



Comprehensive Annual Financial Report

Fiscal Year Ended

April 30, 2015



**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 Year Ended April 30, 2015

Prepared by:
Scott Campbell
Chief Financial Officer

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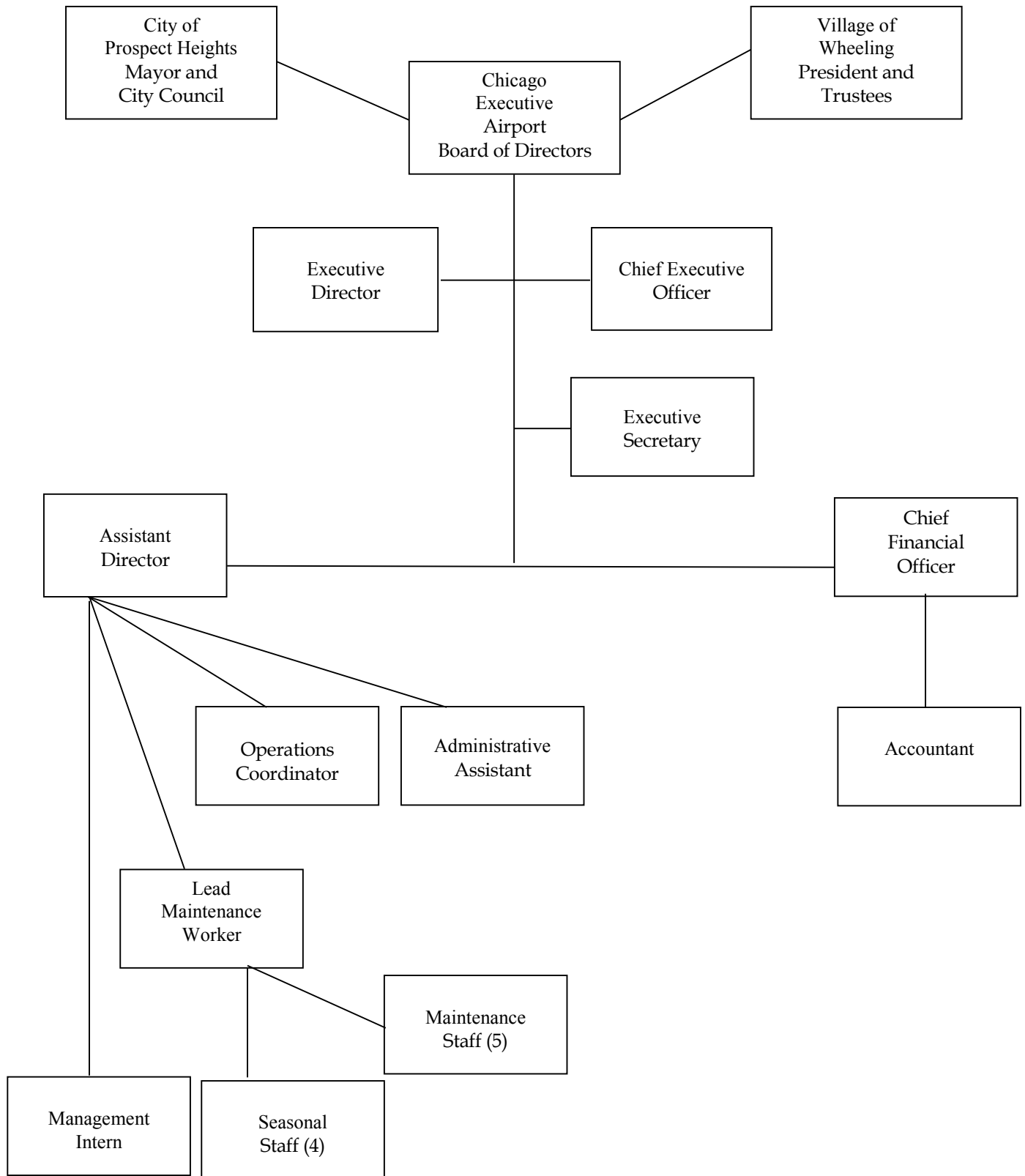
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INTRODUCTORY SECTION

Chicago Executive Airport Organizational Chart



CHICAGO EXECUTIVE AIRPORT

BOARD OF DIRECTORS

April 30, 2015

Robert A. McKenzie
Chairman

Wheeling Directors

David Kolssak

Neal Katz
Secretary

Ray Lang

Prospect Heights Directors

Elizabeth F. Cloud
Vice Chairman

William J. Kearns
Treasurer

Rodney Pace

CHICAGO EXECUTIVE AIRPORT

AIRPORT MANAGEMENT

April 30, 2015

Airport Management

Executive Director, Jamie Abbott June 1989	Chief Executive Officer, Charlie Priester July 2014	
Assistant Director	Vacant	
Chief Financial Officer	Scott Campbell February 2014	
Executive Secretary	Victoria Mayr May 2011	
Administrative Assistant	Christina Salgado June 2011	
Accountant	Jason Griffith January 2012	
Operations Coordinator	Kealan Noonan December 2011	
Maintenance Lead	Joseph Wargo May 1990	
Maintenance Operators (5)	Rick Hervas Norman Mackey Andrew McPhee Robert Maki Harry Wollscheid	June 2004 December 2007 January 2014 March 2013 April 1999



Government Finance Officers Association

**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, 2014

A handwritten signature in black ink, reading "Jeffrey R. Enen". The signature is fluid and cursive.

Executive Director/CEO

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

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, 2015.

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, 2015. 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 complements 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. Therefore, 2011 was the 25th anniversary of the Airport being purchase by the two communities. 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 the Chicago area based on flight operations. 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.

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

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; and 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 decreased by \$84,724 (2.1%) and total operating expenses also decreased by \$344,108 or an 11.7% decrease. Both Administrative and Operations expenses decreased vs. FY14 by 17.3%, and 4.1% respectively. The net result from operations was an increase of \$259,384 (25%) vs. last year's operating income. After depreciation and amortization, there was again an operating loss this year. A more detailed discussion of the financial results is contained in Management's Discussion and Analysis found in the Financial Section of this report.

The recovery of the general aviation industry continues to be slow with FY15 showing continued decline in flight operations from FY14. Though the decline is slight (0.68%) primary operations statistics revealed Airport operations (landings and takeoffs) have decreased from the prior year. The annual fuel flowage however, continues to increase. It is up by 298,283 gallons to 5,180,360 gallons from FY14. This is just over a 6.0% increase from last year. U.S. Customs Service inspections decreased by 20 this year, a 3.9% decline, with 493 inspections conducted. 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 will be 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

The Airport's approved Business Plan requires that 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 (\$183,478), grant service (\$235,773), plus 25% of budgeted operating expenditures (\$745,191). The required total of \$1,164,442 must be available for both capital projects and operating reserves. Our available cash and cash equivalent balance at year-end was \$2,846,890, an amount above our needs by \$1,682,448.

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 help prevent an aircraft from overshooting the ends of the runway. The first phase of this project was funded for FY14 for the south end of runway 16/34. Work began in FY15 and should be completed in FY16.
- ➔ An EMAS bed for the north end of 16/34 is expected to be funded in FY15. Work should begin and be completed in FY16.
- ➔ As part of the complete redevelopment of the southeast quadrant, including aircraft storage and servicing facilities, construction of the Hawthorne Global Aviation facility was completed in early FY15. Hawthorne is the third fixed base operation (FBO) on the airport. The facility opened in mid calendar 2014.
- ➔ The Airport began an update of its long-term Master Plan which has not been updated in several years. This plan looks at development impacts beyond the Airport borders. Results will answer questions as to the best use of Airport property and how to continually serve the region well into the future.

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, 2014, its 25th 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.



