

CHICAGO EXECUTIVE AIRPORT

Annual Comprehensive Financial Report

Fiscal Years Ended

April 30, 2022 and 2021



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

CHICAGO EXECUTIVE AIRPORT

Prospect Heights, Illinois

Wheeling, Illinois

**ANNUAL COMPREHENSIVE
FINANCIAL REPORT**

For the Years Ended April 30, 2022 and 2021

Prepared by:
Jason G. Griffith
Director of Finance

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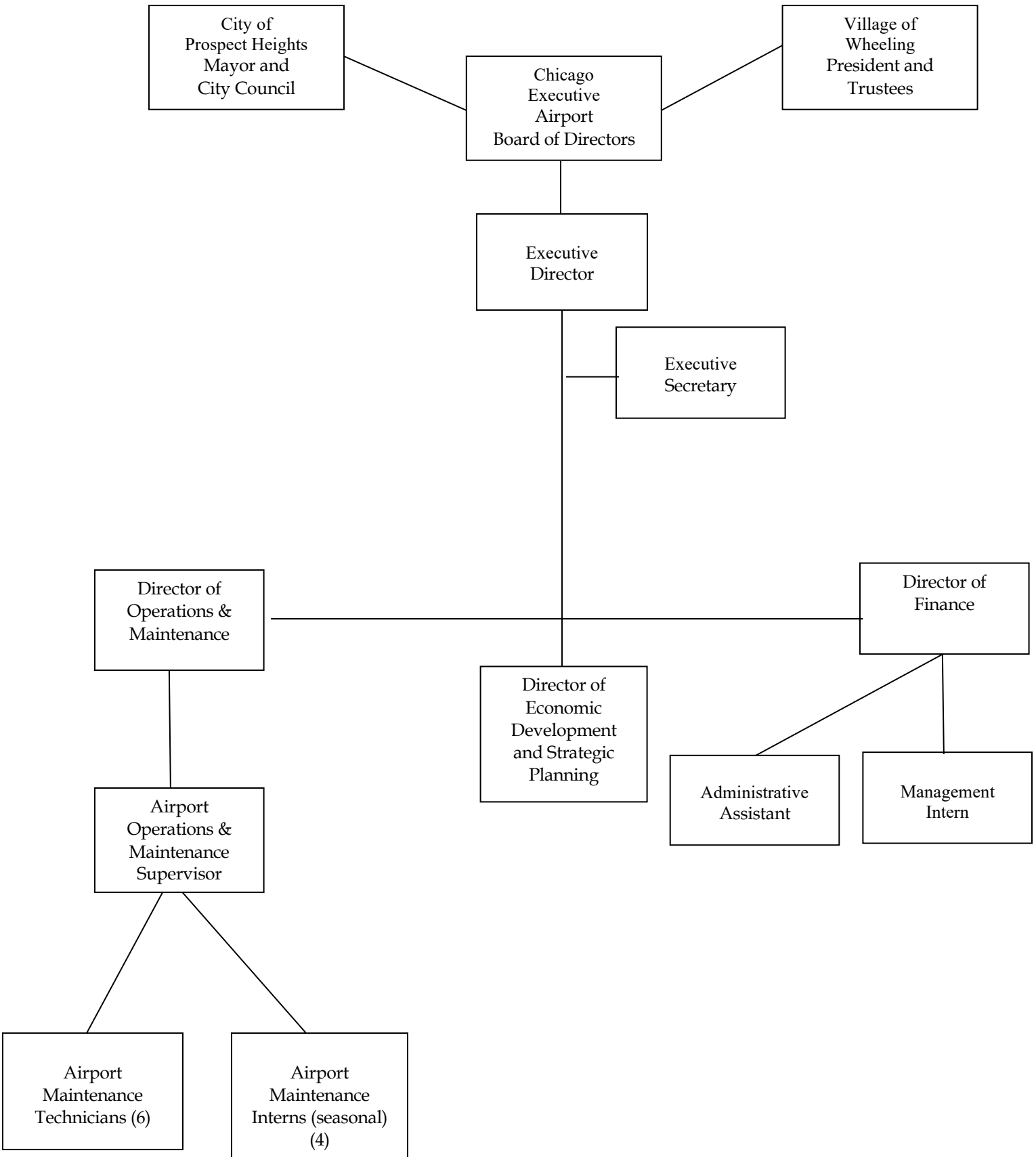
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INTRODUCTORY SECTION

