	62,890,925	62,890,925
Airport improvements in progress	649,903	948,625
Total capital assets, not being depreciated	63,540,828	63,839,550
Capital assets, being depreciated		
Buildings and building improvements	5,814,317	3,117,390
Infrastructure	45,006,742	44,370,390
Improvements	3,175,962	3,149,754
Vehicles and equipment	2,691,070	2,925,991
Total capital assets, being depreciated	56,688,091	53,563,525
Accumulated depreciation	(25,059,778)	(22,965,186)
Net capital assets, being depreciated	31,628,313	30,598,339
Net capital assets	95,169,141	94,437,889
Deferred expenses, net of accumulated amortization of \$1,700,874 and \$1,627,694 at April 30, 2011 and 2010, respectively	295,277	352,098
Total noncurrent assets	95,464,418	94,789,987
Total assets	99,041,832	98,152,156

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET ASSETS (Continued)

April 30, 2011 and 2010

	2011	2010
CURRENT LIABILITIES		
Accounts payable	\$ 489,280	\$ 155,254
Security deposits	122,837	149,615
Accrued wages	30,557	28,927
Compensated absences payable	8,601	9,588
Unearned rent	200,092	148,204
Loans payable	47,703	45,584
Notes payable	252,012	146,674
Total current liabilities	1,151,082	683,846
LONG-TERM LIABILITIES		
Loans payable	909,336	957,039
Notes payable	4,116,887	3,107,838
Compensated absences payable	48,737	54,335
Total long-term liabilities	5,074,960	4,119,212
Total liabilities	6,226,042	4,803,058
NET ASSETS		
Invested in capital assets, net of related debt	89,843,203	90,180,754
Unrestricted	2,972,587	3,168,344
TOTAL NET ASSETS	<u>\$ 92,815,790</u>	<u>\$ 93,349,098</u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

For the Years Ended April 30, 2011 and 2010

	2011	2010
OPERATING REVENUES		
Long-term leases	\$ 1,806,408	\$ 1,966,504
T-hangar revenue	232,109	194,910
Tie-down fees	65,223	71,003
Fuel flowage fees	629,936	560,657
Permit fees	28,079	32,616
U.S. Custom Service	269,898	245,520
Other	163,139	114,823
Late charges	5,862	7,507
Total operating revenues	3,200,654	3,193,540
OPERATING EXPENSES		
Administrative	1,466,444	1,498,573
Maintenance	1,017,436	967,475
Total operating expenses	2,483,880	2,466,048
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	716,774	727,492
DEPRECIATION AND AMORTIZATION		
Depreciation	832,944	833,131
Depreciation on contributed capital assets	1,639,391	1,509,126
Amortization	68,844	178,201
Total depreciation and amortization	2,541,179	2,520,458
OPERATING INCOME (LOSS)	(1,824,405)	(1,792,966)
NONOPERATING REVENUES (EXPENSES)		
Investment income	21,646	36,402
Interest expense	(202,239)	(138,041)
Other revenue (expense)	-	(10,000)
Gain (loss) on sale of capital asset	(12,226)	(16,641)
Total nonoperating revenues (expenses)	(192,819)	(128,280)
NET INCOME (LOSS) BEFORE CONTRIBUTIONS	(2,017,224)	(1,921,246)
CAPITAL CONTRIBUTIONS	1,483,916	3,726,425
CHANGE IN NET ASSETS	(533,308)	1,805,179
NET ASSETS, MAY 1	93,349,098	91,543,919
NET ASSETS, APRIL 30	\$ 92,815,790	\$ 93,349,098

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS

For the Years Ended April 30, 2011 and 2010

	2011	2010
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	\$ 2,962,936	\$ 3,167,740
Payments to suppliers	(1,500,632)	(1,317,967)
Payments to employees	(1,073,785)	(1,101,469)
Net cash from operating activities	388,519	748,304
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Other revenue (expense)	-	(10,000)
Net cash from noncapital financing activities	-	(10,000)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Acquisition and construction of capital assets	(1,352,919)	(689,895)
Disposal of capital assets	29,008	27,848
Proceeds from loans	2,245,488	3,254,512
Interest paid on loan	(202,239)	(145,695)
Principal paid on loan	(1,176,685)	(3,243,560)
Net cash from capital and related financing activities	(457,347)	(796,790)
CASH FLOWS FROM INVESTING ACTIVITIES		
Interest received on deposits	20,544	37,659
Net cash from investing activities	20,544	37,659
NET (DECREASE) IN CASH AND CASH EQUIVALENTS	(48,284)	(20,827)
CASH AND CASH EQUIVALENTS, MAY 1	1,941,161	1,961,988
CASH AND CASH EQUIVALENTS, APRIL 30	<u>\$ 1,892,877</u>	<u>\$ 1,941,161</u>

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended April 30, 2011 and 2010

	2011	2010
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH FROM OPERATING ACTIVITIES		
Operating income (loss)	\$ (1,824,405)	\$ (1,792,966)
Adjustments to reconcile operating income (loss) to net cash from operating activities		
Depreciation	832,944	833,131
Depreciation on contributed capital assets	1,639,391	1,509,126
Amortization	68,844	178,201
Changes in assets and liabilities		
Accounts receivable	(262,828)	3,028
Prepaid insurance	5,486	20,748
Other current assets	(5,085)	(31,957)
Accounts payable	(85,983)	52,241
Security deposits	(26,778)	(3,600)
Accrued wages	1,630	(3,458)
Compensated absences payable	(6,585)	9,038
Unearned rent	51,888	(25,228)
NET CASH FROM OPERATING ACTIVITIES	<u>\$ 388,519</u>	<u>\$ 748,304</u>
SUPPLEMENTAL DISCLOSURE OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES - CONTRIBUTED CAPITAL ASSETS	<u>\$ 1,483,916</u>	<u>\$ 3,726,425</u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS

April 30, 2011 and 2010

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Palwaukee Municipal Airport Commission (the Airport) was created on February 26, 1985 pursuant to Chapter 24, Paragraph 11-103-1 of the Illinois Compiled Statutes (ILCS), to organize, operate and maintain the Airport as a public general aviation facility. The name was changed to Chicago Executive Airport in August 2006. The Airport is an intergovernmental cooperative created under Illinois law to allow the City of Prospect Heights, Illinois and the Village of Wheeling, Illinois (collectively, the Municipalities) joint ownership and administration of the Airport. The Municipalities account for the Airport as a proprietary joint venture.

The Municipalities have entered into agreements with the Federal Aviation Administration of the United States of America and the State of Illinois to sponsor projects for the acquisition and development of the Airport. Although assets are legally held in the name of the Municipalities, such assets are recorded in the Airport's financial statements to present the overall financial position and operations of the Airport. Airport revenues are solely restricted to funding airport development and airport maintenance expenses. The duration of the Airport shall be for the term of 20 years or the useful life of the Airport, whichever is longer, unless sooner terminated and dissolved by mutual agreement of the Municipalities or by operation of law.

The financial statements of the Airport have been prepared in conformity with accounting principles generally accepted in the United States of America, as applied to government units (hereinafter referred to as generally accepted accounting principles (GAAP)). The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Airport's accounting policies are described below.

a. Reporting Entity

Effective 2004, the Airport adopted the provisions of GASB Statement No. 39, *Determining Whether Certain Organizations are Component Units*. As defined by generally accepted accounting principles established by GASB, the financial reporting entity consists of the primary government, as well as its component units, which are legally separate organizations for which the following three criteria exist:

- 1) The economic resources received or held by the separate organization are entirely or almost entirely for the direct benefit of the primary government, its component units or its constituents.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

a. Reporting Entity (Continued)

- 2) The primary government, or its component units, is entitled to or has the ability to otherwise access, a majority of the economic resources received or held by the separate organization.
- 3) The economic resources received or held by an individual organization that the specific primary government or its component units, is entitled to or has the ability to otherwise access, are significant to that primary government.

The accompanying financial statements represent the Airport (the primary government) only since the Airport does not have component units. The Airport is considered a joint venture of its owners, the City of Prospect Heights, Illinois and the Village of Wheeling, Illinois.

b. Basis of Accounting

The accounting policies for the Airport conform to generally accepted accounting principles applicable to proprietary funds of governmental units. The financial records of the Airport are maintained by utilizing the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time they are incurred.

The Airport's financial statements are accounted for on a flow of economic resources measurement focus. With this measurement focus, all assets and all liabilities associated with the operation of these funds are included on the statement of net assets. Proprietary fund operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in net total assets.

Proprietary funds distinguish operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenues of the Airport are charges to customers for sales and rent. Operating expenses for the Airport include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

c. Cash and Cash Equivalents

For purposes of the statement of cash flows, the Airport considers all highly liquid investments with a maturity of three months or less when purchased to be cash equivalents.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

d. Investments

Investments are stated at fair value.

e. Receivables

Receivables, including the applicable allowance for uncollectible, accounts are as follows:

	2011	2010
Accounts receivable	\$ 379,650	\$ 116,822
Allowance for uncollectible accounts	(23,690)	(23,690)
NET RECEIVABLES	\$ 355,960	\$ 93,132

f. Capital Assets

Capital assets comprising buildings, office equipment, vehicles and airport improvements are recorded at cost. All expenditures for equipment over \$2,000 are capitalized. If actual cost cannot be determined, estimated historical cost is used. Donated capital assets are valued at their estimated fair value on the date donated. Depreciation of capital assets has been provided for over the estimated useful lives using the straight-line method. Estimated useful lives are as follows:

	Years
Buildings and building improvements	10 - 30
Infrastructure	3 - 20
Improvements	3 - 20
Vehicles and equipment	3 - 20

Maintenance and repair expenses are charged to operating expense as incurred. Significant betterments and improvements are capitalized and depreciated over their estimated useful lives.

g. Deferred Expenses

Deferred expenses consist of costs associated with the purchase and establishment of the Airport and costs incurred for engineering evaluations and studies that provide future benefits to the Airport. Such expenses are amortized on a straight-line basis over twenty and five years, respectively.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

h. Federal and State Grant Contributions

Capital assets purchased with funds contributed by the federal and state governments through Airport Improvement Grants are recorded at cost. For financial statement presentation purposes, grant contributions are reported after net income as the amount contributed by the Federal and state governments. Note 8 contains contributed capital asset detail.

i. Compensated Absences

Airport employees are granted vacation pay and sick leave in varying amounts. In the event of termination, an employee is reimbursed for accumulated vacation time. Accumulated unpaid sick leave is not paid to an employee in the event of termination.

j. GASB Pronouncements

The Airport has elected, under the provisions of GASB Statement No. 20, titled *Accounting and Financial Reporting for Proprietary Funds and Other Governmental Entities That Use Proprietary Fund Accounting*, to apply all applicable GASB pronouncements and all FASB Statements and Interpretations, Accounting Principles Board (APB) Opinions and Accounting Research Bulletins (ARB) issued on or before November 30, 1989, unless they conflict with or contradict GASB pronouncements.

k. Operating Revenues and Direct Expenses

Direct expenses are those that are clearly identifiable with a specific function or segment. Operating revenues include charges to customers or applicants who purchase, use or directly benefit from goods, services or privileges provided by a given function or segment. Grants and contributions that are of a particular function or segment are reported as nonoperating revenues.