Jamie Abbott
Executive Director



Scott Campbell
Chief Financial Officer

October 1, 2015

FINANCIAL SECTION



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Certified Public Accountants & Advisors
Members of American Institute of Certified Public Accountants

INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of the Chicago Executive Airport (the Airport) as of and for the year ended April 30, 2015, and the related notes to financial statements which collectively comprise the basic financial statements, as listed in the table of contents. The basic financial statements as of and for the year ended April 30, 2014 were audited by others, upon whose unmodified opinion we relied.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Airport's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Chicago Executive Airport, as of April 30, 2015, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Adjustments to Prior Period Financial Statements

The financial statements of Chicago Executive Airport as of April 30, 2014, were audited by other auditors whose opinion dated November 24, 2014, on those statements was unqualified. As discussed in Note 10 the Airport has restated its 2014 financial statements during the current year to correct an error in the recording of capital assets, in accordance with accounting principles generally accepted in the United States of America. The other auditors reported on the 2014 financial statements before the restatement.

As part of our audit of the 2015 financial statements, we also audited adjustments described in Note 10 that were applied to restate the 2014 financial statements. In our opinion, such adjustments are appropriate and have been properly applied. We were not engaged to audit, review, or apply any procedures to the 2014 financial statements of the Airport other than with respect to the adjustments and, accordingly, we do not express an opinion or any other form of assurance on the 2014 financial statements as a whole.

Other Matters

Prior Year Financial Statements

The financial statements of the Chicago Executive Airport as of and for April 30, 2014 were audited by other auditors, whose opinion dated November 24, 2014 was unmodified.

Required Supplementary Information

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

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements of the Airport. The introductory section, supplemental information and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplemental information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplemental information is fairly stated, in all material respects, in relation to the basic financial statements 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.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued a report dated October 23, 2015 on our consideration of the Airport's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airport's internal control over financial reporting and compliance.

Naperville, Illinois
October 23, 2015

A handwritten signature in black ink, appearing to read "S. Kichler", is positioned to the right of the date and location text.

**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, 2015. 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 \$92,448,462 (total net position) at the close of the fiscal year. Of this amount, \$386,199 is unrestricted but designated for future sewer repairs, \$722,960 is unrestricted but designated for the capital equipment reserve fund and \$1,117,239 is unrestricted and available to meet ongoing and future obligations of the Airport including its share of capital projects.
- ➔ Total Net Position decreased \$575,650. This is partially a function of assets being moved from Improvements in Progress, a non-depreciating category, to Infrastructure and Airport Improvements which are depreciable.
- ➔ Operating income before depreciation and amortization is \$1,295,835, an increase of \$259,384 or 25% from the prior year. There was a decrease of \$234,258 in revenues in 2015. Most of that is due to a reduction in Sewer Assessment from \$200,164 to \$54,273.
- ➔ Net operating loss, after depreciation and amortization, is \$1,669,854, an increase of \$47,498 or 2.9% from the prior year operating loss.
- ➔ The Statement of Cash Flows identifies the sources and uses of cash activity for the fiscal year. Cash and cash equivalents increased a net of \$252,170 for the year.

Financial Information

Net Assets: The following schedule presents a summary of net asset comparisons for the fiscal years ended April 30, 2015, 2014 and 2013.

	April 30, <u>2015</u>	April 30, <u>2014</u>	April 30, <u>2013</u>
Current and other assets	\$ 3,184,720	\$ 2,952,015	\$ 2,873,846
Capital assets	94,195,370	95,889,667	96,718,723
Total assets	<u>97,380,090</u>	<u>98,841,682</u>	<u>99,592,569</u>
Current liabilities	906,965	1,173,974	1,211,923
Long-term liabilities	3,697,996	4,154,667	4,479,878
Net assets:			
Invested in capital assets	90,222,064	91,461,746	91,986,764
Unrestricted	2,226,398	1,707,128	1,914,004
Total net assets	<u>92,448,462</u>	<u>93,168,874</u>	<u>93,900,768</u>

The largest portion of the Airport's net position, \$90,222,064, is invested in capital assets (e.g., land, buildings, equipment, infrastructure and improvements). Outstanding debt in the amount of \$3,973,306 is attributable to these assets, of which \$308,736 is considered current and \$3,664,570 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.

A new Net Position sub category was started in FY13: Unrestricted, Designated for Future Capital Equipment Replacement. Its balance at year-end FY15 is \$722,960. The intent of this reserve is to smooth the annual budget impact of replacing various airport equipment to alleviate significant unusual budget expenditures in any one year.

The Airport also has a Sewer Replacement reserve and its balance at the end of FY15 is \$386,199. These are the funds set aside in the Airport's Sewer Reserve Fund for future repairs to the sewer system. The remaining unrestricted net position of \$1,109,159 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 for up to 95% federal and state funds.

Current liabilities have decreased \$267,009 in FY15.

Revenue: The following chart shows the major sources of operating revenue for the year ended April 30, 2015:

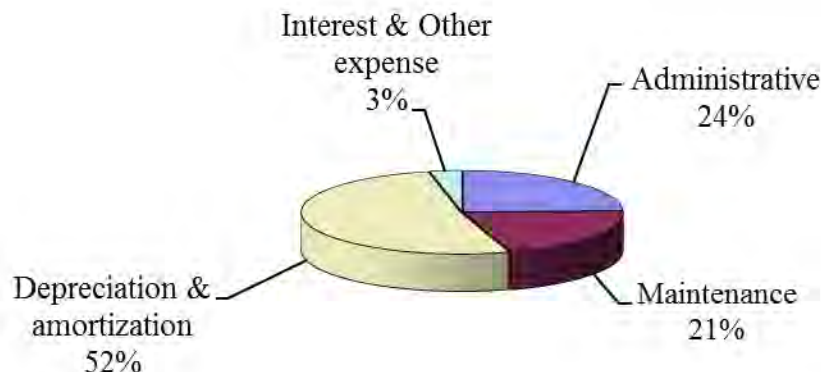


The following schedule presents a summary of revenues for the fiscal years ended April 30, 2015, 2014 and 2013:

		April 30, 2015	April 30, 2014	April 30, 2013
Operating revenues				
Long-term leases*		\$ 2,254,157	\$ 2,257,610	\$ 2,201,383
T-hangar revenues		358,483	367,680	374,823
Tiedown fees		31,750	31,501	43,698
Fuel flowage fees		707,941	659,072	602,769
Permit fees		82,971	42,986	35,545
U.S. Customs Service		306,857	284,850	247,500
Other		141,737	329,072	132,604
Late charges		6,870	2,719	7,521
Total operating revenues		3,890,766	3,975,490	3,645,843
Nonoperating revenues				
Investment income		6,591	7,267	10,222
Other Income		-	2,967	39,290
Sewer Assessments		54,273	200,164	
Total revenues		\$ 3,951,630	\$ 4,185,888	\$ 3,695,355
*Long-term leases are leases with an original term of more than one year.				

This past year, operating revenues decreased by \$84,724, or 2.1%. Long-term leases were basically flat decreasing only \$3,453, or 0.2%. T-hangar revenue decreased due to decreased occupancy; fuel flowage fees increased by \$48,869, or 7.4% due to increased flight activity; and U.S. Customs fees increased 7.7%, the largest they have been in several years. The bulk of last year's Sewer Assessments were due to one-time fees assessed to Hawthorne Global Aviation as they connected their new facility to the sewer line. We did receive one time hookup fees for Hangar 18 in FY15. Investment income continues to decline due to the low interest rate environment and reduced investable reserves.