Chicago Executive Airport Organizational Chart



Chicago Executive Airport – Board of Directors
April 30, 2022

D. Court Harris
Chairman of the Board

Wheeling Directors

Ray Lang

Bill Hellyer
Secretary

Steve Berman

Prospect Heights Directors

William J. Kearns
Vice Chairman

James Kiefer

Scott Saewert
Treasurer

CHICAGO EXECUTIVE AIRPORT

Airport Management
April 30, 2022

Executive Director	Jeffrey Miller	November 2022
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
Director of Operations & Maintenance	Andrew Wolanik	December 2015
Operations & Maintenance Supervisor	Norman Mackey	December 2007
Maintenance Operators (6)	Robert Maki Erik Frentz Felix Santiago Tim Latendresse Nick Sykes	March 2013 January 2016 December 2017 June 2018 June 2018



Government Finance Officers Association

Certificate of
Achievement
for Excellence
in Financial
Reporting

Presented to

**Chicago Executive Airport
Illinois**

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

April 30, 2021

Christopher P. Morill

Executive Director/CEO



1020 South Plant Road
Wheeling, Illinois 60090
847.537.2580
www.chiexec.com

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 Annual Comprehensive Financial Report of the Chicago Executive Airport (hereinafter referred to as "the Airport") for the fiscal year ended April 30, 2022.

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, 2022. 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 2022 Chicago Executive Airport was the sixth busiest airport in the State of Illinois based on FAA Air Traffic Activity System for total flight operations and the third busiest airport for itinerant 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 of the Municipalities 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 FY22 by \$813,242 (14.7%). Total operating expenses increased; \$602,474 or 21.38%. Administrative expenses increased \$513,063 or 34.0% and Operations expenses increased by \$89,411 or 6.8% from FY21. Operating income before depreciation and amortization was \$2,929,537 an increase of \$210,768 or 7.75% compared to FY21's operating income before depreciation and amortization. A more detailed discussion of the financial results is contained in Management's Discussion and Analysis found in the Financial Section of this report.

FY22 total flight operations increased from FY21; by approximately 16,066 operations. Total FY22 flight operations were 100,948 operations (landings and takeoffs) at the Airport. FY22 fuel flowage increased by 1,981,837 gallons to 8,521,910 gallons from FY21. U.S. Customs service inspections increased by 179 in FY22 with 418 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 FY22 budget required the Airport to maintain \$1,654,764 in available funding. \$700,583 for the local share of capital grant "A" projects and \$954,181 in operating reserves. Airport's available cash and cash equivalent balance at year-end was \$8,043,743, an amount above our requirements.

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:

- Work to implement the Airport's long-term Master Plan. This plan looks at development inside the Airport's borders. The Master Plan helps 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.
- Update the Airport's Part 150 Noise Exposure Map as required by FAA.
- 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.
- 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.

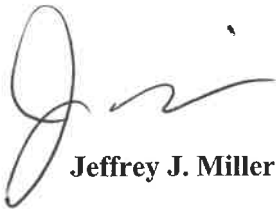
AWARDS AND ACHIEVEMENTS

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, 2021. This was the 32nd consecutive year that the Airport 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.



Jeffrey J. Miller

Executive Director



Jason G. Griffith

Director of Finance

February 16, 2023

FINANCIAL SECTION

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

SIKICH.COM

INDEPENDENT AUDITOR'S REPORT

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

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Chicago Executive Airport (the Airport) as of and for the years ended April 30, 2022 and 2021 and the related notes to financial statements which collectively comprise the Airport's basic financial statements, as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Chicago Executive Airport, as of April 30, 2022 and 2021 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.