1. Accounting Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

2. DEPOSITS AND INVESTMENTS

a. Permitted Deposits and Investments

Statutes authorize the Airport to make deposits/invest in: insured commercial banks, savings and loan institutions, obligations of the U.S. Treasury and U.S. agencies, insured credit union shares, money market mutual funds with portfolios of securities issued or guaranteed by the United States or agreements to repurchase these same obligations, repurchase agreements, short-term commercial paper rated within the three highest classifications by at least two standard rating services and Illinois Funds.

Illinois Funds is an investment pool managed by the State of Illinois, Office of the Treasurer, which allows governments within the State to pool their funds for investment purposes. Illinois Funds is not registered with the SEC as an investment company, but does operate in a manner consistent with Rule 2a7 of the Investment Company Act of 1940. Investments in Illinois Funds are valued at Illinois Funds' share price, which is the price at which the investment could be sold.

It is the policy of the Airport to invest its funds in a manner which will provide the highest investment return with the maximum security while meeting the daily cash flow demands of the Airport and conforming to all state and local statutes governing the investment of public funds, using the "prudent person" standard for managing the overall portfolio. The primary objectives of the policy are safety of principal, liquidity, diversification, rate of return and public trust.

b. Deposits with Financial Institutions

Custodial credit risk for deposits with financial institutions is the risk that in the event of bank failure, the Airport's deposits may not be returned to it. The Airport's investment policy requires pledging of collateral for all bank balances in excess of federal depository insurance, at an amount not less than 110% of the fair market value of the funds secured, with the collateral held by the Airport or in safekeeping with a third party or escrow agent and should be invested in either U.S. Government securities or obligations of federal agencies.

c. Investments

The following table presents the investments and maturities of the Airport's debt securities as of April 30, 2011:

Investment Type	Fair Value	Investment Maturities in Years			
		Less Than 1	1-5	6-10	Greater than 10
Illinois Funds	\$ 1,686	\$ 1,686	\$ -	\$ -	\$ -
TOTAL	\$ 1,686	\$ 1,686	\$ -	\$ -	\$ -

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

2. DEPOSITS AND INVESTMENTS (Continued)

c. Investments (Continued)

The following table presents the investments and maturities of the Airport's debt securities as of April 30, 2010:

Investment Type	Fair Value	Investment Maturities in Years			
		Less Than 1	1-5	6-10	Greater than 10
Illinois Funds	\$ 979,301	\$ 979,301	\$ -	\$ -	\$ -
TOTAL	\$ 979,301	\$ 979,301	\$ -	\$ -	\$ -

In accordance with its investment policy, the Airport limits its exposure to interest rate risk by structuring the portfolio to provide liquidity for short and long-term cash flow needs while providing a reasonable rate of return based on the current market and limiting the maturity of all investments to less than 15 months.

The Airport limits its exposure to credit risk, the risk that the issuer of a debt security will not pay its par value upon maturity, by primarily investing in external investment pools during fiscal 2010 and reducing its investment amount significantly in 2011. Illinois Funds are rated AAA.

Custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to the investment, the Airport will not be able to recover the value of its investments that are in possession of an outside party. The Airport's investment policy does not discuss custodial credit risk of investments; however, to limit its exposure, the Airport has not invested in security transactions that are exposed to custodial credit risk.

Concentration of credit risk is the risk that the Airport has too high a percentage of their investments invested in one type of investment. The Airport's investment policy requires diversification of investment to avoid unreasonable risk. At April 30, 2011, the Airport did not have greater than 5% of its overall portfolio invested in any single investment type.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS

a. Summary of Changes in Capital Assets

The following is a summary of capital assets as of the date of this report:

	May 1, 2010	Increases	Decreases	April 30, 2011
Capital assets not being depreciated				
Land	\$ 62,890,925	\$ -	\$ -	\$ 62,890,925
Improvements in progress	948,625	2,731,540	3,030,262	649,903
Total capital assets not being depreciated	63,839,550	2,731,540	3,030,262	63,540,828
Capital assets being depreciated				
Buildings and building improvements	3,117,390	2,811,280	114,353	5,814,317
Infrastructure	44,370,390	636,352	-	45,006,742
Improvements	3,149,754	26,208	-	3,175,962
Vehicles	2,653,648	63,068	173,952	2,542,764
Equipment	272,343	-	124,037	148,306
Total capital assets being depreciated	53,563,525	3,536,908	412,342	56,688,091
Less accumulated depreciation for				
Buildings and building improvements	1,731,693	121,298	102,145	1,750,846
Infrastructure	17,358,213	2,068,549	-	19,426,762
Improvements	1,542,290	151,741	-	1,694,031
Vehicles	2,112,272	114,928	153,086	2,074,114
Equipment	220,718	15,819	122,512	114,025
Total accumulated depreciation	22,965,186	2,472,335	377,743	25,059,778
Total capital assets being depreciated, net	30,598,339	1,064,573	34,599	31,628,313
TOTAL CAPITAL ASSETS, NET	\$ 94,437,889	\$ 3,796,113	\$ 3,064,861	\$ 95,169,141
	May 1, 2009	Increases	Decreases	April 30, 2010
Capital assets not being depreciated				
Land	\$ 62,890,925	\$ -	\$ -	\$ 62,890,925
Improvements in progress	553,420	669,500	274,295	948,625
Total capital assets not being depreciated	63,444,345	669,500	274,295	63,839,550
Capital assets being depreciated				
Buildings and building improvements	3,117,390	-	-	3,117,390
Infrastructure	40,419,678	4,000,739	50,027	44,370,390
Improvements	3,128,999	20,755	-	3,149,754
Vehicles	2,671,659	31,727	49,738	2,653,648
Equipment	293,017	17,900	38,574	272,343
Total capital assets being depreciated	49,630,743	4,071,121	138,339	53,563,525

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

a. Summary of Changes in Capital Assets (Continued)

	May 1, 2009	Increases	Decreases	April 30, 2010
Less accumulated depreciation for				
Buildings and building improvements	\$ 1,629,662	\$ 102,031	\$ -	\$ 1,731,693
Infrastructure	15,410,738	1,947,475	-	17,358,213
Improvements	1,390,633	151,657	-	1,542,290
Vehicles	1,994,143	123,458	5,329	2,112,272
Equipment	241,597	17,635	38,514	220,718
Total accumulated depreciation	20,666,773	2,342,256	43,843	22,965,186
Total capital assets being depreciated, net	28,963,970	1,728,865	94,496	30,598,339
TOTAL CAPITAL ASSETS, NET	\$ 92,408,315	\$ 2,398,365	\$ 368,791	\$ 94,437,889

b. Construction Contracts

The Airport has entered into participation agreements with the Illinois Department of Transportation, Division of Aeronautics committing funds for the local share of construction or renovation of the facilities as follows:

	April 30, 2011		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
RSA Improvements - PWK 3991	\$ 106,017	\$ 96,756	\$ 2,734,059
Taxiway Lima-PWK 3613	3,519,676	17,743	4,013,679
RSA Reimbursement - PWK 4051	984,427	25,242	1,009,669
TOTAL	\$ 4,610,120	\$ 139,741	\$ 7,757,407
	April 30, 2010		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
Part 150 Study Update - PWK 3626	\$ 3,250	\$ -	\$ 130,000
Taxiway Lima-PWK 3613	-	272,222	4,013,679
Master Plan, Phase 1	142,099	-	284,198
TOTAL	\$ 145,349	\$ 272,222	\$ 4,427,877

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. DEFERRED EXPENSES

The following is a summary of changes in deferred expenses:

	May 1, 2010	Additions	Deductions	April 30, 2011
Organization cost	\$ 239,055	\$ -	\$ -	\$ 239,055
Other	1,740,737	142,243	125,884	1,757,096
Total deferred expenses	1,979,792	142,243	125,884	1,996,151
Accumulated amortization	(1,627,694)	(73,180)	-	(1,700,874)
TOTAL	\$ 352,098	\$ 69,063	\$ 125,884	\$ 295,277

	May 1, 2009	Additions	Deductions	April 30, 2010
Organization cost	\$ 239,055	\$ -	\$ -	\$ 239,055
Other	1,740,737	-	-	1,740,737
Total deferred expenses	1,979,792	-	-	1,979,792
Accumulated amortization	(1,449,493)	(178,201)	-	(1,627,694)
TOTAL	\$ 530,299	\$ (178,201)	\$ -	\$ 352,098

5. LONG-TERM DEBT

Long-term debt activity for fiscal years ended April 30, 2011 and 2010 are as follows.

a. Loans

As of April 30, 2011, the Airport had the following loans outstanding:

	Outstanding at April 30, 2011	Current Portion
\$1,237,000 loan, dated January 15, 2005, for the purpose of constructing two hangars and a taxiway. Principal and interest are due in monthly installments of \$7,523 with a stated interest rate of 4.551% beginning January 15, 2005 with a final payment due on November 15, 2025.	\$ 957,039	\$ 47,703