Expenses: The following chart shows the major categories of operating expenses for the year ended April 30, 2015:



The following schedule presents a summary of expenses for the fiscal years ended April 30, 2015, 2014 and 2013:

	April 30, <u>2015</u>	April 30, <u>2014</u>	April 30, <u>2013</u>
Operating expenses			
Administration & Finance	\$ 1,405,827	\$ 1,699,624	\$ 1,423,250
Operations & Maintenance	1,189,104	1,239,415	1,066,421
Total operating expenses	<u>2,594,931</u>	<u>2,939,039</u>	<u>2,489,671</u>
Other expenses			
Depreciation	966,287	892,635	899,418
Depreciation on contributed capital assets	1,985,178	1,728,886	1,694,339
Amortization	14,224	37,286	78,453
Interest expense	188,072	199,680	211,406
Other expense			-
Loss on sale of capital assets	-	2,967	39,290
Total other expenses	<u>3,153,761</u>	<u>2,861,454</u>	<u>2,922,906</u>
Total expenses	<u>\$ 5,748,692</u>	<u>\$ 5,800,493</u>	<u>\$ 5,412,577</u>

Total operating expenses decreased from last year by \$344,108 or 11.7%. In the Administration & Finance department, expenses decreased by \$293,797, or 17.3%. Much of this difference is found in the Personnel Services section. The previous Airport Manager's severance package included salary and benefits to be paid for part of FY14. None of that is in FY15. The Contractual Services category, Commodities and Other expense all show decreases from FY14.

In the Operations & Maintenance department, total expenses decreased \$50,311, or 4.1%. Nearly all categories are very near or slightly below what they were in FY 14. Detailed 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 new projects being completed and placed in service. 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.

Additionally, interest expense decreased by \$11,608 or 5.8% from last year due the continued retirement of principal along with no new debt issued during the year. Investment income remained basically flat, decreasing \$676 or 9.3%, due to the continuing low return on investments and reduced funds available for investing.

Capital Assets: During FY15, the Airport expended a net of \$1,552,904 on capital assets. The major items are improvements in progress consisting of the EMAS bed at the south end of runway 16/34, and ramp improvements to the East Quadrant of the airfield. EMAS will increase the safety of the main runway and the East Quad improvement is the filling in of grass areas on the ramp to allow easier aircraft movement. A summary of changes in capital assets is found in Note 3 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, 2015, 2014 and 2013:

	April 30, <u>2015</u>	April 30, <u>2014</u>	April 30, <u>2013</u>
Net (Loss) Before Contributions	\$ (1,797,062)	\$ (1,611,638)	\$ (1,677,932)
Capital Contributions	<u>1,221,412</u>	<u>879,744</u>	<u>2,254,936</u>
Change in Net Position	<u>(575,650)</u>	<u>(731,894)</u>	<u>577,004</u>
Net Position, May 1	<u>93,024,112</u>	<u>93,900,768</u>	<u>93,323,764</u>
Prior Period Adjustment	-	(144,762)	-
Net Position, May 1 (RESTATED)	-	93,756,006	-
Net Position, April 30	<u>92,448,462</u>	<u>93,024,112</u>	<u>93,900,768</u>

Contributions of capital items increased by \$341,668 to \$1,221,412. The contributions for capital items come from Federal and State grants for the various airport projects. This funding varies greatly year-to-year as projects are completed. The decrease in net assets of \$(575,650) is primarily driven by 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 with a remaining principal balance as of April 30, 2015 of \$3,973,306. The first, \$753,288, 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, \$1,428,867, is the note balance for a refinance of a prior loan for land acquisition; and the third, \$1,791,151, is a note for constructing the northeast quadrant T-hangars, which opened in November 2010. Details of these outstanding loans and notes payable can be found in Note 4, 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: Chief Financial Officer.

CHICAGO EXECUTIVE AIRPORT**STATEMENTS OF NET POSITION**

April 30, 2015 and 2014

	2015	2014
CURRENT ASSETS		
Cash and cash equivalents	\$ 2,687,474	\$ 2,435,304
Investments	159,616	247,099
Receivables		
Accounts (net of allowance of uncollectibles)	163,548	91,191
Prepaid insurance	115,025	73,004
Other current assets	59,057	105,417
Total current assets	3,184,720	2,952,015
NONCURRENT ASSETS		
Capital assets		
Capital assets, not being depreciated		
Land	62,890,925	62,890,925
Airport improvements in progress	2,163,171	1,233,599
Total capital assets, not being depreciated	65,054,096	64,124,524
Capital assets, being depreciated		
Buildings and building improvements	5,915,261	5,908,799
Infrastructure	52,368,138	51,993,322
Improvements	3,589,444	3,620,630
Vehicles and equipment	3,015,347	2,878,857
Other assets	142,243	145,493
Total capital assets, being depreciated	65,030,433	64,547,101
Accumulated depreciation	(35,889,159)	(32,926,720)
Net capital assets, being depreciated	29,141,274	31,620,381
Net capital assets	94,195,370	95,744,905
Total noncurrent assets	94,195,370	95,744,905
Total assets	97,380,090	98,696,920

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION (Continued)

April 30, 2015 and 2014

	2015	2014
CURRENT LIABILITIES		
Accounts payable	\$ 252,907	\$ 538,290
Security deposits	121,064	118,237
Accrued wages	13,570	37,119
Compensated absences payable	11,320	5,899
Unearned rent	199,368	167,749
Unearned revenue - access agreement	17,500	17,500
Loans payable	56,724	54,668
Notes payable	252,012	252,012
Total current liabilities	924,465	1,191,474
LONG-TERM LIABILITIES		
Unearned revenue - access agreement	309,167	326,667
Loans payable	696,564	752,723
Notes payable	2,968,006	3,368,518
Compensated absences payable	33,426	33,426
Total long-term liabilities	4,007,163	4,481,334
Total liabilities	4,931,628	5,672,808
NET POSITION		
Net investment in capital assets	90,222,064	91,316,984
Unrestricted	2,226,398	1,707,128
TOTAL NET POSITION	<u>\$ 92,448,462</u>	<u>\$ 93,024,112</u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the Years Ended April 30, 2015 and 2014

	2015	2014
OPERATING REVENUES		
Long-term leases	\$ 2,254,157	\$ 2,257,610
T-hangar revenue	358,483	367,680
Tie-down fees	31,750	31,501
Fuel flowage fees	707,941	659,072
Permit fees	82,971	42,986
U.S. Custom Service	306,857	284,850
Other	141,737	329,072
Late charges	6,870	2,719
Total operating revenues	3,890,766	3,975,490
OPERATING EXPENSES		
Administrative	1,405,827	1,699,624
Maintenance	1,189,104	1,239,415
Total operating expenses	2,594,931	2,939,039
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	1,295,835	1,036,451
DEPRECIATION AND AMORTIZATION		
Depreciation	966,287	892,635
Depreciation on contributed capital assets	1,985,178	1,728,886
Amortization	14,224	37,286
Total depreciation and amortization	2,965,689	2,658,807
OPERATING INCOME (LOSS)	(1,669,854)	(1,622,356)
NON-OPERATING REVENUES (EXPENSES)		
Investment income	6,591	7,267
Interest expense	(188,072)	(199,680)
Sewer assessments	54,273	200,164
Gain on sale of capital asset	-	2,967
Total non-operating revenues (expenses)	(127,208)	10,718
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS	(1,797,062)	(1,611,638)
Capital contributions and grants	1,221,412	879,744
CHANGE IN NET POSITION	(575,650)	(731,894)
NET POSITION, MAY 1	93,024,112	93,900,768
Prior period adjustment	-	(144,762)
NET POSITION, MAY 1 (RESTATED)	93,024,112	93,756,006
NET POSITION, APRIL 30	\$ 92,448,462	\$ 93,024,112

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT**STATEMENTS OF CASH FLOWS**