Basis for Opinions

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

Responsibilities of Management 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 and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airport's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

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

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

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 is the responsibility of management and, 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

Management is responsible for the other information included in the annual report. The other information comprises the introductory section, supplemental information and statistical section, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated February 16, 2023, on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airport's 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.

Sikich LLP

Naperville, Illinois
February 16, 2023

**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, 2022. 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 \$89,000,855 (total net position) at the close of the fiscal year. Of this amount, \$461,444 is unrestricted but designated for future sewer repairs, \$880,197 is unrestricted but designated for the Vehicle and Equipment Reserve Fund (VERF), \$1,204,467 is unrestricted but designated for land acquisition or building improvements in the Land-Building Reserve Fund, and \$204,675 is unrestricted but designated for future capital repairs or building demolition. \$4,388,543 is unrestricted and available to meet ongoing and future obligations of the Airport including its share of capital projects.
- ➔ Total Net Position increased \$1,656,625. This change is from an increase in operating revenues, a decrease in total depreciation and amortization, and an increase to capital contributions and grants.
- ➔ Operating Income before depreciation and amortization is \$2,929,537, an increase of \$210,768 or a 7.8% from fiscal year 2021. Operating revenues increased by \$813,242 or 14.7% in FY22. Total operating expenses increased by \$602,474 in FY22.
- ➔ Net operating income, after depreciation and amortization, is \$343,699, an increase in net income of \$540,530 over last year's loss of -\$196,831.
- ➔ 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 FY22 was \$8,043,743. An increase of \$1,596,817 for FY22.

Financial Information

Net Position: The following schedule presents a summary of net position comparisons for the fiscal years ended April 30, 2022, 2021 and 2020;

	April 30, <u>2022</u>	April 30, <u>2021</u>	April 30, <u>2020</u>
Current and other assets	\$ 9,783,218	\$ 7,389,423	\$ 7,684,162
Capital assets	86,711,383	84,709,872	85,043,288
Total assets	<u>96,494,601</u>	<u>92,099,295</u>	<u>92,727,450</u>
Current liabilities	1,436,517	1,282,976	1,102,652
Long-term liabilities	6,057,229	3,472,089	4,098,752
Total liabilities	7,493,746	4,755,065	5,201,404
Net position:			
Invested in capital assets	81,861,529	82,515,874	82,665,788
Unrestricted	7,139,326	4,828,356	4,860,258
Total net position	<u>89,000,855</u>	<u>87,344,230</u>	<u>87,526,046</u>

The largest portion of the Airport's net position, \$81,861,529, is invested in capital assets (e.g., land, buildings, equipment, infrastructure, and improvements). Total Outstanding debt in the amount of \$4,849,854 is attributable to these assets, of which \$277,967 is considered current and \$4,571,887 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. This fund was renamed the Vehicle Equipment Reserve Fund (VERF) in FY20. Its balance at year-end FY22 is \$880,197. There were two VERF purchases in FY22. A new larger snowblower for \$725,120 and a new maintenance pick-up truck for \$44,333. 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.

