



Comprehensive Annual Financial Report

Fiscal Years Ended

April 30, 2020 and 2019



**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, 2020 and 2019

Prepared by:
Jason G. Griffith
Director of Finance

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INTRODUCTORY SECTION

Chicago Executive Airport – Board of Directors
April 30, 2020

D. Court Harris
Chairman

Wheeling Directors

Ray Lang

Bill Hellyer

Vacant

Prospect Heights Directors

William J. Kearns
Vice Chairman

James Kiefer
Secretary

Scott Saewert
Treasurer

CHICAGO EXECUTIVE AIRPORT

Airport Management
April 30, 2020

Executive Director	Jamie L. Abbott	August 2004
Director Economic Development & Strategic Planning	George Sakas	June 2018
Director of Finance	Jason G. Griffith	January 2012
Executive Secretary	Jennifer A. Pfeifer	May 2016
Administrative Assistant	Elizabeth Colht	October 2015
Accountant	Vacant	
Maintenance & Operations Supervisor	Andrew Wolanik	December 2015
Operations Coordinator	Norman Mackey	December 2007
Maintenance Lead	Rick Hervas	June 2004
Maintenance Operators (5)	Robert Maki	March 2013
	Erik Frentz	January 2016
	Felix Santiago	December 2017
	Tim Latendresse	June 2018
	Nick Sykes	June 2018



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, 2019

Christopher P. Morrell

Executive Director/CEO

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, 2020.

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 unmodified opinion on the Chicago Executive Airport's financial statements for the year ended April 30, 2020. 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 was founded in 1925 as Gauthier's Flying Field and renamed Palwaukee Airport in 1928. The Airport was acquired by Priester Aviation in 1953. The City of Prospect Heights and the Village of Wheeling purchased the airport on December 26, 1986. To better reflect its customer base and location the name was changed in October 2006 to Chicago Executive Airport. In fiscal year 2020 Chicago Executive Airport was the sixth busiest airport in the State of Illinois based on FAA Air Traffic Activity System 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 and executed an updated Intergovernmental Agreement December 23, 2013. 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 Directors appointed, with approval of the City Council, by the Mayor of the City of Prospect Heights; and three Directors 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 for the operation of the Airport. The Airport is self-sustaining and relies on Airport revenues for both the operating and capital expenses 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 in FY20 by \$207,575 (4.6%). Total operating expenses decreased; \$122,744 or -4.2%. Administrative expenses decreased \$48,878 or 3.2% and Operations expenses increased by \$171,622 or -12.1% from FY19. Net operating income of \$1,943,516 was an increase of \$330,319 or 20.5% compared to FY19's operating income. 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 end of FY20 was impacted by the lockdown orders from the Covid-19 pandemic. Even with the pandemic total flight operations increased from FY19; by approximately 69 operations. Total FY20 flight operations were 74,014 operations (landings and takeoffs) at the Airport. FY20 fuel flowage decreased by 668,751 gallons to 5,761,259 gallons from FY19. U.S. Customs Service inspections decreased by 55 in FY20 with 408 inspections conducted. U.S. Customs service inspections are necessary to meet the international travel activity needs of the Airport's general aviation users.

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 Airport 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. Our annual Transportation Improvement Program submitted to the Illinois Department of Transportation Division of Aeronautics is a crucial tool in helping with our long-term planning.

RELEVANT FINANCIAL POLICIES

The Airport's approved Business Plan requires these financial policies. Total Operating Expenses are at maximum 90% of Operating Revenues and the Airport must maintain an unrestricted net asset balance of three (3) months' worth of operating expenditures and the total local share of current year capital grant projects. The starting FY20 budget required the Airport to maintain \$1,732,790 in available funding. \$888,676 for the local share of capital grant projects and \$844,114 in operating reserves. At fiscal year end the Airport needed to have \$1,096,389 in available funding. \$844,114 in operating reserves and \$252,275 for the unspent local share of current year capital grant projects. The Airport's available cash and cash equivalent balance at year-end was \$6,991,881, an amount above our business plan requirement.

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

MAJOR INITIATIVES

The Airport hope to continuously improve and update itself to be the best general aviation airport in can be. Some major planned initiatives are:

- ➔ Continued work on the acceptance of the Airport's long-term Master Plan. This plan looks at development inside the Airport's borders. The results of the Master Plan help the Airport determine the best use of land within its borders and how to continually serve the region well into the future.
- ➔ Implement the Part 150 Noise Compatibility Program Residential Soundproofing program using the updated Noise Exposure Map. This program will allow qualifying homes the opportunity for sound attenuation with new windows, doors, and insulation.
- ➔ Rehabilitate and Widen Runway 12/30 along with updating its airfield lighting. This will potentially allow for more usage of this runway and allow some aircraft a better secondary runway option.
- ➔ Maintain the engineered material arresting system (EMAS) that has been placed at both ends of our longest runway to help prevent an aircraft from overshooting the ends of the runway.
- ➔ Construct a new U.S Customs and Border Protection building. The current U.S. Customs facility is not up to current standards. In order to keep U.S. Customs on the field we must construct an updated facility.

- Rehabilitate all airfield lighting for the airfield and control tower.
- Undergo a master drainage study to look at the stormwater drainage system and what impact Airport's development has on the system.

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

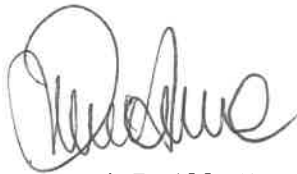
AWARDS AND ACHIEVEMENTS

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, 2019. This was the 30th consecutive year that the government has achieved this prestigious 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. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

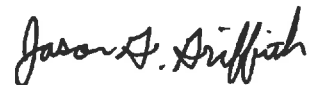
A Certificate of Achievement is valid for a period of only one year. We believe that our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

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 L. Abbott
Executive Director



Jason G. Griffith
Director of Finance

October 7, 2020

FINANCIAL SECTION

1415 West Diehl Road, Suite 400
Naperville, IL 60563
630.566.8400

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INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of the Chicago Executive Airport (the Airport) as of and for the years ended April 30, 2020 and 2019, and the related notes to financial statements which collectively comprise the Airport's basic financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for 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 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 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 opinion.

Opinion

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, 2020 and 2019, and the respective changes in financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

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 audits 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 audits were conducted for the purpose of forming an opinion 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 audits 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 have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we do not express an opinion or provide any assurance on them.

Sikich LLP

Naperville, Illinois
October 7, 2020

**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, 2020. 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 are used. Revenue is recorded when earned and expenses are recorded when incurred. The basic financial statements include a statement of net position, a statement of revenues, expenses, and changes in net position, 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 position presents information on the assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position 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 position 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 position for the fiscal year. That change, combined with last year-end's net position total, reconciles to the net position 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 \$87,526,046 (total net position) at the close of the fiscal year. Of this amount, \$511,602 is unrestricted but designated for future sewer repairs, \$1,145,029 is unrestricted but designated for the Vehicle and Equipment Reserve Fund (VERF) and \$802,247 is unrestricted but designated for land acquisition or building improvements in the Land-Building Reserve Fund. \$2,401,379 is unrestricted and available to meet ongoing and future obligations of the Airport including its share of capital projects.
- ➔ Total Net Position decreased \$630,350. This change is impacted by how assets are moved from Improvements in Progress, a non-depreciating category, to Infrastructure and Airport Improvements which are depreciable.
- ➔ Operating Income before depreciation and amortization is \$1,943,516, an increase of \$330,319 or a 20.5% from fiscal year 2019. Operating revenues increased by \$207,575 in FY20. Operating expenses decreased by \$122,744 in FY20.
- ➔ Net operating loss, after depreciation and amortization, is \$1,066,933, a decrease in loss of \$597,230 over last years of \$1,664,163. This was due to a decrease in depreciation and a decrease in depreciation on contributed capital assets.
- ➔ The Statement of Cash Flows identifies the sources and uses of cash activity for the fiscal year. Cash and cash equivalents at the end of FY20 was \$6,917,394. An increase of \$785,174 for FY20.