For the Years Ended April 30, 2015 and 2014

	2015	2014
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	\$ 3,835,355	\$ 4,369,898
Payments to suppliers	(1,586,475)	(1,432,243)
Payments to employees	(1,275,152)	(1,544,890)
Net cash from operating activities	973,728	1,392,765
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
None	-	-
Net cash from noncapital financing activities	-	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital contributions - grants	1,221,412	-
Acquisition and construction of capital assets	(1,556,154)	(950,540)
Sewer assessments	54,273	200,164
Disposal of capital assets	-	3,500
Interest paid on loan	(188,072)	(199,680)
Principal paid on loan	(454,615)	(304,038)
Net cash from capital and related financing activities	(923,156)	(1,250,594)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchases of investments	-	(1,572)
Sale of investments	195,007	-
Interest received on deposits	6,591	7,267
Net cash from investing activities	201,598	5,695
NET INCREASE IN CASH AND CASH EQUIVALENTS	252,170	147,866
CASH AND CASH EQUIVALENTS, MAY 1	2,435,304	2,287,438
CASH AND CASH EQUIVALENTS, APRIL 30	<u>\$ 2,687,474</u>	<u>\$ 2,435,304</u>

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended April 30, 2015 and 2014

	2015	2014
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH FROM OPERATING ACTIVITIES		
Operating income (loss)	\$ (1,669,854)	\$ (1,622,356)
Adjustments to reconcile operating income (loss) to net cash from operating activities		
Depreciation	966,287	892,635
Depreciation on contributed capital assets	1,985,178	1,728,886
Amortization	14,224	37,286
Changes in assets and liabilities		
Accounts receivable	(72,357)	83,534
Prepaid insurance	(42,021)	10,790
Other current assets	46,360	(23,055)
Accounts payable	(252,907)	69,470
Security deposits	2,827	1,456
Accrued wages	(23,549)	(73,247)
Compensated absences payable	5,421	(22,052)
Unearned rent	31,619	309,418
Unearned revenue - access agreement	(17,500)	-
NET CASH FROM OPERATING ACTIVITIES	<u>\$ 973,728</u>	<u>\$ 1,392,765</u>
SUPPLEMENTAL DISCLOSURE OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES - CONTRIBUTED CAPITAL ASSETS	<u>\$ -</u>	<u>\$ 879,744</u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

NOTES TO FINANCIAL STATEMENTS

April 30, 2015 and 2014

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 2014, the Airport adopted the provisions of GASB Statement No. 61, *The Financial Reporting Entity*. 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.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

a. Reporting Entity (Continued)

- 2) The potential component unit provides a financial benefit or imposes a financial burden on the primary government.
- 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 Municipalities.

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 position. 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 non-operating 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 non-operating 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:

	2015	2014
Accounts receivable	\$ 169,548	\$ 97,191
Allowance for uncollectible accounts	(6,000)	(6,000)
NET RECEIVABLES	<u>\$ 163,548</u>	<u>\$ 91,191</u>

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. 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 6 contains contributed capital asset detail.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

h. 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.

i. 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 non-operating revenues.

j. Deferred Outflows/Inflows of Resources

The Airport adopted Governments Accounting Standards No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources and Net Position*. GASB Statement No. 63 provides guidance for reporting deferred outflows of resources, deferred inflows of resources and net position in a statement of financial position and related disclosures.

In addition to liabilities, the statement of net position reports a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Airport does not have any items that qualify for reporting in this category.

k. 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.

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 Government 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 United States Government securities or obligations of federal agencies.

c. Investments

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.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

2. DEPOSITS AND INVESTMENTS (Continued)

c. Investments (Continued)

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 maintaining a minimal balance in the each institution. 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, 2015, the Airport did not have greater than 5% of its overall portfolio invested in any single investment type.

3. CAPITAL ASSETS

a. Summary of Changes in Capital Assets

A summary of capital assets for the year ended April 30, 2015 is as follows:

	May 1, 2014, Restated	Increases	Decreases	April 30, 2015
Capital assets not being depreciated				
Land	\$ 62,890,925	\$ -	\$ -	\$ 62,890,925
Improvements in progress	1,233,599	1,033,726	104,154	2,163,171
Total capital assets not being depreciated	64,124,524	1,033,726	104,154	65,054,096
Capital assets being depreciated				
Buildings and building improvements	5,908,799	6,462	-	5,915,261
Infrastructure	51,993,322	374,816	-	52,368,138
Improvements	3,480,630	108,814	-	3,589,444
Vehicles	2,726,811	123,590	-	2,850,401
Equipment	152,046	12,900	-	164,946
Other assets	145,493	-	3,250	142,243
Total capital assets being depreciated	64,407,101	626,582	3,250	65,030,433

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

a. Summary of Changes in Capital Assets (Continued)

	May 1, 2014, Restated	Increases	Decreases	April 30, 2015
Less accumulated depreciation for				
Buildings and building improvements	\$ 2,327,187	\$ 202,882	\$ -	\$ 2,530,069
Infrastructure	26,012,263	2,374,000	-	28,386,263
Improvements	2,143,676	245,168	-	2,388,844
Vehicles	2,252,127	116,607	-	2,368,734
Equipment	117,096	12,808	-	129,904
Other assets	74,371	14,224	3,250	85,345
Total accumulated depreciation	32,926,720	2,965,689	3,250	35,889,159
Total capital assets being depreciated, net	31,480,381	(2,339,107)	-	29,141,274
TOTAL CAPITAL ASSETS, NET	\$ 95,604,905	\$ (1,305,381)	\$ 104,154	\$ 94,195,370

A summary of capital assets for the year ended April 30, 2014 is as follows:

	May 1, 2013	Increases	Decreases	April 30, 2014
Capital assets not being depreciated				
Land	\$ 62,890,925	\$ -	\$ -	\$ 62,890,925
Improvements in progress	3,439,496	798,173	3,004,070	1,233,599
Total capital assets not being depreciated	66,330,421	798,173	3,004,070	64,124,524
Capital assets being depreciated				
Buildings and building improvements	5,879,231	29,568	-	5,908,799
Infrastructure	48,488,915	3,504,407	-	51,993,322
Improvements	3,064,687	415,943	-	3,480,630
Vehicles	2,721,889	64,400	59,478	2,726,811
Equipment	130,183	21,863	-	152,046
Other assets	724,793	-	579,300	145,493
Total capital assets being depreciated	61,009,698	4,036,181	638,778	64,407,101
Less accumulated depreciation for				
Buildings and building improvements	2,123,708	203,479	-	2,327,187
Infrastructure	23,786,461	2,225,802	-	26,012,263
Improvements	2,058,291	85,385	-	2,143,676
Vehicles	2,215,202	95,870	58,945	2,252,127
Equipment	106,111	10,985	-	117,096
Other assets	616,385	37,286	579,300	74,371
Total accumulated depreciation	30,906,158	2,658,807	638,245	32,926,720
Total capital assets being depreciated, net	30,103,540	1,377,374	533	31,480,381
TOTAL CAPITAL ASSETS, NET	\$ 96,433,961	\$ 2,175,547	\$ 3,004,603	\$ 95,604,905

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

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, 2015		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4262 East Quadrant Apron Rehab	\$ 158,937	\$ -	\$ 958,971
IDOT #4182 Runway 16/34	495,901	-	6,455,600
IDOT #4407 EMAS	116,852	344,730	7,074,563
TOTAL	\$ 771,690	\$ 344,730	\$ 14,489,134

	April 30, 2014		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4262 East Quadrant Apron Rehab	\$ 54,603	\$ -	\$ 958,944
IDOT #4182 Runway 16/34	62,280	-	6,359,359
TOTAL	\$ 116,883	\$ -	\$ 7,318,303

4. LONG-TERM DEBT

Long-term debt activity for fiscal years ended April 30, 2015 and 2014 are as follows.

a. Loans

As of April 30, 2015, the Airport had the following loans outstanding:

	Outstanding at April 30, 2015	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.	\$ 753,288	\$ 56,724

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

a. Loans (Continued)

As of April 30, 2014, the Airport had the following loans outstanding:

	Outstanding at April 30, 2014	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.	\$ 807,391	\$ 54,668

b. Notes Payable

As of April 30, 2015, 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 through 2015 and 3.25% in future years with a final payment of \$628,827 due on May 1, 2020.	\$ 1,428,867	\$ 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, through 2015 and 3.25% in future years with a final payment of \$1,471,964 due on May 1, 2020.	1,791,151	92,004
TOTAL	\$ 3,220,018	\$ 252,012

As of April 30, 2014, 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.	\$ 1,588,875	\$ 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.	2,031,655	92,004
TOTAL	\$ 3,620,530	\$ 252,012

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

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, 2015 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans	\$ 807,391	\$ -	\$ 54,103	\$ 753,288	\$ 56,724
Notes	3,620,530	-	400,512	3,220,018	252,012
Compensated absences	39,325	11,320	5,899	44,746	11,320
TOTAL	\$ 4,467,246	\$ 11,320	\$ 460,514	\$ 4,018,052	\$ 320,056

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2014 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans	\$ 859,417	\$ -	\$ 52,026	\$ 807,391	\$ 54,657
Notes	3,872,542	-	252,012	3,620,530	252,012
Compensated absences	61,377	39,325	61,377	39,325	5,899
TOTAL	\$ 4,793,336	\$ 39,325	\$ 365,415	\$ 4,467,246	\$ 312,568

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
2016	\$ 160,008	\$ 45,508	\$ 92,004	\$ 58,701
2017	160,008	39,401	92,004	54,604
2018	160,008	34,128	92,004	51,572
2019	160,008	28,856	92,004	48,540
2020	160,008	23,642	92,004	45,630
2021	628,827	-	1,331,131	-
TOTAL	\$ 1,428,867	\$ 171,535	\$ 1,791,151	\$ 259,047

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

d. Debt Service Requirements to Maturity (Continued)

Fiscal Year Ending April 30,	Loan		Total	
	Principal	Interest	Principal	Interest
2016	\$ 56,724	\$ 34,484	\$ 308,736	\$ 159,674
2017	59,472	31,736	311,484	31,736
2018	61,395	28,876	313,407	28,876
2019	64,369	25,902	316,381	25,902
2020	67,487	22,783	319,499	22,783
2021-2025	443,841	62,486	1,532,688	62,486
2026-2030	-	-	460,020	-
2031-2035	-	-	411,091	-
TOTAL	\$ 753,288	\$ 206,267	\$ 3,973,306	\$ 331,457

5. 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.

6. 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	90.0%-95.0%
State share	2.5%-5.0%
Local share	2.5%-5.0%

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

6. CONTRIBUTED CAPITAL ASSETS (Continued)

At April 30, 2015 and 2014, the balances of contributed capital assets are as follows:

	Federal	State	Other	Donated	Total
BALANCE, APRIL 30, 2013	\$ 92,142,022	\$ 10,686,047	\$ 244,144	\$ 11,000	\$ 103,083,213
Contributed assets during 2014	833,442	46,302	-	-	879,744
BALANCE, APRIL 30, 2014	92,975,464	10,732,349	244,144	11,000	103,962,957
Contributed assets/grants during 2015	1,099,271	61,071	-	-	1,160,342
BALANCE, APRIL 30, 2015	\$ 94,074,735	\$ 10,793,420	\$ 244,144	\$ 11,000	\$ 105,123,299

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

7. 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.

The Airport’s payroll and contributions for the fiscal years ended April 30, 2015 and 2014 are:

	2015	2014
Airport’s total payroll	\$ 841,789	\$ 1,088,114
Subject to contribution	807,657	700,370
Airport’s contribution	16,978	19,241
Covered employees’ contribution	36,345	31,517

8. 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.

9. 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, 2015.

10. PRIOR PERIOD ADJUSTMENT

The Airport has restated net position as of May 1, 2013 by \$144,762 to properly state capital assets.

SUPPLEMENTAL INFORMATION

CHICAGO EXECUTIVE AIRPORT

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

For the Years Ended April 30, 2015 and 2014

	2015	2014
OPERATING REVENUES		
Long-term leases	\$ 2,254,157	\$ 2,257,610
T-hangar revenue	358,483	367,680
Tie-down fees	31,750	31,501
Fuel flowage fees	707,941	659,072
Permit fees	82,971	42,986
U.S. Custom Service	306,857	284,850
Other	141,737	329,072
Late charges	6,870	2,719
Total operating revenues	3,890,766	3,975,490
OPERATING EXPENSES		
Administrative	1,405,827	1,699,624
Maintenance	1,189,104	1,239,415
Total operating expenses	2,594,931	2,939,039
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	1,295,835	1,036,451
DEPRECIATION AND AMORTIZATION		
Depreciation	966,287	892,635
Amortization	14,224	37,286
Total depreciation and amortization	980,511	929,921
OPERATING INCOME	315,324	106,530
NON-OPERATING REVENUES (EXPENSES)		
Investment income	6,591	7,267
Interest expense	(188,072)	(199,680)
Sewer assessments	54,273	200,164
Intergovernmental revenues	1,221,412	-
Gain on sale of capital asset	-	2,967
Total non-operating revenues (expenses)	1,094,204	10,718
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND DEPRECIATION ON CONTRIBUTED CAPITAL ASSETS	1,409,528	117,248
Capital contributions	-	879,744
Depreciation and contributed capital assets	(1,985,178)	(1,728,886)
Total capital contributions, depreciation and contributed capital assets	(1,985,178)	(849,142)
CHANGE IN NET POSITION	(575,650)	(731,894)
NET POSITION, MAY 1	93,168,874	93,900,768
Prior period adjustment	(144,762)	-
NET POSITION, MAY 1 (RESTATED)	93,024,112	93,900,768
NET POSITION, APRIL 30	\$ 92,448,462	\$ 93,168,874

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF ADMINISTRATIVE EXPENSES

For the Years Ended April 30, 2015 and 2014

	2015	2014
PERSONNEL SERVICES		
Benefits (insurance, pension and FICA)	\$ 158,611	\$ 150,701
Recognition	10,823	11,302
Salaries	403,896	614,770
Training and education	7,597	5,548
Total personnel services	<u>580,927</u>	<u>782,321</u>
CONTRACTUAL SERVICES		
Audit fees	28,905	14,355
Building repair	2,523	872
Conference and meetings	4,440	4,794
Energy	92,008	95,310
Engineering	13,969	79,921
Equipment maintenance (office)	26,234	45,047
Insurance	95,863	93,925
Legal	26,022	69,938
Marketing	58,463	11,495
Membership dues	6,625	12,188
Office maintenance	11,737	11,006
Other	13,405	15,523
Other services	81,444	54,599
Printing	2,341	2,357
Public notices	1,298	1,347
Security	7,468	4,652
Telephone	7,908	7,933
Travel and transportation	807	1,458
U.S. Custom Service	232,744	234,153
Total contractual services	<u>714,204</u>	<u>760,873</u>
COMMODITIES		
Conference and meetings	9,455	8,104
Equipment	943	1,682
Fuel (unleaded)	2,154	5,548
Marketing	29,171	21,854
Other	3,210	6,211
Software	1,358	8,050
Subscriptions	1,459	3,689
Supplies (copier, office, etc.)	4,926	6,002
Vehicle maintenance	1,871	6,563
Total commodities	<u>54,547</u>	<u>67,703</u>
OTHER		
Lease development	21,058	54,086
NBAA convention	35,091	34,641
Total other	<u>56,149</u>	<u>88,727</u>
TOTAL ADMINISTRATIVE EXPENSES	<u><u>\$ 1,405,827</u></u>	<u><u>\$ 1,699,624</u></u>

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT**SCHEDULES OF MAINTENANCE EXPENSES**