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

5. LONG-TERM DEBT (Continued)

a. Loans (Continued)

As of April 30, 2010, the Airport had the following loans outstanding:

	Outstanding at April 30, 2010	Current Portion
\$1,237,000 loan, dated January 15, 2005, for the purpose of constructing two hangars and a taxiway. Principal and interest are due in monthly installments of \$7,523 with a stated interest rate of 4.551% beginning January 15, 2005 with a final payment due on November 15, 2025.	\$ 1,002,623	\$ 45,584

b. Notes Payable

As of April 30, 2011, the Airport had the following notes outstanding:

	Total	Current
\$3,200,000 note dated April 19, 2010, for the purchase of land. Principal is due in monthly installments of \$13,334 with a stated interest rate of 4.17% beginning June 1, 2010 with a final payment of \$628,827 due on May 1, 2020.	\$ 2,068,899	\$ 160,008
\$2,300,000 note dated April 19, 2010, for the construction of T-Hangars. Principal will be in monthly installments of \$7,667 with a stated interest rate of 4.17% beginning July 1, 2011 and interest only payments to begin June 1, 2010, with a final payment of \$1,471,964 due on May 1, 2020.	2,300,000	92,004
TOTAL	\$ 4,368,899	\$ 252,012

As of April 30, 2010, the Airport had the following notes outstanding:

	Total	Current
\$3,200,000 note dated April 19, 2010, for the purchase of land. Principal is due in monthly installments of \$13,334 with a stated interest rate of 4.17% beginning June 1, 2010 with a final payment of \$628,827 due on May 1, 2020.	\$ 3,200,000	\$ 146,674

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

5. LONG-TERM DEBT (Continued)

b. Notes Payable (Continued)

	Total	Current
\$2,300,000 note dated April 19, 2010, for the construction of T-Hangars. Principal will be in monthly installments of \$7,667 with a stated interest rate of 4.17% beginning July 1, 2011 and interest only payments to begin June 1, 2010, with a final payment of \$1,471,964 due on May 1, 2020.	\$ 54,512	\$ -
TOTAL	\$ 3,254,512	\$ 146,674

c. Changes in Long-Term Liabilities

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2011 is as follows:

	Balance May 1	Additions	Retirement	Balance April 30	Current Portion
Loans	\$ 1,002,623	\$ -	\$ 45,584	\$ 957,039	\$ 47,703
Notes	3,254,512	2,245,488	1,131,101	4,368,899	252,012
Compensated absences	63,923	3,003	9,588	57,338	8,601
TOTAL	\$ 4,321,058	\$ 2,248,491	\$ 1,186,273	\$ 5,383,276	\$ 308,316

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2010 is as follows:

	Balance May 1	Additions	Retirement	Balance April 30	Current Portion
Loans	\$ 1,046,182	\$ -	\$ 43,559	\$ 1,002,623	\$ 45,584
Notes	3,200,000	3,254,512	3,200,000	3,254,512	146,674
Compensated absences	54,885	17,163	8,125	63,923	9,588
TOTAL	\$ 4,301,067	\$ 3,271,675	\$ 3,251,684	\$ 4,321,058	\$ 201,846

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

5. LONG-TERM DEBT (Continued)

d. Debt Service Requirements to Maturity

The annual debt service requirements to amortize the loan are as follows:

Fiscal Year Ending April 30	2010A Revenue Note		2010B Revenue Note*	
	Principal	Interest	Principal	Interest
2012	\$ 160,008	\$ 84,604	\$ 92,004	\$ 96,026
2013	160,008	77,615	92,004	92,223
2014	160,008	70,851	92,004	88,333
2015	160,008	64,086	92,004	84,443
2016	160,008	*	92,004	*
2017	160,008	*	92,004	*
2018	160,008	*	92,004	*
2019	160,008	*	92,004	*
2020	160,008	*	92,004	*
2021	628,827	*	1,471,964	*
TOTAL	\$ 2,068,899		\$ 2,300,000	

*Interest rate subject to change; therefore, no amount can be disclosed as of the date of this report.

Fiscal Year Ending April 30	Loan		Total	
	Principal	Interest	Principal	Interest
2012	\$ 47,703	\$ 42,568	\$ 299,715	\$ 233,198
2013	49,919	40,351	301,931	210,189
2014	52,239	38,031	304,251	197,215
2015	54,667	35,604	306,679	184,133
2016	57,207	33,063	309,219	N/A
2017	59,866	30,405	311,878	N/A
2018	62,648	27,623	314,660	N/A
2019	65,559	24,711	317,571	N/A
2020	68,606	21,665	320,618	N/A
2021	71,794	18,477	2,172,585	N/A
2022	75,130	15,140	75,130	N/A
2023	78,622	11,649	78,622	N/A
2024	82,276	7,995	82,276	N/A
2025	86,099	4,172	86,099	N/A
2026	44,704	597	44,704	N/A
TOTAL	\$ 957,039	\$ 352,051	\$ 5,325,938	

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

5. LONG-TERM DEBT (Continued)

d. Debt Service Requirements to Maturity (Continued)

*On April 19, 2010, the Airport issued the \$2,300,000 Airport Revenue Note, Series 2010B for the construction of new T-Hangars. The note proceeds are drawn on as construction progresses, up to the total amount of the note. Principal and interest is due in monthly installments of \$7,667 through May 1, 2015, commencing July 1, 2011. Interest is due monthly at 4.17% commencing June 1, 2010. As of April 30, 2011, the Airport had drawn \$2,300,000 of the note proceeds.

6. RISK MANAGEMENT

The Airport is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; illnesses of employees; and natural disasters. These risks are covered by commercial insurance purchased from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past three fiscal years.

7. MINIMUM LEASE RENTALS

The Airport has entered into long-term operating leases that expire on various dates within the next several years. Such lease revenue has been included in the Airport's financial statements to present the overall financial position and operations of the Airport. Future minimum lease revenues for the next five fiscal years are as follows:

	2012	2013	2014	2015	2016
Hangars #5 and #6	\$ 376,008	\$ 376,008	\$ 376,008	\$ 376,008	\$ 376,008
Hangar #8	223,618	226,356	226,356	226,356	226,356
Hangar #9	310,587	314,400	314,400	314,400	314,400
Hangar #10	242,103	245,076	245,076	245,076	245,076
Hangar #11	113,088	113,088	113,088	113,088	113,088
ACCO Lot	6,660	6,660	6,660	6,660	6,660
Hanger #15	64,689	64,944	64,944	64,944	64,944
Hanger #19	61,162	61,404	61,404	61,404	61,404
Hanger #16	34,264	34,872	34,872	34,872	34,872
Fuel Farm	2,640	2,652	2,652	2,652	2,652
Hanger #40	102,340	104,304	104,304	104,304	104,304
Hanger #41	83,372	83,376	83,376	83,376	83,376
Building 24	174,031	177,084	177,084	177,084	177,084
Executive Inn	5,907	5,907	5,907	5,907	5,907
Ramp	72,022	73,284	73,284	73,284	73,284
TOTAL	\$ 1,872,491	\$ 1,888,415	\$ 1,888,415	\$ 1,888,415	\$ 1,888,415

During the years ended April 30, 2011 and 2010, one lessee represented approximately 60% in each year of the Airport's operating revenues.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

8. CONTRIBUTED CAPITAL ASSETS

The Airport is the recipient of several Airport Improvement Grants for airport facility acquisition and capital improvements. The grant agreements provide for the following levels of participation:

Federal share	95%
State share	2.5%
Local share	2.5%

At April 30, 2011 and 2010, the balances of contributed capital assets are as follows:

	Federal	State	Other	Donated	Total
BALANCE, APRIL 30, 2009	\$ 83,308,459	\$ 9,425,818	\$ 244,144	\$ 11,000	\$ 92,989,421
Contributed assets during 2010	3,630,870	95,555	-	-	3,726,425
BALANCE, APRIL 30, 2010	86,939,329	9,521,373	244,144	11,000	96,715,846
Contributed assets during 2011	511,738	972,290	-	-	1,484,028
BALANCE, APRIL 30, 2011	<u>\$ 87,451,067</u>	<u>\$10,493,663</u>	<u>\$ 244,144</u>	<u>\$ 11,000</u>	<u>\$ 98,199,874</u>

Contributed capital assets is a component of net assets “invested in capital assets.”

9. DEFINED CONTRIBUTION PLAN

The Airport provides pension benefits for all of its full-time employees through a defined contribution plan. This plan was established with the International City Managers Association Retirement Trust (the Trust), an agent multiple-employer public employee retirement system that acts as a common investment and administrative agent for state and local governments and their instrumentalities throughout the United States. In a defined contribution plan, benefits depend solely on amounts contributed to the plan plus investment earnings. The Airport’s policy requires that both the employee and the Airport contribute an amount equal to 4.5% of the employee’s base salary at the end of every bi-weekly payroll period.

The Airport’s contributions for each employee (and interest allocated to the employee’s account) are incrementally vested 20% annually, after three years of service. The Airport’s nonvested contributions and the interest forfeited by employees who leave employment before three years of service are used to reduce the Airport’s contribution requirement to the remaining employees. The Board of Directors is responsible for establishing and amending the plan provisions.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

9. DEFINED CONTRIBUTION PLAN (Continued)

The Airport's payroll and contributions for the fiscal years ended April 30, 2011 and 2010 are:

	2011	2010
Airport's total payroll	\$ 727,402	\$ 818,661
Subject to contribution	719,311	757,692
Airport's contribution	32,369	34,067
Covered employees' contribution	32,369	34,100

10. CONTINGENT LIABILITIES

Litigation

The Airport is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of the Airport's attorney, the resolution of these matters will not have a material adverse effect on the financial condition of the Airport.