Financial Information

Net Position: The following schedule presents a summary of net position comparisons for the fiscal years ended April 30, 2020, 2019 and 2018;

	April 30, <u>2020</u>	April 30, <u>2019</u>	April 30, <u>2018</u>
Current and other assets	\$ 7,684,162	\$ 6,961,987	\$ 6,377,916
Capital assets	85,043,288	86,192,522	88,770,284
Total assets	<u>92,727,450</u>	<u>93,154,509</u>	<u>95,148,200</u>
Current liabilities	1,102,652	1,006,774	845,472
Long-term liabilities	4,098,752	3,991,339	4,406,098
Total liabilities	5,201,404	4,998,113	5,251,570
Net position:			
Invested in capital assets	82,665,788	83,499,611	85,754,648
Unrestricted	4,860,258	4,656,785	4,141,982
Total net position	<u>87,526,046</u>	<u>88,156,396</u>	<u>89,896,630</u>

The largest portion of the Airport's net position, \$82,665,788, is invested in capital assets (e.g., land, buildings, equipment, infrastructure, and improvements). Total Outstanding debt in the amount of \$2,377,500 is attributable to these assets, of which \$268,779 is considered current and \$2,108,721 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 net position subcategory started in FY13 named the Capital Equipment Reserve Fund (CERF), is legally unrestricted, and designated for future vehicle and capital equipment replacement. Its balance at year-end FY20 is \$1,145,029. There were four CERF purchases in FY20- a new Administrative vehicle, a new utility truck, a bucket for the Case to help with snow removal, and a continuous friction measuring equipment tow behind for snow operations. The sale of any airport vehicles or equipment is put back into this fund. The reserve's intent is also to smooth the annual budget impact of replacing various airport vehicles and equipment.

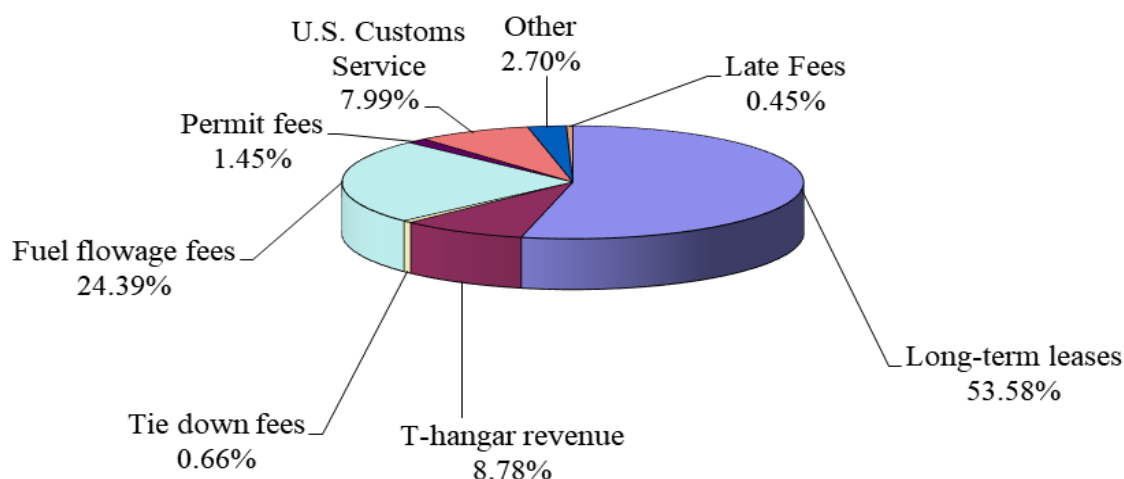
A new net position subcategory started in FY16 named the Building Fund, is legally unrestricted, and was originally designated for future building improvements or replacement. As part of the new Capital Improvement Plan (CIP) this fund was renamed the Building and Land Fund in FY20. This fund is designated to be used for future building improvements, building replacements, and land acquisitions. Its balance at year-end FY20 is \$802,247. There was one Building and Land Fund purchase in FY20 with the acquisition of 201 Industrial Lane. The intent of this reserve, as with our other reserve funds, is to smooth the annual budget impact of replacing buildings, improving airport buildings, or land acquisitions.

The Airport also has a Sewer Reserve Fund. Its balance at the end of FY20 is \$511,602. All stormwater and sanitary sewer fees are set aside into this fund for future repairs, replacements, or new sewer systems.

The remaining unrestricted net position of \$2,401,379 represent resources available to meet both the Airport's operational and capital obligations. One primary use of these assets is to provide for the Airport's local share of capital grant project costs, most of which have grant funding for up to 95% federal and state funds, and other non-grant eligible capital projects.

Total net position decreased \$630,350 in FY20. Total assets decreased by \$427,059. Capital assets decreased by \$1,149,234 and current assets increased by \$722,175. Total liabilities increased by \$203,291. Long-term liabilities increased by \$107,413 and current liabilities increased \$95,878.

Revenue: This chart shows the major sources of operating revenues for the year ended April 30, 2020

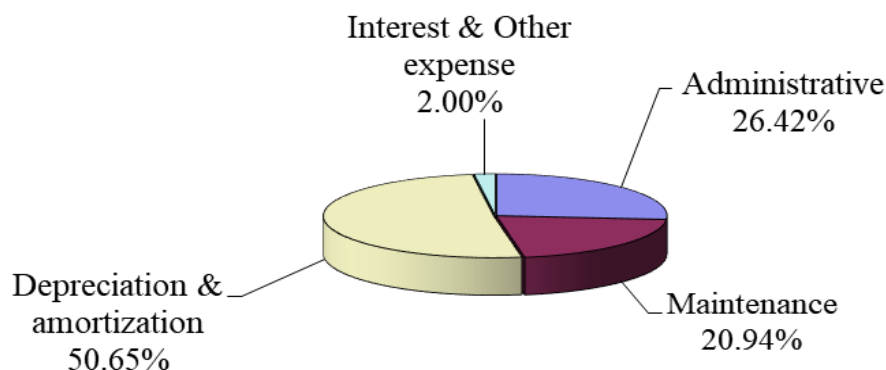


The following schedule presents a summary of revenues for the fiscal years ended April 30, 2020, 2019 and 2018:

	April 30, 2020	April 30, 2019	April 30, 2018
Operating revenues			
Long-term leases*	\$ 2,549,732	\$ 2,442,899	\$ 2,346,646
T-hangar revenues	417,921	405,958	394,901
Tiedown fees	31,188	28,652	36,152
Fuel flowage fees	1,160,564	1,097,446	1,006,992
Permit fees	69,203	78,247	76,521
U.S. Customs Service	380,351	286,829	307,966
Other	128,311	180,378	235,581
Late charges	21,419	30,705	16,970
Total operating revenues	4,758,689	4,551,114	4,421,729
Nonoperating revenues			
Investment income	82,712	97,100	40,541
Other Income	443,782	398,795	420,882
Sewer Assessments	28,677	52,314	23,126
Total revenues	\$ 5,313,860	\$ 5,099,323	\$ 4,906,278

This past year, operating revenues increased by \$207,575, or 4.6%. Long-term leases increased by \$106,833, or 4.4%. The U.S. Customs fees schedule was updated for FY20. With the new fees schedule U.S. Customs revenues increased by \$93,522 or 32.6%. Fuel flowage revenues increased by \$63,118, or 5.8% due to an increased fuel flowage fee. T-hangar revenues increased \$11,963 or 2.9%. There was also an increase of \$2,536 or 8.9% in tiedown revenues. Sewer revenues decreased \$23,637 or -45.2% because there were no new one-time sewer hookup fees for new developments in FY20. Investment income is down \$14,388 or -14.8%.

Expenses: The following chart shows the major categories of operating expenses for the year ended April 30, 2020:



The following schedule presents a summary of expenses for the fiscal years ended April 30, 2020, 2019 and 2018:

	April 30, <u>2020</u>	April 30, <u>2019</u>	April 30, <u>2018</u>
Operating expenses			
Administration & Finance	\$ 1,570,738	\$ 1,521,860	\$ 1,578,997
Operations & Maintenance	<u>1,244,435</u>	<u>1,416,057</u>	<u>1,209,364</u>
Total operating expenses	<u>2,815,173</u>	<u>2,937,917</u>	<u>2,788,361</u>
Other expenses			
Depreciation	834,930	962,637	981,108
Depreciation on contributed capital assets	2,119,894	2,271,396	2,108,103
Amortization	55,625	43,327	14,224
Interest expense	93,401	98,797	112,556
Other expense	-	-	-
Loss on sale of capital assets	<u>25,187</u>	<u>525,483</u>	<u>-</u>
Total other expenses	<u>3,129,037</u>	<u>3,901,640</u>	<u>3,215,991</u>
Total expenses	<u><u>\$ 5,944,210</u></u>	<u><u>\$ 6,839,557</u></u>	<u><u>\$ 6,004,352</u></u>

Total operating expenses decreased from last year by \$122,744 or -4.2%.