For the Years Ended April 30, 2015 and 2014

	2015	2014
PERSONNEL SERVICES		
Benefits	\$ 187,605	\$ 178,923
Salaries	465,643	473,344
Recognition	4,548	4,495
Training and education	7,754	2,994
Uniforms	10,547	7,514
Total personnel services	676,097	667,270
CONTRACTUAL SERVICES		
Building repair	821	10,350
Equipment maintenance (shop)	5,767	7,524
Equipment rental	-	156
Insurance	45,319	55,118
Landscaping	26,625	19,361
Medical exams	745	323
Other	1,435	3,784
Other services	11,801	17,080
Pavement marking	58,851	42,938
Telephone	5,040	4,491
Travel and transportation	1,331	3,846
Waste removal	100,079	102,202
Membership dues	275	550
Total contractual services	258,089	267,723
COMMODITIES		
Equipment/tools (shop)	514	6,458
Fence	4,128	1,730
Fuel	43,708	81,439
Landscaping	1,972	2,979
Lighting	15,672	20,353
Other	1,876	2,101
Raw materials	37,399	65,129
Signage	2,305	9,587
Supplies	49,120	39,070
Rehab project	75,500	-
Vehicle maintenance	22,724	75,576
Total commodities	254,918	304,422
TOTAL MAINTENANCE EXPENSES	\$ 1,189,104	\$ 1,239,415

(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 displays about the Airport's overall financial health.

<u>Contents</u>	<u>Page(s)</u>
Financial Trends These schedules contain trend information to help the reader understand how the Airport's financial performance and well-being have been changed over time.	25-28
Revenue Capacity These schedules contain information to help the reader assess the Airport's most significant local revenue source.	29-33
Debt Capacity 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.	34-37
Demographic and Economic Information These schedules offer demographic and economic indicators to help the reader understand the environment within which the Airport's financial activities take place.	38-40
Operating Information 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 Airport provides and the activities it performs.	41-45

Sources: Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.

CHICAGO EXECUTIVE AIRPORT

NET POSITION AND CHANGES IN NET POSITION

Last Ten Fiscal Years

	2006	2007	2008	2009
REVENUES				
Operating revenues				
Long-term leases	\$ 1,831,863	\$ 1,936,785	\$ 1,929,797	\$ 1,950,052
T-hangar and tie-down fees	290,720	306,388	287,453	289,349
Fuel flowage fees	657,225	681,309	673,428	589,638
U.S. Custom Service fees	229,831	246,150	286,338	266,867
Other	111,796	72,826	116,886	195,843
Total operating revenues	3,121,435	3,243,458	3,293,902	3,291,749
Non-operating revenues				
Investment income	146,207	210,807	171,930	79,549
Other	-	413	28,100	-
Total non-operating revenues	146,207	211,220	200,030	79,549
Total revenues	3,267,642	3,454,678	3,493,932	3,371,298
EXPENSES				
Operating expenses				
Administrative	1,340,014	1,547,972	1,665,965	1,497,600
Maintenance	841,543	1,004,258	1,098,705	953,402
Depreciation and amortization	2,214,574	2,207,540	2,364,064	2,544,995
Total operating expenses	4,396,131	4,759,770	5,128,734	4,995,997
Non-operating expenses				
Interest expense	47,621	120,134	260,630	211,329
Other expense	209	16,262	83	7,564
Total non-operating expenses	47,830	136,396	260,713	218,893
Total expenses	4,443,961	4,896,166	5,389,447	5,214,890
CAPITAL CONTRIBUTIONS	3,611,925	10,582,087	659,405	245,051
INCREASE (DECREASE) IN NET POSITION	<u>\$ 2,435,606</u>	<u>\$ 9,140,599</u>	<u>\$ (1,236,110)</u>	<u>\$ (1,598,541)</u>
NET POSITION AT YEAR END				
Invested in capital assets, net of related debt	\$ 84,634,531	\$ 89,684,319	\$ 93,047,242	\$ 88,162,133
Restricted	-	-	-	-
Unrestricted	4,941,071	4,694,251	95,218	3,381,786
TOTAL NET POSITION	<u>\$ 89,575,602</u>	<u>\$ 94,378,570</u>	<u>\$ 93,142,460</u>	<u>\$ 91,543,919</u>

2010	2011	2012	2013	2014	2015
\$ 1,966,504	\$ 1,806,408	\$ 1,917,757	\$ 2,201,383	\$ 2,257,610	\$ 2,254,157
265,913	297,332	416,743	418,521	399,181	390,233
560,657	629,936	595,297	602,769	659,072	707,941
245,520	269,898	278,039	247,500	284,850	306,857
154,946	197,080	252,512	175,670	374,777	231,578
3,193,540	3,200,654	3,460,348	3,645,843	3,975,490	3,890,766
36,402	21,646	16,896	10,222	7,267	6,591
-	-	28,208	39,290	203,131	54,273
36,402	21,646	45,104	49,512	210,398	60,864
3,229,942	3,222,300	3,505,452	3,695,355	4,185,888	3,951,630
1,498,573	1,466,444	1,643,423	1,423,250	1,699,624	1,405,827
967,475	1,017,436	979,074	1,066,421	1,239,415	1,189,104
2,520,458	2,541,179	2,738,152	2,672,210	2,658,807	2,965,689
4,986,506	5,025,059	5,360,649	5,161,881	5,597,846	5,560,620
138,041	202,239	227,141	211,406	199,680	188,072
26,641	12,226	38,091	-	-	-
164,682	214,465	265,232	211,406	199,680	188,072
5,151,188	5,239,524	5,625,881	5,373,287	5,797,526	5,748,692
3,726,425	1,483,916	2,628,403	2,254,936	879,744	1,221,412
\$ 1,805,179	\$ (533,308)	\$ 507,974	\$ 577,004	\$ (731,894)	\$ (575,650)
\$ 90,180,754	\$ 89,843,203	\$ 91,047,141	\$ 91,986,764	\$ 91,461,746	\$ 90,222,064
-	-	-	-	-	-
3,168,344	2,972,587	2,276,623	1,914,004	1,707,128	2,226,398
\$ 93,349,098	\$ 92,448,462	\$ 93,323,764	\$ 93,900,768	\$ 93,168,874	\$ 92,448,462

CHICAGO EXECUTIVE AIRPORT

CHANGES IN CASH AND CASH EQUIVALENTS

Last Ten Fiscal Years

	2006	2007	2008	2009
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers and users	\$ 2,769,234	\$ 3,320,560	\$ 3,605,633	\$ 3,426,195
Payments to suppliers	(1,046,883)	(1,477,806)	(1,662,275)	(1,356,590)
Payments to employees	(1,038,692)	(1,116,181)	(1,208,291)	(1,110,532)
Net cash from operating activities	683,659	726,573	735,067	959,073
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Non-operating revenues (expenses)	(209)	413	-	(5,456)
Net cash from noncapital financing activities	(209)	413	-	(5,456)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Capital contributions - grants	-	-	-	-
Acquisition and construction of capital assets				
Capital assets	(379,393)	(4,641,177)	(58,651)	(568,229)
Sewer assessments	-	-	-	-
Disposal of capital assets	-	-	28,100	(2,108)
Proceeds from loan	-	4,700,000	-	3,200,000
Interest paid on loan	(47,691)	(102,183)	(260,705)	(223,499)
Principal paid on loan	(41,949)	(43,641)	(45,401)	(4,746,209)
Net cash from capital and related financing activities	(469,033)	(87,001)	(336,657)	(2,340,045)
CASH FLOWS FROM INVESTING ACTIVITIES				
Maturities of investments	207,016	209,811	-	-
Purchase of investments	(1,133,053)	(611,118)	-	(901,257)
Interest received on deposits	139,191	200,996	171,930	79,549
Net cash from investing activities	(786,846)	(200,311)	171,930	(821,708)
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(572,429)	439,674	570,340	(2,208,136)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	3,732,539	3,160,110	3,599,784	4,170,124
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 3,160,110	\$ 3,599,784	\$ 4,170,124	\$ 1,961,988