11. OTHER POSTEMPLOYMENT BENEFITS

The Airport has evaluated its potential other postemployment benefits liability. The Airport provides continued health insurance coverage at the active employer rate to all eligible employees in accordance with Illinois statutes, which creates an implicit subsidy of retiree health insurance. Former employees who choose to retain their rights to health insurance through the Airport are required to pay 100% of the current premium. However, no former employees have chosen to stay in the Airport's health insurance plan. Therefore, there has been 0% utilization and, therefore, no implicit subsidy to calculate in accordance with GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*. Additionally, the Airport had no former employees for which the Airport was providing an explicit subsidy and no current employees with agreements for future explicit subsidies upon retirement. Therefore, the Airport has not recorded any postemployment benefit liability as of April 30, 2011.

12. SUBSEQUENT EVENTS

On July 20, 2011, the Airport passed Resolution No. 11-032 recommending approval of a real estate contract for the purchase of land with an appraised value of \$244,000. Execution of the contract is contingent upon Federal Aviation Administration and/or Illinois Department of Transportation funding of 95% of the cost being made available.

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS
ALTERNATIVE PRESENTATION

For the Years Ended April 30, 2011 and 2010

	2011	2010
OPERATING REVENUES		
Long-term leases	\$ 1,806,408	\$ 1,966,504
T-hangar revenue	232,109	194,910
Tie-down fees	65,223	71,003
Fuel flowage fees	629,936	560,657
Permit fees	28,079	32,616
U.S. Custom service	269,898	245,520
Other	163,139	114,823
Late charges	5,862	7,507
Total operating revenues	3,200,654	3,193,540
OPERATING EXPENSES		
Administrative	1,466,444	1,498,573
Maintenance	1,017,436	967,475
Total operating expenses	2,483,880	2,466,048
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	716,774	727,492
DEPRECIATION AND AMORTIZATION		
Depreciation	832,944	833,131
Amortization	20,296	24,924
Total depreciation and amortization	853,240	858,055
OPERATING INCOME (LOSS)	(136,466)	(130,563)
NONOPERATING REVENUES (EXPENSES)		
Investment income	21,646	36,402
Interest expense	(202,239)	(138,041)
Other revenue (expense)	-	(10,000)
Gain (loss) on sale of capital asset	(12,226)	(16,641)
Total nonoperating revenues (expenses)	(192,819)	(128,280)
NET INCOME (LOSS) BEFORE CONTRIBUTIONS	(329,285)	(258,843)
CAPITAL CONTRIBUTIONS	1,483,916	3,726,425
DEPRECIATION ON CONTRIBUTED CAPITAL ASSETS	(1,639,391)	(1,509,126)
AMORTIZATION ON CONTRIBUTED CAPITAL ASSETS	(48,548)	(153,277)
	(204,023)	2,064,022
CHANGE IN NET ASSETS	(533,308)	1,805,179
NET ASSETS, MAY 1	93,349,098	91,543,919
NET ASSETS, APRIL 30	\$ 92,815,790	\$ 93,349,098

(See independent auditor's report.)

SUPPLEMENTAL INFORMATION

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF LAND ACQUISITION

April 30, 2011

Parcel	Fiscal Year of Purchase	Purchase Price	Additional Costs	Total Costs	Acreage
1-19	1987	\$ 21,978,500	\$ 321,825	\$ 22,300,325	257.67
20B	1990	430,000	8,359	438,359	2.32
21	1991	295,000	29,701	324,701	1.54
22, 23, 23A	1993	1,075,000	131,089	1,206,089	4.38
24(1)	1993	15,000	227,284	242,284	1.71
25	1990	815,000	125,432	940,432	10.11
26	1991	325,000	72,508	397,508	4.38
27	1992	574,004	178,207	752,211	3.92
28	1991	300,000	34,718	334,718	5.54
29B	1988	248,000	12,029	260,029	3.00
30C, 31	1990	1,004,700	23,263	1,027,963	8.77
32, 33, 34	1988	2,000,000	20,192	2,020,192	25.09
40B	1993	450,000	275,261	725,261	1.40
42	-	-	19,937	19,937	-
43	1992	1,514,508	21,285	1,535,793	13.91
45	1991	196,216	15,476	211,692	1.43
46	1991	148,188	13,367	161,555	1.08
47	1992	149,000	44,575	193,575	0.81
48	1992	137,500	10,614	148,114	1.16
49, 50	1993	329,000	20,200	349,200	3.25
51	1991	170,000	41,040	211,040	1.18
52A, 52B	1989	502,500	24,394	526,894	4.16
53	1993	352,000	69,163	421,163	2.31
54	1991	301,871	7,619	309,490	2.31
55	1992	600,000	173,886	773,886	3.79
56	1993	720,000	35,290	755,290	4.79
57	1993	168,500	13,451	181,951	0.93
58	1991	151,000	20,506	171,506	0.91
59	1993	770,000	197,389	967,389	1.83
84A	1993	75,687	8,622	84,309	0.38
85	1993	190,000	6,196	196,196	0.97
86	1993	962,500	75,424	1,037,924	0.93
87	1993	120,000	8,183	128,183	0.60
88	1993	250,000	6,629	256,629	1.83
89	1993	96,000	39,958	135,958	0.50

(This schedule is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF LAND ACQUISITION (Continued)

April 30, 2011

Parcel	Fiscal Year of Purchase	Purchase Price	Additional Costs	Total Costs	Acreage
90	1993	\$ 145,000	\$ 4,954	\$ 149,954	0.96
91	1993	145,000	43,393	188,393	0.71
92, 93	1993	131,724	7,665	139,389	0.99
94	1993	95,000	43,638	138,638	0.50
95	1993	130,000	67,807	197,807	0.50
96	1993	104,000	57,749	161,749	0.50
97	1993	235,000	124,464	359,464	0.98
98	1993	176,000	21,344	197,344	0.85
100	1993	2,268,700	4,311,464	6,580,164	23.10
101A, 102A	1993	135,878	16,003	151,881	0.87
103A, 104A, 105	1993	36,887	13,060	49,947	0.23
106A	1993	10,000	7,993	17,993	0.03
107	1993	140,000	29,484	169,484	0.50
108	1993	60,000	4,627	64,627	0.50
109	1993	107,000	15,216	122,216	0.50
110	1993	65,862	5,175	71,037	0.50
111	1993	132,000	60,800	192,800	0.46
112	1993	10,565	3,067	13,632	0.06
113	1993	-	508	508	-
115A	1993	1,960	16,467	18,427	0.01
RSA	2007	10,984,978	35,408	11,020,386	14.50
Easements		-	22,441	22,441	-
Engineering		173,267	42,969	216,236	-
Relocation		230,752	-	230,752	-
Land clearing		1,365,718	-	1,365,718	-
Wetland mitigation		531,492	770,700	1,302,192	-
TOTAL		\$ 54,831,457	\$ 8,059,468	\$ 62,890,925	426.14

(1) Extensive remediation costs were incurred subsequent to the purchase of Parcel 24.

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT
SCHEDULE OF INFRASTRUCTURE

April 30, 2011

	Balance April 30, 2010	Additions (Deletions)			Transfers	Balance April 30, 2011
		Local Share	State Share	Federal Share		
INFRASTRUCTURE IMPROVEMENTS						
Airside pavement construction:						
Area 3 apron	\$ 1,696,769	\$ -	\$ -	\$ -	\$ -	\$ 1,696,769
Taxiway Yankee	348,138	-	-	-	-	348,138
Repaving/repair	2,389,943	252,144	-	-	-	2,642,087
T-hangar aprons	1,146,420	-	-	-	-	1,146,420
Taxiway Mike extension	302,080	-	-	-	-	302,080
East Corporate apron	597,400	-	-	-	-	597,400
Storm sewer	1,731,034	-	-	-	-	1,731,034
Drainage ditch	444,634	-	-	-	-	444,634
Northwest quadrant taxiway	243,717	-	-	-	-	243,717
Northeast quadrant T-hangar sitework	1,365,085	-	-	-	-	1,365,085
Taxiway Kilo	6,721,236	-	-	-	-	6,721,236
Taxiway Lima and northeast T-hangars	7,230,076	(206,749)	-	-	-	7,023,327
T-hangar access SW taxiway	1,243,199	-	-	-	-	1,243,199
Runway 16/34 widening	9,296,968	-	-	-	-	9,296,968
Runway 12/30 widening	4,597,643	-	-	-	-	4,597,643
Runway 6/24 taxiway and apron	2,349,893	-	-	-	-	2,349,893
Southeast quadrant fire protection	270,920	-	-	-	-	270,920
Obstruction removal - runway 6	689,681	-	-	-	-	689,681
Water Line Project-NW Quad	-	112,332	-	-	-	112,332
Hangar 5&6 drainage	-	152,410	-	-	-	152,410
SE Site Prep	-	243,273	-	-	-	243,273
Hangar #1 soil remediation	-	82,942	-	-	-	82,942
Other	33,349	-	-	-	-	33,349
Landside pavement construction:						
Hangar #1 parking lot	400,951	-	-	-	-	400,951
Airport access road	189,460	-	-	-	-	189,460
East entrance/tower road	558,103	-	-	-	-	558,103
Northwest quadrant road/ parking lot	454,976	-	-	-	-	454,976
Southwest access road	68,715	-	-	-	-	68,715
TOTAL INFRASTRUCTURE IMPROVEMENTS	\$ 44,370,390	\$ 636,352	\$ -	\$ -	\$ -	\$ 45,006,742

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT
SCHEDULE OF AIRPORT IMPROVEMENTS

April 30, 2011

	Balance April 30, 2010	Additions (Deletions)			Transfers	Balance April 30, 2011
		Local Share	State Share	Federal Share		
AIRPORT IMPROVEMENTS						
Fencing	\$ 277,381	\$ -	\$ -	\$ -	\$ -	\$ 277,381
Lighting - runway 16/34 recabling	106,425	-	-	-	-	106,425
Airport visual and wind detection aids	18,539	-	-	-	-	18,539
Diesel fuel storage tank	277,898	-	-	-	-	277,898
Lighting - taxiway A, B & E	35,995	-	-	-	-	35,995
Lift station repair	42,711	-	-	-	-	42,711
Landing light electrical vault	1,015,673	9,333	-	-	-	1,025,006
Building demolition	758,638	-	-	-	-	758,638
Electrical lines relocation	18,476	-	-	-	-	18,476
Obstruction removal	201,044	-	-	-	-	201,044
Conduit for beacon	-	16,875	-	-	-	16,875
Signage	394,308	-	-	-	-	394,308
Bleachers	2,666	-	-	-	-	2,666
TOTAL AIRPORT IMPROVEMENTS	\$ 3,149,754	\$ 26,208	\$ -	\$ -	\$ -	\$ 3,175,962