In the Administration & Finance department expenses totaled \$1,570,738 an increase of \$48,878, or 3.2%. The Personnel Services section increased approximately \$64,044. This increase was caused by a few factors including staff salary increases and larger accruals for end of fiscal year paid time off. Contractual Services expenses decreased approximately \$41,554. There were significant expense decreases in both U.S. Customs Service expenses with the Airport no longer paying for the international waste disposal and a decrease in Other Services. Commodities expense increased about \$2,525 from FY20. The Other expense category increased \$23,863 mostly due to an increase in both lease development expenses.

In the Operations & Maintenance department, total expenses decreased \$171,622, or -12.1%. Personnel Services expenses decreased by \$78,404. This decrease was caused by a combination of things including receiving forfeiture money back for a former non vested employee's retirement withdrawal and no longer paying cobra premiums for a former employee. Contractual Services expenses decreased from FY19 by approximately \$25,270. Building repair expense and Other services expenses decreased significantly. Commodities expenses decreased \$115,710 from FY19. There were decreases in raw materials expense, vehicle maintenance, fence repairs, and shop supplies.

Other expenses – depreciation on contributed capital assets and amortization has increased the past few years due to new projects being completed and placed in service. Without grant projects, the Airport would not be able to afford many of our capital projects or capital assets.

Additionally, interest expense decreased by \$5,759 or -5.5% from FY19. The primary reason for this decrease is the continued reduction in loan balances on borrowings. No new debt was issued during the fiscal year.

Capital Assets: FY20 Net Capital assets total \$85,043,288 after depreciation. A net decrease of \$1,149,234 from FY19. 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, 2020, 2019, and 2018:

	April 30, <u>2020</u>	April 30, <u>2019</u>	April 30, <u>2018</u>
Net (Loss) Before Contributions	\$ (1,074,132)	\$ (2,139,070)	\$ (1,518,956)
Capital Contributions	<u>443,782</u>	<u>398,836</u>	<u>420,882</u>
Change in Net Position	<u>(630,350)</u>	<u>(1,740,234)</u>	<u>(1,098,074)</u>
Net Position, May 1	<u>88,156,396</u>	<u>89,896,630</u>	<u>90,994,704</u>
Net Position, April 30	<u><u>87,526,046</u></u>	<u><u>88,156,396</u></u>	<u><u>89,896,630</u></u>

In FY20 contributions of capital items increased by \$44,946 to \$443,782. 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 FY20 decrease in net position of \$630,350 is driven by depreciation on contributed capital assets even with an increase in revenues and operating income.

Long-Term Debt: Currently, the Airport has three long-term debts outstanding with a remaining principal balance as of April 30, 2020 of \$2,377,500. The first, \$417,542, 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, \$628,827, is the note balance for a refinance of a prior loan for land acquisition; and the third, \$1,331,131, 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: Director of Finance.

BASIC FINANCIAL STATEMENTS

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION

April 30, 2020 and 2019

	2020	2019
CURRENT ASSETS		
Cash and cash equivalents	\$ 6,917,394	\$6,132,220
Investments	74,487	73,110
Receivables		
Accounts (net of allowance of uncollectibles)	519,014	565,611
Prepaid insurance	121,745	139,742
Other current assets	51,522	51,304
Total current assets	7,684,162	6,961,987
NONCURRENT ASSETS		
Capital assets		
Capital assets, not being depreciated		
Land	62,413,878	62,413,878
Airport improvements in progress	2,510,622	1,728,008
Total capital assets, not being depreciated	64,924,500	64,141,886
Capital assets, being depreciated		
Buildings and building improvements	6,278,013	5,931,788
Infrastructure	56,689,180	56,230,118
Improvements	3,635,286	3,601,406
Vehicles and equipment	3,947,138	3,816,143
Other assets	420,274	391,693
Total capital assets, being depreciated	70,969,891	69,971,148
Accumulated depreciation	(50,851,103)	(47,920,512)
Net capital assets, being depreciated	20,118,788	22,050,636
Net capital assets	85,043,288	86,192,522
Total noncurrent assets	85,043,288	86,192,522
Total assets	92,727,450	93,154,509

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION (Continued)

April 30, 2020 and 2019

	2020	2019
CURRENT LIABILITIES		
Accounts payable	\$ 557,462	\$ 411,510
Security deposits	171,400	171,661
Accrued wages	37,575	30,716
Compensated absences payable	4,645	2,520
Unearned rent	21,981	22,983
Unearned revenue - access agreement	45,455	45,455
Loans payable	68,138	69,917
Notes payable	195,996	252,012
Total current liabilities	1,102,652	1,006,774
LONG-TERM LIABILITIES		
Unearned revenue - access agreement	1,943,583	1,597,680
Loans payable	349,404	411,024
Notes payable	1,763,962	1,959,958
Compensated absences payable	41,803	22,677
Total long-term liabilities	4,098,752	3,991,339
Total liabilities	5,201,404	4,998,113
NET POSITION		
Net investment in capital assets	82,665,788	83,499,611
Unrestricted	4,860,258	4,656,785
TOTAL NET POSITION	<u>\$ 87,526,046</u>	<u>\$ 88,156,396</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, 2020 and 2019

	2020	2019
OPERATING REVENUES		
Long-term leases	\$ 2,549,732	\$ 2,442,899
T-hangar revenue	417,921	405,958
Tie-down fees	31,188	28,652
Fuel flowage fees	1,160,564	1,097,446
Permit fees	69,203	78,247
U.S. Custom Service	380,351	286,829
Other	128,311	180,378
Late charges	21,419	30,705
Total operating revenues	<u>4,758,689</u>	<u>4,551,114</u>
OPERATING EXPENSES		
Administrative	1,570,738	1,521,860
Maintenance	<u>1,244,435</u>	<u>1,416,057</u>
Total operating expenses	<u>2,815,173</u>	<u>2,937,917</u>
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	<u>1,943,516</u>	<u>1,613,197</u>
DEPRECIATION AND AMORTIZATION		
Depreciation	834,930	962,637
Depreciation on contributed capital assets	2,119,894	2,271,396
Amortization	<u>55,625</u>	<u>43,327</u>
Total depreciation and amortization	<u>3,010,449</u>	<u>3,277,360</u>
OPERATING INCOME (LOSS)	<u>(1,066,933)</u>	<u>(1,664,163)</u>
NON-OPERATING REVENUES (EXPENSES)		
Investment income	82,712	97,100
Interest expense	(93,401)	(98,797)
Sewer assessments	28,677	52,314
Loss on sale of capital asset	<u>(25,187)</u>	<u>(525,524)</u>
Total non-operating revenues (expenses)	<u>(7,199)</u>	<u>(474,907)</u>
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND GRANTS	<u>(1,074,132)</u>	<u>(2,139,070)</u>
Capital contributions and grants	<u>443,782</u>	<u>398,836</u>
CHANGE IN NET POSITION	<u>(630,350)</u>	<u>(1,740,234)</u>
NET POSITION, MAY 1	<u>88,156,396</u>	<u>89,896,630</u>
NET POSITION, APRIL 30	<u><u>\$ 87,526,046</u></u>	<u><u>\$ 88,156,396</u></u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT**STATEMENTS OF CASH FLOWS**

For the Years Ended April 30, 2020 and 2019

	2020	2019
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	\$ 5,149,926	\$ 4,259,105
Payments to suppliers	(1,140,553)	(1,365,522)
Payments to employees	(1,482,779)	(1,454,847)
Net cash from operating activities	2,526,594	1,438,736
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Sewer assessments	28,677	52,314
Net cash from noncapital financing activities	28,677	52,314
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital contributions - grants	443,782	398,836
Acquisition and construction of capital assets	(1,893,284)	(1,882,253)
Proceeds on sale of capital assets	6,882	657,172
Interest paid on loan	(93,401)	(98,797)
Principal paid on loan	(315,411)	(322,725)
Net cash from capital and related financing activities	(1,851,432)	(1,247,767)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of investments	(1,377)	(1,556)
Interest received on deposits	82,712	97,059
Net cash from investing activities	81,335	95,503
NET INCREASE IN CASH AND CASH EQUIVALENTS	785,174	338,786
CASH AND CASH EQUIVALENTS, MAY 1	6,132,220	5,793,434
CASH AND CASH EQUIVALENTS, APRIL 30	<u>\$ 6,917,394</u>	<u>\$ 6,132,220</u>