2010	2011	2012	2013	2014	2015
\$ 3,167,740	\$ 2,962,936	\$ 3,625,119	\$ 3,658,657	\$ 4,369,898	\$ 3,835,355
(1,317,967)	(1,500,632)	(1,511,985)	(1,007,659)	(1,432,243)	(1,586,475)
(1,101,469)	(1,073,785)	(1,258,203)	(1,228,808)	(1,544,890)	(1,275,152)
748,304	388,519	854,931	1,422,190	1,392,765	973,728
(10,000)	-	-	-	-	-
(10,000)	-	-	-	-	-
-	-	-	-	-	1,221,412
(689,895)	(1,352,919)	(758,313)	(1,056,989)	(950,540)	(1,556,154)
-	-	-	-	200,164	54,273
27,848	29,008	41,260	41,325	3,500	-
3,254,512	2,245,488	-	-	-	-
(145,695)	(202,239)	(227,141)	(211,406)	(199,680)	(188,072)
(3,243,560)	(1,176,685)	(292,048)	(301,941)	(304,038)	(454,615)
(796,790)	(457,347)	(1,236,242)	(1,529,011)	(1,250,594)	(923,156)
-	-	1,101,102	-	-	-
-	-	-	(245,527)	(1,572)	195,007
37,659	20,544	16,896	10,222	7,267	6,591
37,659	20,544	1,117,998	(235,305)	5,695	201,598
(20,827)	(48,284)	736,687	(342,126)	147,866	252,170
1,961,988	1,941,161	1,892,877	2,629,564	2,287,438	2,435,304
\$ 1,941,161	\$ 1,892,877	\$ 2,629,564	\$ 2,287,438	\$ 2,435,304	\$ 2,687,474

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE SOURCES

Last Ten Fiscal Years

	2006	2007	2008	2009
REVENUES				
Operating revenues				
Long-term leases	\$ 1,831,863	\$ 1,936,785	\$ 1,929,797	\$ 1,950,052
Short-term leases	-	-	-	-
T-hangar fees	187,330	211,001	212,921	209,729
Tie-down fees	103,390	95,387	74,532	79,620
Permit fees	32,546	19,487	40,201	37,723
Fuel flowage fees	657,225	681,309	673,428	589,638
U.S. Custom Service fees	229,831	246,150	286,338	266,867
Late fees	2,698	3,490	6,886	20,258
Other	76,552	49,849	69,799	137,862
Total operating revenues	3,121,435	3,243,458	3,293,902	3,291,749
Percentage of total revenues	95.53%	93.89%	94.27%	97.64%
Non-operating revenues				
Investment income	146,207	210,807	171,930	79,549
Intergovernmental revenue	-	-	-	-
Other	-	413	28,100	-
Total non-operating revenues	146,207	211,220	200,030	79,549
Percentage of total revenues	4.47%	6.11%	5.73%	2.36%
TOTAL REVENUES	\$ 3,267,642	\$ 3,454,678	\$ 3,493,932	\$ 3,371,298

2010	2011	2012	2013	2014	2015
\$ 1,966,504	\$ 1,806,408	\$ 1,917,757	\$ 2,201,383	\$ 2,257,610	\$ 2,254,157
-	115,344	115,344	115,344	115,344	-
194,910	232,109	365,572	374,823	367,680	358,483
71,003	65,223	51,171	43,698	31,501	31,750
32,616	28,079	29,286	35,545	42,986	82,971
560,657	629,936	595,297	602,769	669,072	707,941
245,520	269,898	278,039	247,500	284,850	306,857
7,507	5,862	6,940	7,521	2,719	6,870
114,823	47,795	100,942	17,260	203,728	141,737
3,193,540	3,200,654	3,460,348	3,645,843	3,975,490	3,890,766
98.87%	99.33%	94.27%	98.66%	94.97%	75.21%
36,402	21,646	16,896	10,222	7,267	6,591
-	-	-	-	-	1,221,412
-	-	28,208	39,290	203,131	54,273
36,402	21,646	45,104	49,512	210,398	1,282,276
1.13%	0.67%	1.29%	1.34%	5.03%	24.79%
\$ 3,229,942	\$ 3,222,300	\$ 3,505,452	\$ 3,695,355	\$ 4,185,888	\$ 5,173,042

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE PAYERS LEASE PAYMENTS AND FUEL FLOWAGE FEES

For Current Year and Nine Years Prior

	2015	Operating Revenue Percentage	2005	Operating Revenue Percentage
PAYERS				
Signature Flight Support*	\$ 2,152,858	63.52%	\$ 1,866,733	74.41%
Atlantic Aviation*	550,730	16.25%	-	0.00%
Hawthorne Global Aviation*	449,563	13.27%	-	0.00%
Eclipse Aerospace	128,511	3.79%	-	0.00%
IPO II	107,274	3.17%	97,187	3.87%
Sovereign-Ross	-	0.00%	-	0.00%
North American Jet	-	0.00%	483,895	19.29%
Service Aviation	-	0.00%	-	0.00%
Klein Tools	-	0.00%	-	0.00%
American Flyers	-	0.00%	60,869	2.43%
TOTAL PRINCIPAL REVENUE PAYERS	\$ 3,388,936	100.00%	\$ 2,508,684	100.00%

* Includes fuel flowage fees.

CHICAGO EXECUTIVE AIRPORT

REVENUE RATES

Last Ten Fiscal Years

	2006	2007	2008	2009
Long-term leases (per year)				
Hangars (average rent per square foot)	\$ 3.8520	\$ 3.9611	\$ 4.0304	\$ 4.0325
Ground leases (average rent per square foot)	\$ 0.5951	\$ 0.6037	\$ 0.6302	\$ 0.6358
Short-term rentals	\$ -	\$ -	\$ -	\$ -
T-Hangar fees (per month)				
North East Quad T-hangars	\$ -	\$ -	\$ -	\$ -
New buildings (southeast quadrant)	412	429	432	452
Old buildings	231	239	241	252
Tie-downs (per month)				
Area 1	\$ 116	\$ -	\$ -	\$ -
Area 2	145	150	151	158
Area 3	97	97	97	97
Area 4	97	97	97	N/A
Area 7	116	120	121	N/A
Area 10	N/A	N/A	N/A	N/A
Commercial operating permits (per month)	\$ 67	\$ 69	\$ 69	\$ 72
Fuel flowage fees (per gallon)	\$ 0.1072	\$ 0.1111	\$ 0.1119	\$ 0.1163
U.S. Customs service fees (per inspection)				
Single engine users	\$ 90	\$ 90	\$ 90	\$ 90
Twin engine users	180	180	180	180
Aircraft weighting 8,000 lbs. to 30,000 lbs.	360	360	360	360
Aircraft weighting over 30,000 lbs.	540	540	540	540
Off-hours additional surcharge	180	180	180	180
Late payment fee				
Leases (per day)	\$ 10-25	\$ 10-25	\$ 10-25	\$ 10-25
Rentals (per month)	10	10	10	10

N/A - Not available.