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF AIRPORT IMPROVEMENTS IN PROGRESS

April 30, 2011

	Balance April 30, 2010	Additions	Completions	Balance April 30, 2011
Obstruction removal	\$ 23,158	\$ -	\$ -	\$ 23,158
Redevelop SE corner	87,111	100,500	87,111	100,500
SE quadrant environmental assessment	80,924	-	80,924	-
NW quadrant water line lowering	112,332	-	112,332	-
Extend taxiway L & NE T-hangar site work	-	238,122	-	238,122
Taxiway L-EMAS	-	112,105	-	112,105
NE quadrant T-hangar buildings	88,106	2,708,668	2,791,327	5,447
Rnwy 6_RPZ land Acq	-	30,256	-	30,256
Arena parcel	415	-	-	415
Master plan update	142,243	-	142,243	-
Hangar #1 demolition	62,088	13,150	75,238	-
Hangar #1 soil remediation	82,943	-	82,943	-
Taxiway E	138,347	1,553	-	139,900
Pavement/sewer improvements	130,958	19,278	150,236	-
TOTAL AIRPORT IMPROVEMENTS IN PROGRESS	\$ 948,625	\$ 3,223,632	\$ 3,522,354	\$ 649,903

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT
SCHEDULE OF DEFERRED EXPENSES

April 30, 2011

	Balance April 30, 2010	Increases	Decreases	Balance April 30, 2011
DEFERRED EXPENSES				
Organization costs	\$ 238,300	\$ -	\$ -	\$ 238,300
Part 150 study, 1988	217,635	-	-	217,635
Part 150 study, 2000	378,199	-	-	378,199
Part 150 study, 2008	115,329	-	-	115,329
Pavement evaluation	22,042	-	-	22,042
ALP update	214,080	-	-	214,080
EA Wolf/Hintz Road relocation	97,040	-	-	97,040
Hydraulic and hydrologic analysis	153,000	-	-	153,000
IDOT administration fees	131,392	-	-	131,392
Engineer's survey	29,119	-	-	29,119
Lease finance administrative fees	10,000	-	-	10,000
Drainage study	36,500	-	-	36,500
Runway closure study	16,733	-	-	16,733
Landscaping minimum standards	1,138	-	-	1,138
Master plan, phase 1	267,983	16,359	-	284,342
Economic impact study	48,630	-	-	48,630
Airport layout	2,672	-	-	2,672
Total	1,979,792	16,359	-	1,996,151
Less accumulated amortization	(1,627,694)	(73,180)	-	(1,700,874)
TOTAL DEFERRED EXPENSES	\$ 352,098	\$ (56,821)	\$ -	\$ 295,277

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT
SCHEDULES OF ADMINISTRATIVE EXPENSES
For the Years Ended April 30, 2011 and 2010

	2011	2010
PERSONNEL SERVICES		
Benefits (insurance, pension, FICA)	\$ 102,612	\$ 122,727
Recognition	9,595	10,239
Salaries	442,110	453,179
Training and education	95	2,903
Total personnel services	554,412	589,048
CONTRACTUAL SERVICES		
Accounting services	58,194	12,203
Audit fees	12,317	12,120
Building repair	687	4,393
Conference and meetings	5,451	7,448
Energy	72,563	61,111
Engineering	69,725	99,889
Equipment maintenance (office)	18,036	18,341
Insurance	115,073	117,026
Legal	60,019	71,340
Marketing	39,407	76,949
Membership dues	9,150	8,889
Office maintenance	9,044	8,992
Other	12,814	22,398
Other services	30,522	72,300
Printing	3,022	4,355
Public notices	905	978
Security	2,954	2,692
Telephone	9,690	8,244
Travel and transportation	4,547	3,889
U.S. Custom service	244,062	230,880
Vehicle maintenance	1,467	746
Total contractual services	779,649	845,183
COMMODITIES		
Conference and meetings	8,630	7,728
Equipment	1,854	1,771
Fuel (unleaded)	5,331	5,476
Marketing	7,646	13,316
Other	3,833	7,192
Software	4,933	1,034
Subscriptions	4,062	2,718
Supplies (copier, office, etc.)	6,575	5,988
Vehicle maintenance	1,006	1,301
Total commodities	43,870	46,524
OTHER		
Lease development	94	5,913
NBAA convention	69,617	5,801
Open house	18,802	6,104
Total other	88,513	17,818
TOTAL ADMINISTRATIVE EXPENSES	<u>\$ 1,466,444</u>	<u>\$ 1,498,573</u>

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT
SCHEDULES OF MAINTENANCE EXPENSES
For the Years Ended April 30, 2011 and 2010

	2011	2010
PERSONNEL SERVICES		
Benefits	\$ 136,398	\$ 138,949
Salaries	366,620	365,481
Recognition	2,140	1,890
Training and education	1,380	1,650
Uniforms	7,880	10,031
Total personnel services	514,418	518,001
CONTRACTUAL SERVICES		
Building repair	4,588	5,993
Equipment maintenance (shop)	2,358	11,360
Equipment rental	290	1,909
Insurance	59,767	52,651
Landscaping	19,012	49,109
Lighting maintenance	2,992	600
Medical exams	503	223
Other	1,870	1,000
Other services	30,651	38,663
Pavement marking	51,730	62,843
Security	-	944
Sewer	4,576	-
Signage	3,850	236
Telephone	1,594	1,946
Travel and transportation	-	12
Vehicle maintenance	18,485	18,730
Waste removal	12,728	6,842
Total contractual services	214,994	253,061
COMMODITIES		
Building repair	250	143
Equipment/tools (shop)	5,823	6,872
Fence	1,910	17
Fuel	54,761	38,658
Landscaping	3,442	2,318
Lighting	13,645	22,146
Other	1,564	1,042
Raw materials	99,289	41,767
Sewer lines - in-house	1,060	1,250
Signage	3,917	3,886
Supplies	36,222	23,400
Vehicle maintenance	66,141	54,914
Total commodities	288,024	196,413
TOTAL MAINTENANCE EXPENSES	<u>\$ 1,017,436</u>	<u>\$ 967,475</u>

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF LEASEHOLDS

April 30, 2011

Leasehold	Square Feet	Lessee	Monthly Rent	Term
Hangars 4 & 7	43,272	Eclipse & Signature	9,612	Monthly
Hangars 5 & 6	76,332	Signature Flight Support	31,334	Jan. 10 - Jun. 12
Hangars 5 & 6		Signature Flight Support	(7,500)	Jan. 10 - Jun. 12 (1)
Hangar 8	60,000	Signature Flight Support	18,863	Jan. 10 - Dec. 14 (2)
Hangar 9	77,104	Signature Flight Support	26,200	Jan. 10 - Dec. 14 (2)
Hangar 10	54,656	Signature Flight Support	20,423	Jan. 10 - Dec. 14 (2)
FBO Ramp	17,000	Signature Flight Support	6,107	Jan. 10 - Dec. 14 (2)
Hangar 11	10,495	IPO II	9,424	Jul. 09 - Jun. 12
ACCO Lot	27,552	ACCO Brands, Inc.	555	Oct. 95 - Sep. 30 (3)
Ground #2	107,041	Signature Flight Support	5,412	Nov. 95 - Oct. 20 (4)
Ground #3	99,883	Signature Flight Support	5,117	Nov. 97 - Oct. 22 (5)
Ground #4	48,032	Signature Flight Support	2,906	Feb. 98 - Oct. 22 (6)
Ground #5	4,442	Signature Flight Support	221	Sep. 98 - Aug. 23 (7)
Ground #6	174,002	Atlantic Aviation	8,692	Nov. 98 - Oct. 23 (8)
Ground #7	136,064	Atlantic Aviation	6,948	Jan. 01 - May 26 (9)
Ground #8	346,138	Signature Flight Support	14,757	Feb. 06 - Dec. 14 (10)
Parking lot	15,793	Executive Inn	492	Apr 05 - Mar 10 (11)

- (1) Monthly rent reduction to offset improvements made by tenant.
- (2) Upon expiration of the current lease, the lessee has the option of renewing the lease for eight five-year periods, effectively extending the lease term to December 2049.
- (3) ACCO parking lot lease - Provides for automatic renewal for six five-year additional terms.
- (4) Hangar #15 ground lease - Lessee has the option for one additional five-year period.
- (5) Hangar #19 ground lease.
- (6) Hangar #16 ground lease - Lessee has the option for one additional five-year period.
- (7) Fuel farm ground lease.
- (8) Hangar #40 ground lease.
- (9) Hangar #41 ground lease.
- (10) Terminal Building #24 ground lease.
- (11) Motel parking lot ground lease in negotiations.

(See independent auditor's report.)

STATISTICAL SECTION

This part of the Chicago Executive Airport's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures and required supplementary information says about the airport's overall financial health.