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended April 30, 2020 and 2019

	2020	2019
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH FROM OPERATING ACTIVITIES		
Operating income (loss)	\$ (1,066,933)	\$ (1,664,163)
Adjustments to reconcile operating income (loss) to net cash from operating activities		
Depreciation	834,930	962,637
Depreciation on contributed capital assets	2,119,894	2,271,396
Amortization	55,625	43,327
Changes in assets and liabilities		
Accounts receivable	46,597	(258,971)
Prepaid insurance	17,997	7,429
Other current assets	(218)	7,813
Accounts payable	145,952	95,445
Security deposits	(261)	46,848
Accrued wages	6,859	13,735
Compensated absences payable	21,251	(6,874)
Unearned rent	(1,002)	8,318
Unearned revenue - access agreement	345,903	(88,204)
NET CASH FROM OPERATING ACTIVITIES	\$ 2,526,594	\$ 1,438,736
SUPPLEMENTAL DISCLOSURE OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES - CONTRIBUTED CAPITAL ASSETS	\$ -	\$ -

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

NOTES TO FINANCIAL STATEMENTS

April 30, 2020 and 2019

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The Palwaukee Municipal Airport Commission 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 (the 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 GAAP established by GASB, the financial reporting entity consists of the primary government, as well as its component units.

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.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

b. Measurement Focus and Basis of Accounting

The accounting policies for the Airport conform to GAAP 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 statements of net position. Proprietary fund operating statements present increases (e.g., revenues) and decreases (e.g., expenses) in net position.

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

d. Investments

Investments with a maturity of less than one year when purchased, non-negotiable certificates of deposit and other nonparticipating investments are stated at cost or amortized cost. Investments with a maturity greater than one year when purchased are stated at fair value. Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date. The Airport categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on valuation inputs used to measure fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. The Airport held no investments to measure at fair value at April 30, 2020.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

e. Receivables

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

	2020	2019
Accounts receivable	\$ 534,014	\$ 571,611
Allowance for uncollectible accounts	(15,000)	(6,000)
NET RECEIVABLES	<u>\$ 519,014</u>	<u>\$ 565,611</u>

f. Prepaid Expenses

Payments made to vendors for services that will benefit periods beyond the date of this report are recorded as prepaid expenses.

g. 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 acquisition value at 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.

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 6 contains contributed capital asset detail.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

i. Compensated Absences

Airport employees are granted vacation pay and sick leave in varying amounts and recognized in the period they are earned by the employee. 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. Deferred Outflows/Inflows of Resources

In addition to assets, the statements of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses). In addition to liabilities, the statements 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 GAAP 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 The Illinois Funds.

The Illinois Public Treasurers' Investment Pool, known as The Illinois Funds, operates as a qualified external investment pool in accordance with the criteria established in GASB Statement No. 79, *Certain External Investment Pools and Pool Participants*, and thus, reports all investments at amortized cost rather than fair value. The investment in The Illinois Funds by participants is also reported at amortized cost. The Illinois Funds does not have any limitations or restrictions on participant withdrawals. The Illinois Treasurer's Office issues a separate financial report for The Illinois Funds which may be obtained by contacting the Administrative Office at Illinois Business Center, 400 West Monroe Street, Suite 401, Springfield, Illinois 62704.

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.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

2. DEPOSITS AND INVESTMENTS (Continued)

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.

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 each institution. The 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, 2020, 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, 2020 is as follows:

	May 1, 2019	Increases	Decreases	April 30, 2020
Capital assets not being depreciated				
Land	\$ 62,413,878	\$ -	\$ -	\$ 62,413,878
Improvements in progress	1,728,008	1,142,457	359,843	2,510,622
Total capital assets not being depreciated	64,141,886	1,142,457	359,843	64,924,500
Capital assets being depreciated				
Buildings and building improvements	5,931,788	346,225	-	6,278,013
Infrastructure	56,230,118	459,062	-	56,689,180
Improvements	3,601,406	33,880	-	3,635,286
Vehicles	3,603,737	162,074	76,003	3,689,808
Equipment	212,406	48,779	3,855	257,330
Other assets	391,693	28,581	-	420,274
Total capital assets being depreciated	69,971,148	1,078,601	79,858	70,969,891

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

a. Summary of Changes in Capital Assets (Continued)

	May 1, 2019	Increases	Decreases	April 30, 2020
Less accumulated depreciation for				
Buildings and building improvements	\$ 3,184,066	\$ 179,276	\$ -	\$ 3,363,342
Infrastructure	38,614,471	2,513,773	-	41,128,244
Improvements	3,017,315	77,181	-	3,094,496
Vehicles	2,762,813	165,169	76,003	2,851,979
Equipment	170,503	19,425	3,855	186,073
Other assets	171,344	55,625	-	226,969
Total accumulated depreciation	47,920,512	3,010,449	79,858	50,851,103
Total capital assets being depreciated, net	22,050,636	(1,931,848)	-	20,118,788
TOTAL CAPITAL ASSETS, NET	\$ 86,192,522	\$ (789,391)	\$ 359,843	\$ 85,043,288

A summary of capital assets for the year ended April 30, 2019 is as follows:

	May 1, 2018	Increases	Decreases	April 30, 2019
Capital assets not being depreciated				
Land	\$ 62,890,925	\$ 705,608	\$ 1,182,655	\$ 62,413,878
Improvements in progress	1,083,897	893,561	249,450	1,728,008
Total capital assets not being depreciated	63,974,822	1,599,169	1,432,105	64,141,886
Capital assets being depreciated				
Buildings and building improvements	5,920,267	11,521	-	5,931,788
Infrastructure	56,158,349	71,769	-	56,230,118
Improvements	3,601,406	-	-	3,601,406
Vehicles	3,484,281	188,177	68,721	3,603,737
Equipment	200,789	11,617	-	212,406
Other assets	142,243	249,450	-	391,693
Total capital assets being depreciated	69,507,335	532,534	68,721	69,971,148
Less accumulated depreciation for				
Buildings and building improvements	3,031,236	152,830	-	3,184,066
Infrastructure	35,845,846	2,768,625	-	38,614,471
Improvements	2,881,512	135,803	-	3,017,315
Vehicles	2,674,594	156,940	68,721	2,762,813
Equipment	150,668	19,835	-	170,503
Other assets	128,017	43,327	-	171,344
Total accumulated depreciation	44,711,873	3,277,360	68,721	47,920,512
Total capital assets being depreciated, net	24,795,462	(2,744,826)	-	22,050,636
TOTAL CAPITAL ASSETS, NET	\$ 88,770,284	\$ (1,145,657)	\$ 1,432,105	\$ 86,192,522

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, 2020		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4552 Runway 12/30	\$ 359,599	\$ 47,814	\$ 1,716,248
IDOT #4457 Lima	232,773	29,821	937,162
IDOT #4634 East Access Road	105,337	98,660	203,997
IDOT #4490 Part 150 NOSA	278,127	-	313,772
TOTAL	\$ 975,836	\$ 176,295	\$ 3,171,179
	April 30, 2019		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4552 Runway 12/30	\$ 247,327	\$ 59,041	\$ 1,548,700
IDOT #4457 Lima	232,773	29,821	937,162
IDOT #4634 East Access Road	61,347	142,650	203,997
IDOT #4490 Part 150 NOSA	208,974	16,708	331,772
TOTAL	\$ 750,421	\$ 248,220	\$ 3,021,631

4. LONG-TERM DEBT

Long-term debt activity for fiscal years ended April 30, 2020 and 2019 are as follows.

a. Loans - Direct Placement

As of April 30, 2020, the Airport had the following loans outstanding:

	Outstanding at April 30, 2020	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 \$7,205 with a stated interest rate of 4.74% beginning January 15, 2005 with a final payment due on October 15, 2025.	\$ 417,542	\$ 68,138

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

a. Loans - Direct Placement (Continued)

As of April 30, 2019, the Airport had the following loans outstanding:

	Outstanding at April 30, 2019	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 \$7,601 with a stated interest rate of 4.74% beginning January 15, 2005 with a final payment due on October 15, 2025.	\$ 480,941	\$ 69,917

b. Notes Payable - Direct Placement

As of April 30, 2020, 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 \$5,240 with a stated interest rate of 4.17% beginning June 1, 2010 through 2015 and 3.05% in future years with a final payment of \$5,254 due on May 1, 2030.	\$ 628,827	\$ 62,883
\$2,300,000 note dated April 19, 2010, for the construction of T-Hangars. Principal will be in monthly installments of \$11,093 with a stated interest rate of 4.17% beginning July 1, 2011 and interest only payments to begin June 1, 2010, through 2015 and 3.05% in future years with a final payment of \$11,123 due on May 1, 2030.	1,331,131	133,113
TOTAL	\$ 1,959,958	\$ 195,996

As of April 30, 2019, 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.	\$ 788,835	\$ 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.	1,423,135	92,004
TOTAL	\$ 2,211,970	\$ 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, 2020 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans - direct placement	\$ 480,941	\$ -	\$ 63,399	\$ 417,542	\$ 68,138
Notes - direct placement	2,211,970	-	252,012	1,959,958	195,996
Compensated absences	25,197	23,771	2,520	46,448	4,645
TOTAL	\$ 2,718,108	\$ 23,771	\$ 317,931	\$ 2,423,948	\$ 268,779

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2019 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans - direct placement	\$ 551,654	\$ -	\$ 70,713	\$ 480,941	\$ 69,917
Notes - direct placement	2,463,982	-	252,012	2,211,970	252,012
Compensated absences	32,071	-	6,874	25,197	2,520
TOTAL	\$ 3,047,707	\$ -	\$ 329,599	\$ 2,718,108	\$ 324,449

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 - Direct Placement		2010B Revenue Note - Direct Placement	
	Principal	Interest	Principal	Interest
2021	\$ 62,883	\$ 18,300	\$ 133,113	\$ 38,739
2022	62,883	16,382	133,113	34,679
2023	62,883	14,464	133,113	30,619
2024	62,883	12,546	133,113	24,501
2025	62,883	10,628	133,113	22,499
2026-2030	314,412	24,374	665,566	51,595
TOTAL	\$ 628,827	\$ 96,694	\$ 1,331,131	\$ 202,632

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 - Direct Placement		Total	
	Principal	Interest	Principal	Interest
2021	\$ 68,138	\$ 18,324	\$ 264,134	\$ 75,363
2022	71,438	15,023	267,434	66,084
2023	74,899	11,562	270,895	56,645
2024	78,527	7,934	274,523	44,981
2025	82,332	4,130	278,328	37,257
2026-2030	42,208	581	1,022,186	76,550
TOTAL	\$ 417,542	\$ 57,554	\$ 2,377,500	\$ 356,880

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%
State share	5%
Local share	5%

At April 30, 2020 and 2019, the balances of contributed capital assets are as follows:

	Federal	State	Other	Donated	Total
BALANCE, APRIL 30, 2018	\$ 95,457,619	\$ 10,890,417	\$ 261,637	\$ 11,000	\$ 106,620,673
Contributed assets/grants during 2019	358,916	39,920	-	-	398,836
BALANCE, APRIL 30, 2019	95,816,535	10,930,337	261,637	11,000	107,019,509
Contributed assets/grants during 2020	399,404	44,378	-	-	443,782
BALANCE, APRIL 30, 2020	\$ 96,215,939	\$ 10,974,715	\$ 261,637	\$ 11,000	\$ 107,463,291

Contributed capital assets is a component of net position "net investment in capital assets."

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

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 of America. 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 4.50% 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 seven 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, 2020 and 2019 are:

	2020	2019
Airport's total payroll	\$ 1,123,479	\$ 1,000,443
Subject to contribution	1,077,469	971,914
Airport's contribution	48,486	44,422
Forfeiture	-	-
Covered employees' contribution	48,486	44,422

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.

SUPPLEMENTAL INFORMATION

CHICAGO EXECUTIVE AIRPORT

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

For the Years Ended April 30, 2020 and 2019

	2020	2019
OPERATING REVENUES		
Long-term leases	\$ 2,549,732	\$ 2,442,899
T-hangar revenue	417,921	405,958
Tie-down fees	31,188	28,652
Fuel flowage fees	1,160,564	1,097,446
Permit fees	69,203	78,247
U.S. Custom Service	380,351	286,829
Other	128,311	180,378
Late charges	21,419	30,705
Total operating revenues	4,758,689	4,551,114
OPERATING EXPENSES		
Administrative	1,570,738	1,521,860
Maintenance	1,244,435	1,416,057
Total operating expenses	2,815,173	2,937,917
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	1,943,516	1,613,197
DEPRECIATION AND AMORTIZATION		
Depreciation	834,930	962,637
Amortization	55,625	43,327
Total depreciation and amortization	890,555	1,005,964
OPERATING INCOME	1,052,961	607,233
NON-OPERATING REVENUES (EXPENSES)		
Investment income	82,712	97,100
Interest expense	(93,401)	(98,797)
Sewer assessments	28,677	52,314
Intergovernmental revenues	443,782	398,795
Loss on sale of capital asset	(25,187)	(525,483)
Total non-operating revenues (expenses)	436,583	(76,071)
NET INCOME BEFORE DEPRECIATION ON CONTRIBUTED CAPITAL ASSETS	1,489,544	531,162
Depreciation on contributed capital assets	(2,119,894)	(2,271,396)
Total depreciation on contributed capital assets	(2,119,894)	(2,271,396)
CHANGE IN NET POSITION	(630,350)	(1,740,234)
NET POSITION, MAY 1	88,156,396	89,896,630
NET POSITION, APRIL 30	\$ 87,526,046	\$ 88,156,396

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF ADMINISTRATIVE EXPENSES

For the Years Ended April 30, 2020 and 2019

	2020	2019
PERSONNEL SERVICES		
Benefits (insurance, pension and FICA)	\$ 141,132	\$ 141,815
Recognition	8,933	9,398
Salaries	521,661	456,488
Training and education	409	162
Physicals	-	228
Total personnel services	672,135	608,091
CONTRACTUAL SERVICES		
Audit fees	15,679	14,893
Building repair	1,002	666
Conference and meetings	15,267	10,953
Energy	137,968	137,420
Engineering	60,481	65,286
Equipment maintenance (office)	24,244	28,300
Insurance	112,411	109,676
Legal	43,643	43,665
Marketing	65,758	44,657
Membership dues	4,262	4,172
Office maintenance	15,699	12,632
Other	15,766	19,180
Other services	3,793	36,068
Printing	1,541	2,595
Public notices	525	715
Security	4,252	4,500
Telephone	7,781	7,033
Internet	892	-
Travel and transportation	11,559	6,777
U.S. Custom Service	222,348	257,237
Total contractual services	764,871	806,425
COMMODITIES		
Conference and meetings	9,856	9,125
Equipment	1,989	2,150
Fuel (unleaded)	344	514
Marketing	22,750	27,987
Other	15,687	7,108
Software	4,160	4,945
Subscriptions	2,048	1,937
Supplies (copier, office, etc.)	3,026	3,413
Vehicle maintenance	-	156
Total commodities	59,860	57,335
OTHER		
Lease development	41,061	24,261
NBAA convention	32,811	25,748
Total other	73,872	50,009
TOTAL ADMINISTRATIVE EXPENSES	<u>\$ 1,570,738</u>	<u>\$ 1,521,860</u>

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT**SCHEDULES OF MAINTENANCE EXPENSES**

For the Years Ended April 30, 2020 and 2019

	2020	2019
PERSONNEL SERVICES		
Benefits	\$ 249,584	\$ 267,228
Salaries	569,789	564,017
Recognition	4,712	5,088
Training and education	1,404	4,346
Uniforms	13,265	12,938
Total personnel services	838,754	853,617
CONTRACTUAL SERVICES		
Building repair	10,000	29,074
Equipment maintenance (shop)	4,455	4,461
Equipment rental	79	-
Insurance	58,416	58,467
Landscaping	25,169	27,408
Medical exams	-	804
Other	671	1,440
Other services	4,578	13,486
Pavement marking	52,991	48,460
Telephone	10,368	8,267
Travel and transportation	3,435	8,287
Waste removal	12,365	5,953
Conferences	5,030	6,445
Membership dues	275	550
Total contractual services	187,832	213,102
COMMODITIES		
Equipment/tools (shop)	9,858	7,795
Fence	1,319	22,781
Fuel	31,032	36,771
Landscaping	878	794
Lighting	32,943	28,077
Other	6,843	16,448
Raw materials	34,485	93,319
Signage	5,065	3,566
Software	6,100	-
Supplies	48,754	60,283
Vehicle maintenance	40,572	79,504
Total commodities	217,849	349,338
TOTAL MAINTENANCE EXPENSES	\$ 1,244,435	\$ 1,416,057