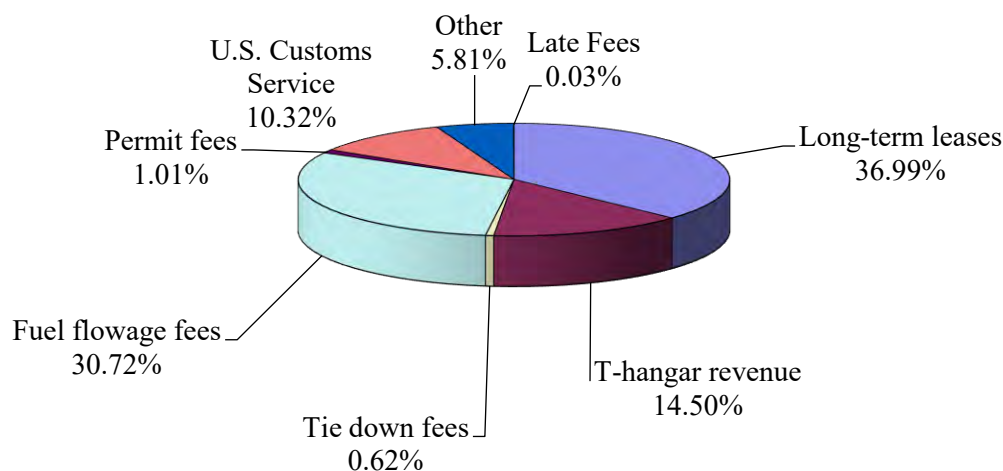
Another net position subcategory was started in FY16 named the Building Fund, is legally unrestricted, and was originally designated for future building improvements or replacement. As part of the new Capital Improvement Plan (CIP) this fund was renamed the Building and Land Fund in FY20. This fund is designated to be used for future building improvements, building replacements, and land acquisitions. Its balance at year-end FY22 is \$1,204,467. There were no purchases from this fund in FY22. 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 FY22 is \$461,444. All stormwater and sanitary sewer fees are set aside into this fund for future repairs, replacements, or new sewer systems. The Sewer Reserve Fund had no expenses in FY22.

The remaining unrestricted net position of \$2,117,146 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% in federal and state funds, and other non-grant eligible capital projects.

Total net position increased \$1,656,625 in FY22. Total assets increased by \$4,395,306. Capital assets increased by \$2,001,511 and current assets increased by \$2,393,795. Total liabilities increased by \$2,738,681. Long-term liabilities increased by \$2,585,140 and current liabilities increased \$153,541.

Revenue: This chart shows the major sources of operating revenues for the year ended April 30, 2022:



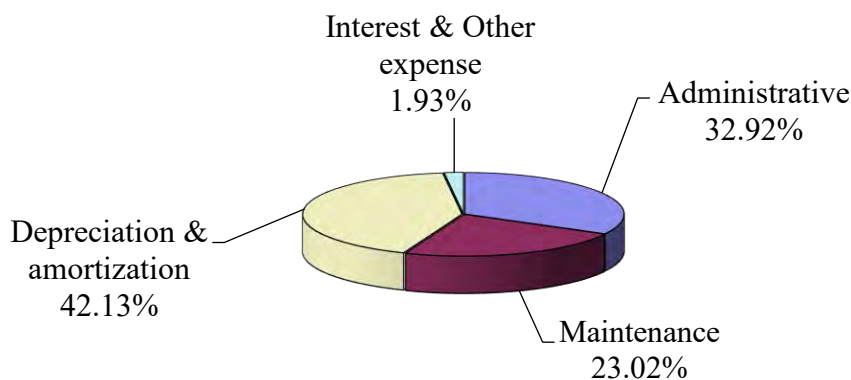
The following schedule presents a summary of revenues for the fiscal years ended April 30, 2022, 2021 and 2020:

	April 30, <u>2022</u>	April 30, <u>2021</u>	April 30, <u>2020</u>
Operating revenues			
Long-term leases*	\$ 2,353,550	\$ 2,217,348	\$ 2,549,732
T-hangar revenues	922,831	879,581	417,921
Tiedown fees	39,451	33,280	31,188
Fuel flowage fees	1,954,890	1,359,320	1,160,564
Permit fees	64,534	62,196	69,203
U.S. Customs Service	656,628	226,729	380,351
Other	369,526	770,893	128,311
Late charges	1,929	750	21,419
Total operating revenues	6,363,339	5,550,097	4,758,689

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

This past year, operating revenues increased by \$813,242, or 14.7%. Long-term leases increased by \$136,602, or 6.1%. U.S. Customs revenues increased by \$429,899 or 189.6%. The Airport experienced a significant increase in the number of U.S. Customs operations with pandemic regulations being lifted. Fuel flowage revenues increased by \$595,570, or 43.8% due to an increased fuel flowage fee and an increase in the number of gallons received for sale at the Airport. T-hangar revenues increased \$43,250 or 4.9%. T-hangar revenues also include the Hangar 5 and Hangar 6 permit revenues. There was also an increase of \$6,171 or 18.5% in tiedown revenues.