Contents	Page
Financial Trends	33-34
<i>These schedules contain trend information to help the reader understand how the airport's financial performance and well-being have changed over time.</i>	
Revenue Capacity	35-37
<i>These schedules contain information to help the reader assess the airport's most significant local revenue sources.</i>	
Debt Capacity	38-39
<i>These schedules present information to help the reader assess the affordability of the airport's current levels of outstanding debt and the airport's ability to issue additional debt in the future.</i>	
Demographic and Economic Information	40-42
<i>These schedules offer demographic and economic indicators to help the reader understand the environment within which the airport's financial activities take place.</i>	
Operating Information	43-48
<i>These schedules contain service and infrastructure data to help the reader understand how the information in the airport's financial report relates to the services the government provides and the activities it performs.</i>	

STATISTICAL SECTION

(Unaudited)

CHICAGO EXECUTIVE AIRPORT

NET ASSETS AND CHANGES IN NET ASSETS

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
REVENUES										
Operating revenues										
Long-term leases	\$ 1,744,441	\$ 1,839,432	\$ 1,824,170	\$ 1,851,779	\$ 1,831,863	\$ 1,936,785	\$ 1,929,797	\$ 1,950,052	\$ 1,966,504	\$ 1,806,408
T-hangar and tie-down fees	288,041	276,851	262,613	237,852	290,720	306,388	287,453	289,349	265,913	297,332
Fuel flowage fees	694,118	600,931	671,307	688,195	657,225	681,309	673,428	589,638	560,657	629,936
U.S. Custom service fees	29,296	134,094	158,786	184,325	229,831	246,150	286,338	266,867	245,520	269,898
Other	62,908	88,618	71,166	130,910	111,796	72,826	116,886	195,843	154,946	197,080
Total operating revenues	2,818,804	2,939,926	2,988,042	3,093,061	3,121,435	3,243,458	3,293,902	3,291,749	3,193,540	3,200,654
Nonoperating revenues										
Investment income	108,765	61,294	37,210	62,093	146,207	210,807	171,930	79,549	36,402	21,646
Other	28,819	-	13,605	-	-	413	28,100	-	-	-
Total nonoperating revenues	137,584	61,294	50,815	62,093	146,207	211,220	200,030	79,549	36,402	21,646
Total revenues	2,956,388	3,001,220	3,038,857	3,155,154	3,267,642	3,454,678	3,493,932	3,371,298	3,229,942	3,222,300
EXPENSES										
Operating expenses										
Administrative	945,107	1,218,397	1,264,144	1,259,757	1,340,014	1,547,972	1,665,965	1,497,600	1,498,573	1,466,444
Maintenance	597,737	754,880	790,715	921,202	841,543	1,004,258	1,098,705	953,402	967,475	1,017,436
Depreciation and amortization	1,212,888	1,610,333	1,735,420	1,749,153	2,214,574	2,207,540	2,364,064	2,544,995	2,520,458	2,541,179
Total operating expenses	2,755,732	3,583,610	3,790,279	3,930,112	4,396,131	4,759,770	5,128,734	4,995,997	4,986,506	5,025,059
Nonoperating expenses										
Interest expense	99	17	125	18,280	47,621	120,134	260,630	211,329	138,041	202,239
Other expense	83,980	69,983	1,746	146	209	16,262	83	7,564	26,641	12,226
Total nonoperating expenses	84,079	70,000	1,871	18,426	47,830	136,396	260,713	218,893	164,682	214,465
Total expenses	2,839,811	3,653,610	3,792,150	3,948,538	4,443,961	4,896,166	5,389,447	5,214,890	5,151,188	5,239,524
CAPITAL CONTRIBUTIONS	4,970,056	8,785,056	1,309,576	5,906,946	3,611,925	10,582,087	659,405	245,051	3,726,425	1,483,916
INCREASE (DECREASE) IN NET ASSETS	\$ 5,086,633	\$ 8,132,666	\$ 556,283	\$ 5,113,562	\$ 2,435,606	\$ 9,140,599	\$ (1,236,110)	\$ (1,598,541)	\$ 1,805,179	\$ (533,308)
NET ASSETS AT YEAR END										
Invested in capital assets, net of related debt	\$ 65,955,874	\$ 75,054,699	\$ 76,072,881	\$ 81,540,406	\$ 84,634,531	\$ 89,684,319	\$ 93,047,242	\$ 88,162,133	\$ 90,180,754	\$ 89,843,203
Restricted	-	-	-	-	-	-	-	-	-	-
Unrestricted	3,667,156	3,444,505	3,802,414	4,368,699	4,941,071	4,694,251	95,218	3,381,786	3,168,344	2,972,587
TOTAL NET ASSETS	\$ 69,623,030	\$ 78,499,204	\$ 79,875,295	\$ 85,909,105	\$ 89,575,602	\$ 94,378,570	\$ 93,142,460	\$ 91,543,919	\$ 93,349,098	\$ 92,815,790

CHICAGO EXECUTIVE AIRPORT
CHANGES IN CASH AND CASH EQUIVALENTS

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
CASH FLOWS FROM OPERATING ACTIVITIES										
Receipts from customers and users	\$ 2,550,103	\$ 2,729,795	\$ 3,069,673	\$ 3,020,055	\$ 2,769,234	\$ 3,320,560	\$ 3,605,633	\$ 3,426,195	\$ 3,167,740	\$ 2,962,936
Payments to suppliers	(976,002)	(1,002,805)	(1,116,409)	(1,235,237)	(1,046,883)	(1,477,806)	(1,662,275)	(1,356,590)	(1,317,967)	(1,500,632)
Payments to employees	(769,976)	(848,681)	(958,056)	(987,799)	(1,038,692)	(1,116,181)	(1,208,291)	(1,110,532)	(1,101,469)	(1,073,785)
Net cash from operating activities	804,125	878,309	995,208	797,019	683,659	726,573	735,067	959,073	748,304	388,519
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES										
Miscellaneous income	-	-	-	31,571	-	-	-	-	-	-
Nonoperating revenues (expenses)	-	-	-	(146)	(209)	413	-	(5,456)	(10,000)	-
Net cash from noncapital financing activities	-	-	-	31,425	(209)	413	-	(5,456)	(10,000)	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES										
Acquisition and construction of capital assets	(540,385)	(1,144,710)	(963,293)	(1,695,930)	(379,393)	(4,641,177)	(58,651)	(568,229)	(689,895)	(1,352,919)
Disposal of capital assets	-	-	-	-	-	-	28,100	(2,108)	27,848	29,008
Proceeds from loan	-	-	-	1,237,000	-	4,700,000	-	3,200,000	3,254,512	2,245,488
Interest paid on loan	-	-	-	(16,261)	(47,691)	(102,183)	(260,705)	(223,499)	(145,695)	(202,239)
Principal paid on loan	-	-	-	(13,619)	(41,949)	(43,641)	(45,401)	(4,746,209)	(3,243,560)	(1,176,685)
Net cash from capital and related financing activities	(540,385)	(1,144,710)	(963,293)	(488,810)	(469,033)	(87,001)	(336,657)	(2,340,045)	(796,790)	(457,347)
CASH FLOWS FROM INVESTING ACTIVITIES										
Maturities of investments	398,000	100,000	99,000	199,000	207,016	209,811	-	-	-	-
Purchase of investments	(398,000)	-	-	(200,000)	(1,133,053)	(611,118)	-	(901,257)	-	-
Interest received on deposits	108,766	61,294	37,210	62,089	139,191	200,996	171,930	79,549	37,659	20,544
Net cash from investing activities	108,766	161,294	136,210	61,089	(786,846)	(200,311)	171,930	(821,708)	37,659	20,544
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	372,506	(105,107)	168,125	400,723	(572,429)	439,674	570,340	(2,208,136)	(20,827)	(48,284)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	2,896,292	3,268,798	3,163,691	3,331,816	3,732,539	3,160,110	3,599,784	4,170,124	1,961,988	1,941,161
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 3,268,798	\$ 3,163,691	\$ 3,331,816	\$ 3,732,539	\$ 3,160,110	\$ 3,599,784	\$ 4,170,124	\$ 1,961,988	\$ 1,941,161	\$ 1,892,877

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE SOURCES

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
REVENUES										
Operating revenues										
Long-term leases	\$ 1,660,458	\$ 1,769,446	\$ 1,824,170	\$ 1,851,779	\$ 1,831,863	\$ 1,936,785	\$ 1,929,797	\$ 1,950,052	\$ 1,966,504	\$ 1,806,408
Short-term leases	83,983	69,986	-	-	-	-	-	-	-	-
T-hangar fees	99,747	101,339	103,724	108,627	187,330	211,001	212,921	209,729	194,910	232,109
Tie-down fees	188,294	175,512	158,889	129,225	103,390	95,387	74,532	79,620	71,003	65,223
Permit fees	33,883	38,943	33,840	32,709	32,546	19,487	40,201	37,723	32,616	28,079
Fuel flowage fees	694,118	600,931	671,307	688,195	657,225	681,309	673,428	589,638	560,657	629,936
U.S. Custom service fees	29,296	134,094	158,786	184,325	229,831	246,150	286,338	266,867	245,520	269,898
Late fees	2,450	1,787	1,749	1,535	2,698	3,490	6,886	20,258	7,507	5,862
Other	26,575	47,888	35,577	65,095	76,552	49,849	69,799	137,862	114,823	163,139
Total operating revenues	2,818,804	2,939,926	2,988,042	3,061,490	3,121,435	3,243,458	3,293,902	3,291,749	3,193,540	3,200,654
Percentage of total operating revenues	95.35%	97.96%	98.33%	98.01%	95.53%	93.89%	94.27%	97.64%	98.87%	99.33%
Nonoperating revenues										
Investment income	108,765	61,294	37,210	62,093	146,207	210,807	171,930	79,549	36,402	21,646
Other	28,819	-	13,605	-	-	413	28,100	-	-	-
Total nonoperating revenues	137,584	61,294	50,815	62,093	146,207	211,220	200,030	79,549	36,402	21,646
Percentage of total nonoperating revenues	4.65%	2.04%	1.67%	1.99%	4.47%	6.11%	5.73%	2.36%	1.13%	0.67%
TOTAL REVENUES	\$ 2,956,388	\$ 3,001,220	\$ 3,038,857	\$ 3,123,583	\$ 3,267,642	\$ 3,454,678	\$ 3,493,932	\$ 3,371,298	\$ 3,229,942	\$ 3,222,300

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE PAYERS
LEASE PAYMENTS AND FUEL FLOWAGE FEES

For Current Year and Nine Years Prior

	2002	Operating Revenue Percentage	2011	Operating Revenue Percentage
<hr/>				
PAYERS				
Priester Aviation*	\$ 1,024,196	39.11%	\$ -	0.00%
Signature Flight Support*	1,017,008	38.83%	1,912,093	75.51%
Atlantic Aviation*	-	0.00%	405,439	16.01%
Service Aviation	131,583	5.02%	-	0.00%
IPO II	-	0.00%	113,088	4.47%
Klein Tools	91,922	3.51%	-	0.00%
American Flyers	57,886	2.21%	-	0.00%
North American Jet	296,379	11.32%	-	0.00%
Eclipse Aerospace	-	0.00%	101,508	4.01%