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

**ILLINOIS GRANT ACCOUNTABILITY AND TRANSPARENCY ACT
CONSOLIDATED YEAR END FINANCIAL REPORT**

For the Year Ended April 30, 2020

CSFA Number	Program Name	State	Federal	Other	Total
494-60-0327	Airport Master Plan	\$ 93,578	\$ 350,204	\$ 2,371,391	\$ 2,815,173
494-60-2421	Coronavirus Aid, Relief, and Econo	-	-	-	-
	All other costs not allocated	-	-	3,129,037	3,129,037
	ALL OTHER COSTS NOT ALLOCATED	\$ 93,578	\$ 350,204	\$ 5,500,428	\$ 5,944,210

(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.	24-27
Revenue Capacity These schedules contain information to help the reader assess the Airport's most significant local revenue source.	28-32
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.	33-36
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.	37-38
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.	39-43

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

	2011	2012	2013	2014
REVENUES				
Operating revenues				
Long-term leases	\$ 1,806,408	\$ 1,917,757	\$ 2,201,383	\$ 2,257,610
T-hangar and tie-down fees	297,332	416,743	418,521	399,181
Fuel flowage fees	629,936	595,297	602,769	659,072
U.S. Custom Service fees	269,898	278,039	247,500	284,850
Other	197,080	252,512	175,670	374,777
Total operating revenues	3,200,654	3,460,348	3,645,843	3,975,490
Non-operating revenues				
Investment income	21,646	16,896	10,222	7,267
Other	-	28,208	39,290	203,131
Total non-operating revenues	21,646	45,104	49,512	210,398
Total revenues	3,222,300	3,505,452	3,695,355	4,185,888
EXPENSES				
Operating expenses				
Administrative	1,466,444	1,643,423	1,423,250	1,699,624
Maintenance	1,017,436	979,074	1,066,421	1,239,415
Depreciation and amortization	2,541,179	2,738,152	2,672,210	2,658,807
Total operating expenses	5,025,059	5,360,649	5,161,881	5,597,846
Non-operating expenses				
Interest expense	202,239	227,141	211,406	199,680
Loss on sale of capital asset	-	-	-	-
Other expense	12,226	38,091	-	-
Total non-operating expenses	214,465	265,232	211,406	199,680
Total expenses	5,239,524	5,625,881	5,373,287	5,797,526
CAPITAL CONTRIBUTIONS	1,483,916	2,628,403	2,254,936	879,744
INCREASE (DECREASE) IN NET POSITION	<u>\$ (533,308)</u>	<u>\$ 507,974</u>	<u>\$ 577,004</u>	<u>\$ (731,894)</u>
NET POSITION				
Net investment in capital assets	\$ 89,843,203	\$ 91,047,141	\$ 91,986,764	\$ 91,461,746
Restricted	-	-	-	-
Unrestricted	2,972,587	2,276,623	1,914,004	1,707,128
TOTAL NET POSITION	<u>\$ 92,448,462</u>	<u>\$ 93,323,764</u>	<u>\$ 93,900,768</u>	<u>\$ 93,168,874</u>

2015		2016		2017		2018		2019		2020	
\$	2,254,157	\$	2,210,835	\$	2,317,191	\$	2,346,646	\$	2,442,899	\$	2,549,732
	390,233		398,617		426,595		431,053		434,610		449,109
	707,941		801,728		914,777		1,006,992		1,097,446		1,160,564
	306,857		294,077		291,755		307,966		286,829		380,351
	231,578		258,856		661,817		329,072		289,330		218,933
	3,890,766		3,964,113		4,612,135		4,421,729		4,551,114		4,758,689
	6,591		6,352		10,846		40,541		97,100		82,712
	54,273		31,102		45,113		23,126		52,314		28,677
	60,864		37,454		55,959		63,667		149,414		111,389
	3,951,630		4,001,567		4,668,094		4,485,396		4,700,528		4,870,078
	1,405,827		1,386,781		1,411,557		1,578,997		1,521,860		1,570,738
	1,189,104		1,394,916		1,210,821		1,209,364		1,416,057		1,244,435
	2,965,689		2,975,096		2,910,819		3,103,435		3,277,360		3,010,449
	5,560,620		5,756,793		5,533,197		5,891,796		6,215,277		5,825,622
	188,072		137,450		123,160		112,556		98,797		93,401
	-		-		-		-		525,483		25,187
	-		-		-		-		-		-
	188,072		137,450		123,160		112,556		624,280		118,588
	5,748,692		5,894,243		5,656,357		6,004,352		6,839,557		5,944,210
	1,221,412		569,516		857,665		420,882		398,795		443,782
\$	(575,650)	\$	(1,323,160)	\$	(130,598)	\$	(1,098,074)	\$	(1,740,234)	\$	(630,350)
\$	90,222,064	\$	89,031,839	\$	87,871,546	\$	85,754,648	\$	83,499,611	\$	82,665,788
	-		-		-		-		-		-
	2,226,398		2,093,463		3,123,158		4,141,982		4,656,785		4,860,258
\$	92,448,462	\$	91,125,302	\$	90,994,704	\$	89,896,630	\$	88,156,396	\$	87,526,046

CHICAGO EXECUTIVE AIRPORT

CHANGES IN CASH AND CASH EQUIVALENTS

Last Ten Fiscal Years

	2011	2012	2013	2014
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers and users	\$ 2,962,936	\$ 3,625,119	\$ 3,658,657	\$ 4,369,898
Payments to suppliers	(1,500,632)	(1,511,985)	(1,007,659)	(1,432,243)
Payments to employees	(1,073,785)	(1,258,203)	(1,228,808)	(1,544,890)
Net cash from operating activities	388,519	854,931	1,422,190	1,392,765
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Non-operating revenues (expenses)	-	-	-	-
Net cash from noncapital financing activities	-	-	-	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Capital contributions - grants	-	-	-	-
Acquisition and construction of capital assets				
Capital assets	(1,352,919)	(758,313)	(1,056,989)	(950,540)
Sewer assessments	-	-	-	200,164
Proceeds on sale of capital assets	29,008	41,260	41,325	3,500
Proceeds from loan	2,245,488	-	-	-
Interest paid on loan	(202,239)	(227,141)	(211,406)	(199,680)
Principal paid on loan	(1,176,685)	(292,048)	(301,941)	(304,038)
Net cash from capital and related financing activities	(457,347)	(1,236,242)	(1,529,011)	(1,250,594)
CASH FLOWS FROM INVESTING ACTIVITIES				
Maturities of investments	-	1,101,102	-	-
Purchase of investments	-	-	(245,527)	(1,572)
Interest received on deposits	20,544	16,896	10,222	7,267
Net cash from investing activities	20,544	1,117,998	(235,305)	5,695
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(48,284)	736,687	(342,126)	147,866
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	1,941,161	1,892,877	2,629,564	2,287,438
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 1,892,877	\$ 2,629,564	\$ 2,287,438	\$ 2,435,304

2015	2016	2017	2018	2019	2020
\$ 3,835,355	\$ 4,962,741	\$ 4,772,121	\$ 4,315,786	\$ 4,259,105	\$ 5,149,926
(1,586,475)	(1,738,435)	(1,681,280)	(1,472,628)	(1,365,522)	(1,140,553)
(1,275,152)	(1,184,109)	(1,268,359)	(1,333,113)	(1,454,847)	(1,482,779)
973,728	2,040,197	1,822,482	1,510,045	1,438,736	2,526,594
-	-	-	23,126	52,314	28,677
-	-	-	23,126	52,314	28,677
1,221,412	569,516	857,665	420,882	398,795	443,782
(1,556,154)	(943,445)	(1,431,321)	-	(1,882,253)	(1,893,284)
54,273	27,002	26,123	-	-	-
-	4,100	18,990	-	657,172	6,882
-	-	-	-	-	-
(188,072)	(137,450)	(123,161)	(112,556)	(98,797)	(93,401)
(454,615)	(306,295)	(319,204)	(321,699)	(322,725)	(315,411)
(923,156)	(786,572)	(970,908)	(678,211)	(1,247,808)	(1,851,432)
195,007	-	99,128	-	-	-
-	(110,071)	-	99,005	(1,556)	(1,377)
6,591	6,352	10,846	40,541	97,100	82,712
201,598	(103,719)	109,974	139,546	95,544	81,335
252,170	1,149,906	961,548	994,506	338,786	785,174
2,435,304	2,687,474	3,837,380	4,798,928	5,793,434	6,132,220
\$ 2,687,474	\$ 3,837,380	\$ 4,798,928	\$ 5,793,434	\$ 6,132,220	\$ 6,917,394