Expenses: The following chart shows the major categories of operating expenses for the year ended April 30, 2022:



The following schedule presents a summary of expenses for the fiscal years ended April 30, 2022, 2021 and 2020:

	April 30, <u>2022</u>	April 30, <u>2021</u>	April 30, <u>2020</u>
Operating expenses			
Administration & Finance	\$ 2,020,940	\$ 1,507,877	\$ 1,570,738
Operations & Maintenance	<u>1,412,862</u>	<u>1,323,451</u>	<u>1,244,435</u>
Total operating expenses	<u>3,433,802</u>	<u>2,831,328</u>	<u>2,815,173</u>
Other expenses			
Depreciation	752,964	788,004	834,930
Depreciation on contributed capital assets	1,750,821	2,071,971	2,119,894
Amortization	82,053	55,625	55,625
Interest expense	110,501	106,275	93,401
Other expense	-	-	-
Loss on sale of capital assets	<u>8,154</u>	<u>205,999</u>	<u>25,187</u>
Total other expenses	<u>2,704,493</u>	<u>3,227,874</u>	<u>3,129,037</u>
Total expenses	<u><u>\$ 6,138,295</u></u>	<u><u>\$ 6,059,202</u></u>	<u><u>\$ 5,944,210</u></u>

Total operating expenses increased from last year by \$602,474 or 21.3%.

In the Administration & Finance department expenses totaled \$2,020,940 an increase of \$513,063, or 34.0%. The Personnel Services section increased approximately \$79,136. This increase was caused by a few factors including a full fiscal year of the Executive Director salary and insurance increases. Contractual Services expenses increased approximately \$344,853. There were significant expense increases to U.S. Customs services with U.S. Customs changing how they charge user fee airports to the true cost of the officer. The Airport also saw expenses increase in the energy, insurance, legal, and engineering expenses. Commodities expense increased about \$39,010 from FY22. Most of this increase was due an increase in marketing and office equipment expenses. The Other expense category increased \$50,064 due to increases in lease development and the National Business Aviation Association conference taking place.

In the Operations & Maintenance department total expenses increased \$89,411, or 6.8%. Personnel Services expenses increased by \$38,987. This increase was caused by a combination of things including employees switching to family insurance plans and salary increases. Contractual Services expenses increased from FY21 by approximately \$23,716. Hangar 5 and hangar 6 repairs and supplies were part of this increase in this category along with waste removal expense increases. Commodities expenses increased \$26,708 from FY21. There were significant increases in fences repair, raw material expenses, and airfield lighting expenses.

Other expenses – depreciation on contributed capital assets and amortization decreased this past fiscal year. Without grant projects, the Airport would not be able to afford many of our capital projects or capital assets.

Additionally, interest expense increased by \$4,226 or 4.0% from FY21. New debt for the new U.S. Customs facility was issued in fiscal year 2021 and remain interest only n FY22.

Capital Assets: FY22 Net Capital assets total \$86,711,383 after depreciation. A net increase of \$2,001,511 from FY21. 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, 2022, 2021, and 2020:

	April 30, <u>2022</u>	April 30, <u>2021</u>	April 30, <u>2020</u>
Net (Loss) Before Contributions	\$ 341,259	\$ (455,737)	\$ (1,074,132)
Capital Contributions	<u>1,315,366</u>	<u>273,921</u>	<u>443,782</u>
Change in Net Position	<u>1,656,625</u>	<u>(181,816)</u>	<u>(630,350)</u>
Net Position, May 1	<u>87,344,230</u>	<u>87,526,046</u>	<u>88,156,396</u>
Net Position, April 30	<u><u>89,000,855</u></u>	<u><u>87,344,230</u></u>	<u><u>87,526,046</u></u>

In FY22 contributions of capital items increased by \$1,041,445 to \$1,315,366. 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 FY22 increase in net position of \$1,656,625 is driven by intergovernmental grant revenues.