* Includes fuel flowage fees

CHICAGO EXECUTIVE AIRPORT

REVENUE RATES

Last Ten Fiscal Years

	#	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Long-term leases (per year)											
Hangars (average rent per square foot)		\$ 3.7982	\$ 3.8765	\$ 3.9115	\$ 4.0075	\$ 3.8520	\$ 3.9611	\$ 4.0304	\$ 4.0325	\$ 4.1199	\$ 4.2533
Ground leases (average rent per square foot)		\$ 0.5079	\$ 0.5222	\$ 0.5285	\$ 0.5991	\$ 0.5951	\$ 0.6037	\$ 0.6302	\$ 0.6358	\$ 0.6378	\$ 0.6489
Short-term rentals											\$ 9,612
T-Hangar fees (per month)											
North East Quad T-hangars											\$ 444
New buildings (southeast quadrant)		\$ -	\$ -	\$ -	\$ 412	\$ 412	\$ 429	\$ 432	\$ 452	\$ 452	\$ 464
Old buildings		214	217	222	226	231	239	241	252	252	252
Tie-downs (per month)											
Area 1		\$ 107	\$ 108	\$ 111	\$ 113	\$ 116	\$ -	\$ -	\$ -	\$ -	\$ -
Area 2		135	137	140	142	145	150	151	158	158	158
Area 3		118	119	122	124	97	97	97	97	97	97
Area 4		118	119	122	124	97	97	97	N/A	N/A	N/A
Area 7		107	108	111	113	116	120	121	N/A	N/A	N/A
Area 10		107	108	111	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Commercial operating permits (per month)		\$ 62	\$ 63	\$ 65	\$ 66	\$ 67	\$ 69	\$ 69	\$ 72	\$ 72	\$ 72
Fuel flowage fees (per gallon)		\$ 0.0994	\$ 0.1006	\$ 0.1031	\$ 0.1049	\$ 0.1072	\$ 0.1111	\$ 0.1119	\$ 0.1163	\$ 0.1163	\$ 0.1192
U.S. Customs service fees (per inspection)											
Single engine users		\$ 50	\$ 75	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90
Twin engine users		100	150	180	180	180	180	180	180	180	180
Aircraft weighting 8,000 lbs. to 30,000 lbs.		200	300	360	360	360	360	360	360	360	360
Aircraft weighting over 30,000 lbs.		300	450	540	540	540	540	540	540	540	540
Off-hours additional surcharge		-	150	180	180	180	180	180	180	180	180
Late payment fee											
Leases (per day)	10-25	10-25	10-25	10-25	10-25	10-25	10-25	10-25	10-25	10-25	10-25
Rentals (per month)		5	5	5	10	10	10	10	10	10	10

CHICAGO EXECUTIVE AIRPORT

RATIOS OF OUTSTANDING DEBT

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Outstanding Debt per Flight Operation										
Outstanding debt by type:										
Bank loans ¹	\$ -	\$ -	\$ -	\$ 1,223,381	\$ 1,181,432	\$ 1,137,791	\$ 1,092,391	\$ 1,046,182	\$ 1,002,623	\$ 957,039
Revenue notes ²	-	-	-	-	-	4,700,000	4,700,000	3,200,000	3,254,512	4,368,899
Total outstanding debt	\$ -	\$ -	\$ -	\$ 1,223,381	\$ 1,181,432	\$ 5,837,791	\$ 5,792,391	\$ 4,246,182	\$ 4,257,135	\$ 5,325,938
Outstanding debt per flight operation	\$ -	\$ -	\$ -	\$ 8.58	\$ 10.74	\$ 50.42	\$ 53.37	\$ 46.05	\$ 48.46	\$ 59.56
Debt Service										
Principal	\$ -	\$ -	\$ -	\$ 13,619	\$ 41,949	\$ 43,641	\$ 45,401	\$ 46,209	\$ 43,559	\$ 1,176,685
Interest	-	-	-	16,261	47,691	102,183	263,438	211,562	138,041	202,239
Total debt service	\$ -	\$ -	\$ -	\$ 29,880	\$ 89,640	\$ 145,824	\$ 308,839	\$ 257,771	\$ 181,600	\$ 1,378,924
Ratio of debt service to total expenses	0.00%	0.00%	0.00%	0.99%	2.27%	3.28%	6.31%	4.78%	3.48%	26.32%
Debt Service per Flight Operation	\$ -	\$ -	\$ -	\$ 0.21	\$ 0.82	\$ 1.26	\$ 2.85	\$ 2.80	\$ 1.97	\$ 14.96

Notes: The Intergovernmental Agreement establishing the Airport does not allow the Airport to issue any debt. All Airport debt is issued by either, or both, of the owning-communities, the City of Prospect Heights and the Village of Wheeling; however, the Airport is responsible for retirement of the debt. In the case of general obligation (GO) debt, the Airport's legal debt limitation is predicated on that of the two Municipalities. The City of Prospect Heights is a non-Home Rule Municipality; therefore, it is limited to the amount of debt it can issue without referendum approval. The limitation is based on the total equalized assessed valuation (EAV) of real property located within the Municipalities. The Municipalities are allowed to issue .8% of the EAV total in general obligation debt without referendum approval. Certain financing vehicles are exempt from limitations of these types. The Village of Wheeling in an Illinois Home Rule community and has no statutory limit. As a result, the acceptable level of debt outstanding for the Village is solely determined by the Village Board. By every measure or ratio of debt generally considered, the Village's debt level is very low. Accordingly, the general obligation debt limit of the Airport is also that of the City of Prospect Heights.

¹ Bank loan jointly executed by both owning-communities for the Airport.

² Revenue note executed by the Village of Wheeling, only, for the Airport

CHICAGO EXECUTIVE AIRPORT

PLEDGED REVENUE COVERAGE

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
NET REVENUES										
Operating revenues	\$ -	\$ -	\$ -	\$ 3,093,061	\$ 3,121,435	\$ 3,243,458	\$ 3,293,902	\$ 3,291,749	\$ 3,193,540	\$ 3,200,654
Investment income	-	-	-	62,093	146,207	211,220	171,930	79,549	36,402	21,646
TOTAL NET REVENUES	\$ -	\$ -	\$ -	\$ 3,155,154	\$ 3,267,642	\$ 3,454,678	\$ 3,465,832	\$ 3,371,298	\$ 3,229,942	\$ 3,222,300
DEBT SERVICE										
Principal	\$ -	\$ -	\$ -	\$ 13,619	\$ 41,949	\$ 43,641	\$ 45,401	\$ 4,746,209	\$ 3,243,560	1,176,685
Interest	-	-	-	16,261	47,691	102,183	260,630	211,329	138,041	202,239
TOTAL DEBT SERVICE	\$ -	\$ -	\$ -	\$ 29,880	\$ 89,640	\$ 145,824	\$ 306,031	\$ 4,957,538	\$ 3,381,601	\$ 1,378,924
DEBT SERVICE COVERAGE	-	-	-	105.59	36.45	23.69	11.33	0.68	0.96	2.34

Note:

Each debt instrument specifies certain hangar revenues as its primary pledged revenue obligation; however, one debt instrument specifies total revenues as its contingent pledged revenue obligation.

Chicago Executive Airport

Airport Tenants and Through-the-Fence Operators

Aviation		Corporate
On-Airport Tenants		
Chicago Executive Airport	Gov't	C.F. Industries
FAA (Control Tower)	Gov't	Northstreet Properties
U.S. Customs	Gov't	Newberg
Signature Flight Support	FBO	Potomac
Atlantic Aviation	FBO	Lake Capital
Northern Illinois Flight Center	Air Taxi	Lincolnshire Associates
Preister Aviation	Air Taxi	Helicopters Incorporated
Windy City Flyers	Air Taxi/Training	Woodhill
Boram Aviation	Training	Allmetal
Chicago Executive Service Ctr.	Maintenance	SG III
North American Jet Maintenance	Maint./Air Taxi	Indeck/IPOII
Duncan Aviation	Maintenance	EJM
Landmark Aviation/Standard Aero	Maintenance	Alpha Mike Aviation
Hertz	Car Rental	J&S Aviation
Flight World Limited	Flying Club	McLennan Companies
Paragon Flying Club	Flying Club	CED
Brigadoon Aviation	Maintenance	20 Other Corporates @ Atlantic Aviation
On Time/On Demand	Maintenance	
Flight Check	Maintenance	
DB Aviation	Air Taxi	
Civil Air Patrol	Training	
Leading Edge Flying Club	Flying Club	
Off-Airport Firms and Through-the-Fence Operators		
Great Bear Aviation	Air Taxi	411 LLC
Propeller Service, Inc.	Maintenance	Allstate
Avis	Car Rental	Duchossois Industries
Enterprise	Car Rental	Henry Crown
T.C. Becks	Catering	JCG Aviation
Georgies	Catering	McClean Fogg
94 th Aero Squadron	Restaurant	Motorola
Down-to-the-Last-Detail	Maintenance	Redleaf Management
Palwaukee Flyers	Training	HSBC

Source: Chicago Executive Airport Economic Impact Study - 2007 by Wilbur Smith Associates
(Updated for 2009 by CEA)

CHICAGO EXECUTIVE AIRPORT

AIRPORT BUSINESS EMPLOYERS AND THEIR EXPENSES

April 30, 2011

	Jobs				Expenses			
	Full	Part-time	Total	FTE	Payroll	Capital	Operations	Total
Airport Firms								
Government	27	7	34	31	\$ 2,950,600	\$ 16,299,600	\$ 1,225,600	\$ 20,475,800
Aviation Services	226	34	260	245	10,039,600	2,027,100	20,334,500	32,401,200
Corporate	110	0	110	110	9,585,700	577,200	252,078,400	262,241,300
Subtotal	363	41	404	386	\$ 22,575,900	\$ 18,903,900	\$ 273,638,500	\$ 315,118,300
Corporate	90	1	91	91	\$ 8,271,400	\$ 361,800	\$ 26,531,700	\$ 35,164,900
Aviation Services	41	0	41	41	1,927,100	43,700	1,663,400	3,634,200
Other	24	7	31	29	541,700	34,400	582,200	1,158,300
Subtotal	155	8	163	161	\$ 10,740,200	\$ 439,900	\$ 28,777,300	\$ 39,957,400
Total	518	49	567	547	\$ 33,316,100	\$ 19,343,800	\$ 302,415,800	\$ 355,075,700