CHICAGO EXECUTIVE AIRPORT**PRINCIPAL REVENUE SOURCES**

Last Ten Fiscal Years

	2011	2012	2013	2014
REVENUES				
Operating revenues				
Long-term leases	\$ 1,806,408	\$ 1,917,757	\$ 2,201,383	\$ 2,257,610
Short-term leases	115,344	115,344	115,344	115,344
T-hangar fees	232,109	365,572	374,823	367,680
Tie-down fees	65,223	51,171	43,698	31,501
Permit fees	28,079	29,286	35,545	42,986
Fuel flowage fees	629,936	595,297	602,769	669,072
U.S. Custom Service fees	269,898	278,039	247,500	284,850
Late fees	5,862	6,940	7,521	2,719
Other	47,795	100,942	17,260	203,728
Total operating revenues	3,200,654	3,460,348	3,645,843	3,975,490
Percentage of total revenues	99.33%	94.27%	98.66%	94.97%
Non-operating revenues				
Investment income	21,646	16,896	10,222	7,267
Intergovernmental revenue	-	-	-	-
Other	-	28,208	39,290	203,131
Total non-operating revenues	21,646	45,104	49,512	210,398
Percentage of total revenues	0.67%	1.29%	1.34%	5.03%
TOTAL REVENUES	\$ 3,222,300	\$ 3,505,452	\$ 3,695,355	\$ 4,185,888

2015	2016	2017	2018	2019	2020
\$ 2,254,157	\$ 2,210,835	\$ 2,317,191	\$ 2,346,646	\$ 2,442,899	\$ 2,549,732
-	-	-	-	-	-
358,483	366,643	393,575	394,901	405,958	417,921
31,750	31,974	33,020	36,152	28,652	31,188
82,971	90,662	80,060	76,521	78,247	69,203
707,941	801,728	914,777	1,006,992	1,097,446	1,160,564
306,857	294,077	291,755	307,966	286,829	380,351
6,870	2,981	3,587	16,970	30,705	21,419
141,737	165,213	578,170	235,581	180,378	128,311
3,890,766	3,964,113	4,612,135	4,421,729	4,551,114	4,758,689
75.21%	86.72%	83.47%	90.12%	89.25%	89.55%
6,591	6,352	10,846	40,541	97,100	82,712
1,221,412	569,516	857,665	420,882	398,795	443,782
54,273	31,102	45,113	23,126	52,314	28,677
1,282,276	606,970	913,624	484,549	548,209	555,171
24.79%	13.28%	16.53%	9.88%	10.75%	10.45%
\$ 5,173,042	\$ 4,571,083	\$ 5,525,759	\$ 4,906,278	\$ 5,099,323	\$ 5,313,860

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE PAYERS LEASE PAYMENTS AND FUEL FLOWAGE FEES

For Current Year and Nine Years Prior

	2020	Operating Revenue Percentage	2011	Operating Revenue Percentage
<hr/>				
PAYERS				
Signature Flight Support*	\$ 2,475,942	60.74%	\$ 1,912,093	75.56%
Atlantic Aviation*	844,454	20.71%	405,439	16.02%
Hawthorne Global Aviation*	698,135	17.12%	-	0.00%
Eclipse Aerospace	-	0.00%	101,508	4.01%
Waste Management	27,880	0.68%	-	0.00%
Stery Tucking	30,500	0.75%	-	0.00%
IPO II	-	0.00%	111,701	4.41%
	<hr/>			
TOTAL PRINCIPAL REVENUE PAYERS	\$ 4,076,911	100.00%	\$ 2,530,741	100.00%

*Includes fuel flowage fees.

CHICAGO EXECUTIVE AIRPORT

REVENUE RATES

Last Ten Fiscal Years

	2011	2012	2013	2014
Long-term leases (per year)				
Hangars (average rent per square foot)	\$ 4.2533	\$ 5.0000	\$ 5.0800	\$ 5.1100
Ground leases (average rent per square foot)	0.6500	0.6500	0.6700	0.6700
Short-term rentals	\$ 9,612	\$ 9,612	\$ 9,612	\$ 9,612
T-Hangar fees (per month)				
North East Quad T-hangars	\$ 444	\$ 453	\$ 460	\$ 460
New buildings (southeast quadrant)	464	471	480	488
Old buildings	252	-	-	-
Tie-downs (per month)				
Area 1	\$ -	\$ -	\$ -	\$ -
Area 2	158	158	159	159
Area 3	97	97	98	98
Area 4	N/A	N/A	N/A	N/A
Area 7	N/A	N/A	N/A	N/A
Area 10	N/A	N/A	N/A	N/A
Commercial operating permits (per month)	\$ 74	\$ 75	\$ 76	\$ 77
Fuel flowage fees (per gallon)				
100 LL	\$ 0.1192	\$ 0.1234	\$ 0.1255	\$ 0.1255
Jet-A on airport	0.1192	0.1234	0.1255	0.1255
Jet-A off airport	0.2384	0.2468	0.2510	0.2510
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.

2015		2016		2017		2018		2019		2020	
\$	5.9700	\$	4.7600	\$	4.8500	\$	4.9300	\$	4.9800	\$	4.6100
	0.8300		0.8600		0.8900		0.8500		0.9100		0.9500
\$	10,503	\$	12,148	\$	14,740	\$	15,888	\$	4,317	\$	8,153
\$	466	\$	472	\$	479	\$	488	\$	497	\$	515
	495		502		509		519		529		558
	-		-		-		-		-		-
\$	-	\$	-	\$	102.00	\$	104.00	\$	106.00	\$	110.00
	159		100		-		-		approval needed \$106		approval needed \$110
	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		N/A		N/A		N/A		N/A		N/A
\$	78	\$	79	\$	80	\$	81	\$	83	\$	85
\$	0.1270	\$	0.1400	\$	0.1500	\$	0.1500	\$	0.1600	\$	0.1750
	0.1270		0.1400		0.1500		0.1500		0.1600		0.1900
	0.2540		0.2800		0.3000		0.3000		0.3200		0.3800
\$	90	\$	90	\$	90	\$	90	\$	90	\$	125
	180		180		180		180		180		225
	360		360		360		360		360		550
	540		540		540		540		540		775
	180		180		180		180		180		225
\$	10-25	\$	10-25	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%	\$10-25 per day or 10%
	10		10		10		10		10		10

CHICAGO EXECUTIVE AIRPORT

RATIOS OF OUTSTANDING DEBT

Last Ten Fiscal Years

	2011	2012	2013	2014
OUTSTANDING DEBT PER FLIGHT OPERATION				
Outstanding debt by type				
Bank loans ¹	\$ 957,039	\$ 909,336	\$ 859,417	\$ 807,391
Revenue notes ²	4,368,899	4,124,554	3,872,542	3,620,530
Total outstanding debt	\$ 5,325,938	\$ 5,033,890	\$ 4,731,959	\$ 4,427,921
OUTSTANDING DEBT PER FLIGHT OPERATION	\$ 59.56	\$ 59.40	\$ 57.08	\$ 57.05
DEBT SERVICE				
Principal	\$ 1,176,685	\$ 292,048	\$ 301,931	\$ 304,038
Interest	202,239	227,141	211,046	199,680
Total debt service	\$ 1,378,924	\$ 519,189	\$ 512,977	\$ 503,718
Ratio of debt service to total expenses	26.30%	9.50%	9.79%	8.70%
DEBT SERVICE PER FLIGHT OPERATION	\$ 15.42	\$ 6.13	\$ 6.19	\$ 6.49

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.