Long-Term Debt: Currently, the Airport has four long-term debts outstanding with a remaining principal balance as of April 30, 2022, of \$4,849,854. The first, \$277,967, 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, \$508,300, is the note balance for a refinance of a prior loan for land acquisition; the third, \$1,075,997, is a note for constructing the northeast quadrant T-hangars, which opened in November 2010; and the fourth, \$2,987,590, is a construction loan for the U.S. Customs facility that opened in January 2022. Details of these outstanding loans and notes payable can be found in Note 4, Long-Term Debt, 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, 2022 and 2021

	<u>2022</u>	<u>2021</u>
CURRENT ASSETS		
Cash and cash equivalents	\$ 8,043,743	\$ 6,446,926
Investments	74,721	74,640
Receivables		
Accounts (net of allowance of uncollectibles)	1,416,309	690,696
Prepaid insurance	158,420	173,699
Other current assets	90,025	3,462
	<hr/>	
Total current assets	9,783,218	7,389,423
	<hr/>	
NONCURRENT ASSETS		
Capital assets		
Capital assets, not being depreciated		
Land	62,413,878	62,413,878
Airport improvements in progress	3,184,936	3,922,970
	<hr/>	
Total capital assets, not being depreciated	65,598,814	66,336,848
	<hr/>	
Capital assets, being depreciated		
Buildings and building improvements	10,700,347	6,294,763
Infrastructure	57,897,408	57,779,788
Improvements	3,655,135	3,635,286
Vehicles and equipment	4,709,511	3,927,181
Other assets	420,274	420,274
	<hr/>	
Total capital assets, being depreciated	77,382,675	72,057,292
	<hr/>	
Accumulated depreciation	(56,270,106)	(53,684,268)
	<hr/>	
Net capital assets, being depreciated	21,112,569	18,373,024
	<hr/>	
Net capital assets	86,711,383	84,709,872
	<hr/>	
Total noncurrent assets	86,711,383	84,709,872
	<hr/>	
Total assets	96,494,601	92,099,295

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION (Continued)

April 30, 2022 and 2021

	<u>2022</u>	<u>2021</u>
CURRENT LIABILITIES		
Accounts payable	\$ 852,209	\$ 762,747
Security deposits	127,741	128,571
Accrued wages	46,648	42,743
Compensated absences payable	9,287	4,560
Unearned rent	14,838	31,466
Unearned revenue - access agreement	45,455	45,455
Loans payable	74,899	71,438
Notes payable	265,440	195,996
	<hr/>	<hr/>
Total current liabilities	1,436,517	1,282,976
LONG-TERM LIABILITIES		
Unearned revenue - access agreement	1,464,135	1,504,488
Loans payable	203,068	277,966
Notes payable	4,306,447	1,648,598
Compensated absences payable	83,579	41,037
	<hr/>	<hr/>
Total long-term liabilities	6,057,229	3,472,089
	<hr/>	<hr/>
Total liabilities	7,493,746	4,755,065
NET POSITION		
Net investment in capital assets	81,861,529	82,515,874
Unrestricted	7,139,326	4,828,356
	<hr/>	<hr/>
TOTAL NET POSITION	<u>\$ 89,000,855</u>	<u>\$ 87,344,230</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, 2022 and 2021