Data Source

Chicago Executive Airport Economic Impact Study - 2007 by Wilbur Smith Associates

CHICAGO EXECUTIVE AIRPORT

FULL-TIME EQUIVALENT AIRPORT EMPLOYEES BY FUNCTION

Last Ten Fiscal Years

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
FUNCTION										
Finance and Administration	5.0	5.2	6.2	6.2	6.2	6.2	6.2	6.2	6.3	6.5
Operations and Maintenance	8.1	8.1	8.1	8.1	7.1	7.1	7.1	7.1	7.7	7.0
TOTAL	13.1	13.3	14.3	14.3	13.3	13.3	13.3	13.3	14.0	13.5

Data Source

Airport Annual Budgets

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL EMPLOYERS OF THE VILLAGE OF WHEELING

Current Year and Nine Years Ago

Employer	2010			2001		
	Number of Employees	Rank	% of Total Village Population	Number of Employees	Rank	% of Total Village Population
National Louis University	700	1	1.86%			
Handi-Foil Corp.	500	2	1.33%			
Shure, Inc.	500	3	1.33%			
Durable Inc.	500	4	1.33%			
Healthcare Laundry Services	500	5	1.33%			
The Segerdahl Corp	400	6	1.06%			
Pactive Corp	350	7	0.93%	1,100	1	3.19%
Allstate Print Communication	320	8	0.85%			
Bowe Bell & Howell	300	9	0.80%			
Valspar Corp	278	10	0.74%			
Cole Taylor bank				500	2	1.45%
Kenny Construction				500	2	1.45%
CST/STAR Prodcuts, Inc.				400	3	1.16%
Orval Kent Food Co., Inc.				400	3	1.16%
ACCO Brands Inc				400	3	1.16%
Fluid Management Inc.				350	7	1.01%
Block & Company				350	7	1.01%
MMF Industries				306	9	0.89%
The Commercial Cam Co.				300	10	0.87%
	<u>4,348</u>		<u>11.56%</u>	<u>4,606</u>		<u>13.35%</u>

Data Source

Village of Wheeling 2010 CAFR

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF CAPITAL CONTRIBUTIONS

Inception to Present
April 30, 2011

Fiscal Year	Capital Contributions				
	Federal Grants	State Grants	County Grants	Other	Donations
1987	\$ 20,262,070	\$ 1,112,691	\$ -	\$ -	\$ -
1988	3,548,275	196,783	-	-	-
1989	1,529,641	82,417	-	-	-
1990	2,644,093	386,967	-	-	-
1991	1,799,702	231,353	-	-	31,000
1992	3,432,448	295,335	-	-	-
1993	7,146,798	593,188	-	-	3,000
1994	4,655,623	289,035	-	-	-
1995	3,419,137	398,900	1,305,800	-	-
1996	498,313	27,471	-	-	-
1997	1,692,866	530,953	-	-	(23,000)
1998	3,382,368	729,473	-	-	-
1999	-	-	-	-	-
2000	(3,045,963)	697,416	(1,305,800)	136,291	-
2001	-	168,952	-	65,723	-
2002	4,248,313	721,743	-	-	-
2003	7,986,499	753,957	-	44,600	-
2004	1,076,877	235,169	-	(2,470)	-
2005	4,478,879	1,428,067	-	-	-
2006	3,611,925	-	-	-	-
2007	10,309,044	273,043	-	-	-
2008	582,066	77,339	-	-	-
2009	49,485	195,566	-	-	-
2010	3,630,870	95,555	-	-	-
2011	1,553,185	25,242	-	-	-
TOTAL	\$ 88,492,514	\$ 9,546,615	\$ -	\$ 244,144	\$ 11,000

Data Source

Airport's financial statements and accounting records

CHICAGO EXECUTIVE AIRPORT
SCHEDULE OF PROPERTY TAX DATA

Last Ten Fiscal Years

April 30, 2011

Fiscal Year	Property Tax Assessed Value	Property Taxes Paid by Lessees
2002	\$ 3,648,552	\$ 599,044
2003	3,562,192	733,684
2004	7,248,517	1,684,320
2005	7,248,517	1,377,858
2006	6,089,811	1,310,076
2007	6,114,484	1,256,507
2008	7,386,479	1,374,891
2009	8,870,680	1,358,969
2010	10,354,881	1,343,047
2011	N/A	N/A

N/A - Not available at time of publication

Note: While the Airport does not levy or collect property taxes, nor does it pay taxes, its lessees have been assessed and paid the above taxes to the various taxing bodies.

CHICAGO EXECUTIVE AIRPORT

MISCELLANEOUS STATISTICAL DATA

Last Ten Fiscal Years

Fiscal Year	Operating Income Before Depreciation and Amortization	Changes in Net Assets	(1) Airport Operations	Fuel Flowage (Gallons)	Size (Acres)
2002	\$ 1,275,960	\$ 5,558,794	167,113	6,247,607	411.64
2003	966,649	8,876,174	163,454	5,436,976	411.64
2004	933,183	1,376,091	172,433	5,973,538	411.64
2005	880,531	6,033,810	142,668	6,052,582	411.64
2006	939,878	3,666,497	109,967	5,668,796	411.64
2007*	691,228	9,140,599	115,787	5,734,489	426.14
2008	529,232	(1,236,110)	108,531	5,591,206	426.14
2009	840,747	(1,598,541)	92,202	4,774,483	426.14
2010	727,492	1,805,179	87,841	4,459,174	426.14
2011	716,774	(533,308)	89,417	4,788,960	426.14

(1) As defined, one operation is one takeoff or landing.

(2) Information was not available.

*Change in net assets has been restated in 2007 for depreciation of infrastructure capital assets.

Data Source

Airport's internal records.

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF BASED AIRCRAFT TYPES AND U.S. CUSTOMS ARRIVAL CLEARANCES

2002 to Present

Fiscal Year	Piston		Turbine		Helicopter	Total	U.S. Customs Arrival Clearances
	Single	Twin	Propeller	Fan/Jet			
2002	212	31	23	58	10	334	424
2003	196	36	10	50	9	301	376
2004	185	37	9	54	7	292	332
2005	186	34	8	59	6	293	348
2006	197	32	11	49	4	293	441
2007	204	32	8	55	2	301	448
2008	189	31	6	70	4	300	541
2009	177	22	6	89	3	297	506
2010	161	20	3	62	0	246	436
2011	171	19	3	57	0	250	489

Data Source

Airport's internal record

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF BASED AIRCRAFT TYPES AND U.S. CUSTOMS ARRIVAL CLEARANCES (Continued)

2002 to Present

Type	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
BAE 800	-	-	-	-	-	-	-	-	-	-
Beechjet	-	-	1	1	-	1	-	-	1	1
Challenger	4	3	3	3	3	6	6	5	5	5
Citation I	1	-	2	-	-	-	-	-	-	-
Citation II	4	5	4	5	4	3	7	2	1	1
Citation III	1	-	-	1	2	1	2	1	1	1
Citation V	-	2	-	1	1	1	2	3	3	3
Citation Bravo	-	-	-	-	-	-	-	2	2	2
Citation VII	2	2	2	2	2	2	2	2	1	1
Citation J	1	1	2	1	-	-	1	1	-	-
Citation XL	2	2	2	3	2	1	2	1	1	2
Citation Sovereign	-	-	-	-	-	3	3	7	6	5
Eclipse 500	-	-	-	-	-	-	-	8	8	8
Falcon 10	2	1	1	-	-	-	5	3	3	1
Falcon 20	-	-	1	-	-	-	2	-	-	-
Falcon 50	10	7	8	8	5	5	-	5	4	3
Falcon 900	2	2	3	3	3	3	5	3	2	3
Falcon 2000	4	4	4	5	5	5	1	6	6	7
Fouga Jet	-	-	-	-	-	-	5	-	-	-
Gulfstream II	7	6	4	4	3	2	2	2	-	2
Gulfstream IV	3	3	4	5	4	4	5	3	4	4
Gulfstream 450	-	-	-	-	-	-	-	2	2	2
Gulfstream V	1	1	1	3	-	1	1	-	1	1
Gulfstream 550	-	-	-	-	-	-	-	2	2	2
Gulfstream Galaxy	-	-	-	-	-	1	1	3	2	3
Hawker Siddeley	-	-	-	-	-	-	-	-	-	-
Hawker 700	2	1	1	2	-	-	1	1	3	3
Hawker 800	2	2	1	2	3	2	2	2	3	3
Israel Astrajet	-	-	-	-	-	1	2	3	2	2
Israel Westwind	-	-	-	-	-	-	1	-	-	-
JetStar	-	-	-	-	-	-	-	-	-	-
King Air 90	-	-	-	-	-	-	-	4	4	1
King Air 200	-	-	-	-	-	-	-	2	1	1
Lear 25	1	1	1	1	1	1	1	-	1	-
Lear 31	-	-	-	-	-	1	1	1	-	-
Lear 35	7	7	7	9	9	9	9	10	10	10
Lear 40	-	-	-	-	-	-	-	2	2	2
Lear 45	1	-	-	-	1	2	1	1	-	-
Lear 55	-	-	-	-	-	-	-	-	1	-
Lear 60	-	-	-	-	1	-	-	-	-	1
Pilatus PC-12	-	-	-	-	-	-	-	2	2	2
Sabreliner 60	-	-	-	-	-	-	-	-	-	-
Sabreliner 65	1	-	-	-	-	-	-	-	-	-
Sabreliner 75	1	-	-	-	-	-	-	-	-	-
Sabreliner 80	1	-	-	-	-	-	-	-	-	-
	60	50	52	59	49	55	70	89	84	82