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 0.80% 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 is an Illinois home rule community and has no statutory limit. As a result, the acceptable level of debt outstanding for the Village of Wheeling is solely determined by the Village Board. By every measure or ratio of debt generally considered, the Village of Wheeling's debt level is very low. Accordingly, the general obligation debt limit of the Airport is also that of the City of Prospect Heights.

2015	2016	2017	2018	2019	2020
\$ 753,288	\$ 688,534	\$ 621,341	\$ 551,654	\$ 480,941	\$ 417,542
3,220,018	2,968,006	2,715,994	2,463,982	2,211,970	1,959,958
\$ 3,973,306	\$ 3,656,540	\$ 3,337,335	\$ 3,015,636	\$ 2,692,911	\$ 2,377,500
\$ 51.62	\$ 47.01	\$ 44.32	\$ 38.44	\$ 36.44	\$ 32.12
\$ 454,615	\$ 316,766	\$ 319,205	\$ 321,699	\$ 322,725	\$ 315,411
188,072	137,450	123,160	112,556	98,797	93,401
\$ 642,687	\$ 454,216	\$ 435,926	\$ 427,736	\$ 421,522	\$ 408,812
11.09%	7.90%	7.40%	7.26%	7.15%	7.02%
\$ 8.35	\$ 5.84	\$ 5.79	\$ 5.45	\$ 5.70	\$ 5.52

CHICAGO EXECUTIVE AIRPORT

PLEDGED REVENUE COVERAGE

Last Ten Fiscal Years

	2011	2012	2013	2014
NET REVENUES				
Operating revenues	\$ 3,200,654	\$ 3,460,348	\$ 3,645,843	\$ 3,975,490
Investment income	21,646	16,896	10,222	7,267
TOTAL NET REVENUES	\$ 3,222,300	\$ 3,477,244	\$ 3,656,065	\$ 3,982,757
DEBT SERVICE				
Principal	\$ 1,176,685	\$ 292,048	\$ 301,931	\$ 304,038
Interest	202,239	227,141	211,046	199,680
TOTAL DEBT SERVICE	\$ 1,378,924	\$ 519,189	\$ 512,977	\$ 503,718
DEBT SERVICE COVERAGE	2.34	6.70	7.13	7.91

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.

2015	2016	2017	2018	2019	2020
\$ 3,890,766	\$ 3,964,113	\$ 4,612,135	\$ 4,421,729	\$ 4,551,114	\$ 4,758,689
6,591	6,352	10,846	40,541	97,100	82,712
\$ 3,897,357	\$ 3,970,465	\$ 4,622,981	\$ 4,462,270	\$ 4,648,214	\$ 4,841,401
\$ 454,615	\$ 306,295	\$ 319,204	\$ 321,699	\$ 322,725	\$ 315,411
188,072	137,450	123,160	112,556	98,797	93,401
\$ 642,687	\$ 443,745	\$ 442,364	\$ 434,255	\$ 421,522	\$ 408,812
6.06	8.95	10.45	10.28	11.03	11.84

CHICAGO EXECUTIVE AIRPORT

Airport Tenants and Through-the-Fence Operators

Aviation		Corporate Tenants
On-Airport Tenants		
Chicago Executive Airport	Government	
FAA (Control Tower)	Government	
U.S. Customs	Government	
Atlantic Aviation	FBO	18 corporations
Hawthorne Global Aviation	FBO	
Signature Flight Support	FBO	46 corporations
American Flyers	Flight School	
Boraam Aviation	Flight School	
Chicago Executive Flight School	Flight School	
Chicago Executive Service Center	Maintenance	
Chicago Jet Group	Air Charter	
Civil Air Patrol	Training	
Down to the Last Detail	Aircraft Detail Services	
Duncan Aviation	Maintenance	
Executive Jet Management	Air Charter	
Fly There LLC	Flight School	
Hertz	Car Rental	
Hightail Air Charter	Air Charter	
International Aviation	Air Charter	
Leading Edge Flying Club	Flying Club	
National	Car Rental	
Northern American Jet Charter	Air Charter	
Northern Illinois Flight Center (NJet)	Air Charter	
Northwest Flyers	Air Charter/Flight School	
Priester Aviation	Air Charter	
Skill Aviation	Flight School	
Trego/Dugan	Air Charter	
West Star Aviation	Maintenance	
Windy City Flyers	Flight School/Rentals	
Off-Airport Firms and Through-the-Fence Operators		
Down-to-the-Last-Detail	Maintenance	
Enterprise	Car Rental	
Georgies	Catering	
Henry Crown	Non-Commercial	
MaxAir Inc.	Air Taxi	
T.C. Becks	Catering	

Data Source

Chicago Executive Airport Economic Impact Study - 2007 by Wilbur Smith Associates (Updated for FY18 by CEA)

CHICAGO EXECUTIVE AIRPORT

FULL-TIME EQUIVALENT AIRPORT EMPLOYEES BY FUNCTION

Last Ten Fiscal Years

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
FUNCTION										
Finance and administration	6.5	7.6	6.7	5.0	5.0	5.0	6.0	5.0	5.0	5.0
Operations and maintenance	7.0	7.0	7.9	7.0	7.0	7.0	9.6	9.6	9.6	9.6
TOTAL	13.5	14.6	14.6	12.0	12.0	12.0	15.6	14.6	14.6	14.6

Data Source

Airport Annual Budgets

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL EMPLOYERS OF THE VILLAGE OF WHEELING

Current Year and Nine Years Ago

Employer	2019*			2009		
	Number of Employees	Rank	% of Total Airport Population	Number of Employees	Rank	% of Total Airport Population
SG360	580	1	1.54%			
Durable Packaging International	500	2	1.33%	500	4	1.30%
Reynolds Consumer Products	314	3	0.83%			
Argon Medical Devices	280	4	0.74%			
Viant	268	5	0.71%			
Block & Company	250	6	0.66%	350	9	0.91%
Village of Wheeling	217	7	0.58%			
Walmart Supercenter	190	8	0.50%			
Greek American Rehabilitation & Car	180	9	0.48%			
Westin Chicago North Shore	130	10	0.35%			
National Lewis University				800	1	2.07%
Handi-Foil				500	2	1.30%
Shure, Inc.				500	3	1.30%
Hospital Laundry Services				400	5	1.04%
Chef Solutions				400	6	1.04%
Allstate Printing/Dist. Ctr				360	7	0.93%
Pactive Corp				350	8	0.91%
Bowe Bell & Howell				300	10	0.78%
	<u>2,909</u>		<u>7.72%</u>	<u>4,460</u>		<u>11.58%</u>

*Latest information available

Data Source

Village of Wheeling 2019 CAFR

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF CAPITAL CONTRIBUTIONS

Inception to April 30, 2020

Fiscal Year	Capital Contributions				
	Federal Grants	State Grants	County Grants	Other	Donations
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	-	-	-
2016	512,564	56,952	-	-	-
2017	771,898	85,767	-	-	-
2018	363,050	40,339	-	17,493	-
2019	159,390	8,855	-	-	-
2020	421,619	22,163	-	-	-
TOTAL	\$ 77,083,489	\$ 9,007,971	\$ -	\$ 261,637	\$ 11,000

Data Source

Airport's financial statements and accounting records

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF PROPERTY TAX DATA

Last Ten Fiscal Years

Fiscal Year	Property Tax Assessed Value	Property Taxes Paid by Lessees
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	12,695,121	1,464,758
2016	11,867,280	1,277,211
2017	11,629,149	1,341,628
2018	11,929,068	1,380,015
2019	16611243	1,616,614
2020	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)
2011	\$ 1,244,435	\$ -	\$ 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
2016	1,182,416	(1,323,160)	77,779	5,447,001	431.64
2017	1,989,757	(130,598)	75,297	5,719,292	431.64
2018	1,633,368	(1,098,074)	78,459	6,285,143	431.64
2019	1,613,197	(1,740,234)	73,909	6,430,010	428.77
2020	1,943,516	(630,350)	74,014	5,761,259	429.24

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

Data Source

Airport's internal records

CHICAGO EXECUTIVE AIRPORT

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

2011 to Present

Fiscal Year	Piston		Turbine		Helicopter	Total	U.S. Customs Arrival Clearances
	Single	Twin	Propeller	Fan/Jet			
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
2016	112	21	21	80	3	237	473
2017	112	18	16	85	3	234	467
2018	127	18	20	80	3	248	504
2019	126	18	16	82	3	245	463
2020	132	15	11	92	2	252	408

Data Source

Airport's internal record