2010	2011	2012	2013	2014	2015
\$ 4.1199	\$ 4.2533	\$ 5.0000	\$ 5.0800	\$ 5.1100	\$ 5.9700
\$ 0.6378	\$ 0.6489	\$ 0.6540	\$ 0.6650	\$ 0.6700	\$ 0.8300
\$ -	\$ 9,612	\$ 9,612	\$ 9,612	\$ 9,612	\$ 10,503
\$ -	\$ 444	\$ 453	\$ 460	\$ 460	\$ 466
452	464	471	480	488	495
252	252	-	-	-	-
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
158	158	158	159	159	159
97	97	97	98	98	98
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
\$ 72	\$ 74	\$ 75	\$ 76	\$ 77	\$ 78
\$ 0.1163	\$ 0.1192	\$ 0.1234	\$ 0.1255	\$ 0.1255	\$ 0.0127
\$ 90	\$ 90	\$ 90	\$ 90	\$ 90	\$ 90
180	180	180	180	180	180
360	360	360	360	360	360
540	540	540	540	540	540
180	180	180	180	180	180
\$ 10-25	\$ 10-25	\$ 10-25	\$ 10-25	\$ 10-25	\$ 10-25
10	10	10	10	10	10

CHICAGO EXECUTIVE AIRPORT

RATIOS OF OUTSTANDING DEBT

Last Ten Fiscal Years

	2006	2007	2008	2009
Outstanding Debt per Flight Operation				
Outstanding debt by type:				
Bank loans ¹	\$ 1,181,432	\$ 1,137,791	\$ 1,092,391	\$ 1,046,182
Revenue notes ²	-	4,700,000	4,700,000	3,200,000
Total outstanding debt	\$ 1,181,432	\$ 5,837,791	\$ 5,792,391	\$ 4,246,182
Outstanding debt per flight operation	\$ 10.74	\$ 50.42	\$ 53.37	\$ 46.05
Debt Service				
Principal	\$ 41,949	\$ 43,641	\$ 45,401	\$ 46,209
Interest	47,691	102,183	263,438	211,562
Total debt service	\$ 89,640	\$ 145,824	\$ 308,839	\$ 257,771
Ratio of debt service to total expenses	2.00%	2.90%	5.70%	4.90%
Debt Service per Flight Operation	\$ 0.82	\$ 1.26	\$ 2.85	\$ 2.80

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

² Revenue note executed by the Village of Wheeling, only, for the Airport0

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 Municipalities; 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 0.8% 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.

2010	2011	2012	2013	2014	2015
\$ 1,002,623	\$ 957,039	\$ 909,336	\$ 859,417	\$ 807,391	\$ 753,288
3,254,512	4,368,899	4,124,554	3,872,542	3,620,530	3,220,018
\$ 4,257,135	\$ 5,325,938	\$ 5,033,890	\$ 4,731,959	\$ 4,427,921	\$ 3,973,306
\$ 48.46	\$ 59.56	\$ 59.40	\$ 57.08	\$ 57.05	\$ 51.62
\$ 43,559	\$ 1,176,685	\$ 292,048	\$ 301,931	\$ 304,038	\$ 454,615
138,041	202,239	227,141	211,046	199,680	188,072
\$ 181,600	\$ 1,378,924	\$ 519,189	\$ 512,977	\$ 503,718	\$ 642,687
3.50%	26.30%	9.50%	9.79%	8.70%	11.09%
\$ 2.07	\$ 15.42	\$ 6.13	\$ 6.19	\$ 6.49	\$ 8.35

CHICAGO EXECUTIVE AIRPORT**PLEDGED REVENUE COVERAGE**

Last Ten Fiscal Years

	2006	2007	2008	2009
NET REVENUES				
Operating revenues	\$ 3,121,435	\$ 3,243,458	\$ 3,293,902	\$ 3,291,749
Investment income	146,207	211,220	171,930	79,549
TOTAL NET REVENUES	\$ 3,267,642	\$ 3,454,678	\$ 3,465,832	\$ 3,371,298
DEBT SERVICE				
Principal	\$ 41,949	\$ 43,641	\$ 45,401	\$ 4,746,209
Interest	47,691	102,183	260,630	211,329
TOTAL DEBT SERVICE	\$ 89,640	\$ 145,824	\$ 306,031	\$ 4,957,538
DEBT SERVICE COVERAGE	36.45	23.69	11.33	0.68

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.

2010	2011	2012	2013	2014	2015
\$ 3,193,540	\$ 3,200,654	\$ 3,460,348	\$ 3,645,843	\$ 3,975,490	\$ 3,890,766
36,402	21,646	16,896	10,222	7,267	6,591
\$ 3,229,942	\$ 3,222,300	\$ 3,477,244	\$ 3,656,065	\$ 3,982,757	\$ 3,897,357
\$ 3,243,560	\$ 1,176,685	\$ 292,048	\$ 301,931	\$ 304,038	\$ 454,615
138,041	202,239	227,141	211,046	199,680	188,072
\$ 3,381,601	\$ 1,378,924	\$ 519,189	\$ 512,977	\$ 503,718	\$ 642,687
0.96	2.34	6.70	7.13	7.91	6.06

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

Data 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, 2015

	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	-	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	-	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

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
FUNCTION										
Finance and administration	6.2	6.2	6.2	6.2	6.3	6.5	7.6	6.7	5.0	5.0
Operations and maintenance	7.1	7.1	7.1	7.1	7.7	7.0	7.0	7.9	7.0	7.0
TOTAL	13.3	13.3	13.3	13.3	14.0	13.5	14.6	14.6	12.0	12.0

Data Source

Airport Annual Budgets

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL EMPLOYERS OF THE VILLAGE OF WHEELING

Current Year and Nine Years Ago

Employer	2014*			2005		
	Number of Employees	Rank	% of Total Airport Population	Number of Employees	Rank	% of Total Airport Population
Durable Inc.	752	1	2.00%	600	1	1.49%
Pamarco Global Graphics	625	2	1.66%			
Handi-Foil Corp.	550	3	1.46%	250	10	0.62%
Healthcare Laundry Services	530	4	1.41%			
Chinn Enterprises	353	5	0.94%	375	7	0.93%
Argon Medical	333	6	0.88%			
SG360	290	7	0.77%	300	8	0.74%
Village of Wheeling	229	8	0.61%			
Industrial Motion Control	225	9	0.60%			
The Greek American Rehabilitation	210	10	0.56%			
School District 21				491	2	1.22%
Allstate Printing/Dist. Ctr				450	3	1.12%
Pactive Corp.				440	4	1.09%
Hospital Laundry Services				400	5	0.99%
Wal-Mart/Sams				379	6	0.94%
Solo Cup Company				300	8	0.74%
TNT Holland Motor Express, Inc.				300	8	0.74%
Accellent Endoscopy Whl				270	9	0.67%
North American Signal Company				250	10	0.62%
Valspar Corp				250	10	0.62%
	<u>4,097</u>		<u>10.89%</u>	<u>5,055</u>		<u>12.53%</u>

Data Source

Village of Wheeling 2014 CAFR

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF CAPITAL CONTRIBUTIONS

Inception to April 30, 2015

Fiscal Year	Capital Contributions				
	Federal Grants	State Grants	County Grants	Other	Donations
1985	\$ 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	-	-	-
2012	2,490,403	138,000	-	-	-
2013	2,200,552	54,384	-	-	-
2014	833,442	46,302	-	-	-
2015	1,100,127	121,285	-	-	-
TOTAL	\$ 95,117,038	\$ 9,906,586	\$ -	\$ 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, 2015

Fiscal Year	Property Tax Assessed Value	Property Taxes Paid by Lessees
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	10,598,226	782,768
2012	12,135,975	858,962
2013	10,527,237	958,410
2014	11,271,798	1,550,829
2015	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 Position	(1) Airport Operations	Fuel Flowage (Gallons)	Size (Acres)
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	1,189,104	-	89,417	4,788,960	426.14
2012	837,851	507,974	84,749	4,521,410	426.14
2013	1,156,172	577,004	82,897	4,692,259	426.14
2014	1,036,451	(731,894)	77,620	4,882,077	426.14
2015	1,295,835	(575,650)	76,974	5,180,360	431.64

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

*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

2006 to Present

Fiscal Year	Piston		Turbine		Helicopter	Total	U.S. Customs Arrival Clearances
	Single	Twin	Propeller	Fan/Jet			
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
2012	161	18	11	55	2	247	513
2013	155	20	13	66	3	257	463
2014	127	15	18	65	4	229	513
2015	112	21	12	72	3	220	493

Data Source

Airport's internal record