	<u>2022</u>	<u>2021</u>
OPERATING REVENUES		
Long-term leases	\$ 2,353,550	\$ 2,217,348
T-hangar revenue	922,831	879,581
Tie-down fees	39,451	33,280
Fuel flowage fees	1,954,890	1,359,320
Permit fees	64,534	62,196
U.S. Custom Service	656,628	226,729
Other	369,526	770,893
Late charges	1,929	750
	<hr/>	<hr/>
Total operating revenues	6,363,339	5,550,097
OPERATING EXPENSES		
Administrative	2,020,940	1,507,877
Maintenance	1,412,862	1,323,451
	<hr/>	<hr/>
Total operating expenses	3,433,802	2,831,328
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION		
	<hr/>	<hr/>
	2,929,537	2,718,769
DEPRECIATION AND AMORTIZATION		
Depreciation	752,964	788,004
Depreciation on contributed capital assets	1,750,821	2,071,971
Amortization	82,053	55,625
	<hr/>	<hr/>
Total depreciation and amortization	2,585,838	2,915,600
OPERATING INCOME (LOSS)		
	<hr/>	<hr/>
	343,699	(196,831)
NON-OPERATING REVENUES (EXPENSES)		
Investment income	991	9,881
Interest expense	(110,501)	(106,275)
Sewer assessments	115,224	43,487
Loss on sale of capital asset	(8,154)	(205,999)
	<hr/>	<hr/>
Total non-operating revenues (expenses)	(2,440)	(258,906)
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND GRANTS		
	<hr/>	<hr/>
	341,259	(455,737)
Capital contributions and grants	1,315,366	273,921
	<hr/>	<hr/>
CHANGE IN NET POSITION	1,656,625	(181,816)
NET POSITION, MAY 1	87,344,230	87,526,046
	<hr/>	<hr/>
NET POSITION, APRIL 30	\$ 89,000,855	\$ 87,344,230
	<hr/>	<hr/>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS

For the Years Ended April 30, 2022 and 2021

	<u>2022</u>	<u>2021</u>
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	\$ 5,579,915	\$ 4,905,976
Payments to suppliers	(1,747,838)	(1,080,274)
Payments to employees	(1,616,612)	(1,545,346)
	<u>2,215,465</u>	<u>2,280,356</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
Sewer assessments	115,224	43,487
	<u>115,224</u>	<u>43,487</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital contributions - grants	1,315,366	273,921
Acquisition and construction of capital assets	(4,595,503)	(2,794,590)
Proceeds on sale of capital assets	-	6,407
Proceeds from loan	2,923,290	64,300
Interest paid on loan	(110,501)	(106,275)
Principal paid on loan	(267,434)	(247,802)
	<u>(734,782)</u>	<u>(2,804,039)</u>
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of investments	(81)	(153)
Interest received on deposits	991	9,881
	<u>910</u>	<u>9,728</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	1,596,817	(470,468)
CASH AND CASH EQUIVALENTS, MAY 1	<u>6,446,926</u>	<u>6,917,394</u>
CASH AND CASH EQUIVALENTS, APRIL 30	<u><u>\$ 8,043,743</u></u>	<u><u>\$ 6,446,926</u></u>

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended April 30, 2022 and 2021

	<u>2022</u>	<u>2021</u>
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH FROM OPERATING ACTIVITIES		
Operating income (loss)	\$ 343,699	\$ (196,831)
Adjustments to reconcile operating income (loss) to net cash from operating activities		
Depreciation	752,964	788,004
Depreciation on contributed capital assets	1,750,821	2,071,971
Amortization	82,053	55,625
Changes in assets and liabilities		
Accounts receivable	(725,613)	(171,682)
Prepaid insurance	15,279	(51,954)
Other current assets	(86,563)	48,060
Accounts payable	89,462	205,285
Security deposits	(830)	(42,829)
Accrued wages	3,905	5,168
Compensated absences payable	47,269	(851)
Unearned rent	(16,628)	9,485
Unearned revenue - access agreement	(40,353)	(439,095)
NET CASH FROM OPERATING ACTIVITIES	<u>\$ 2,215,465</u>	<u>\$ 2,280,356</u>

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

NOTES TO FINANCIAL STATEMENTS

April 30, 2022 and 2021

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, 2021 and April 30, 2022.

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:

	2022	2021
Accounts receivable	\$ 1,431,309	\$ 705,696
Allowance for uncollectible accounts	(15,000)	(15,000)
NET RECEIVABLES	\$ 1,416,309	\$ 690,696

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.

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.

l. Postponement of Implementation of Certain Authoritative Guidance

In accordance with the provisions of GASB Statement No. 95, Postponement of the Effective Dates of Certain Authoritative Guidance, the Airport has delayed the implementation of GASB Statement No. 87, Leases, to April 30, 2023.

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.

2. DEPOSITS AND INVESTMENTS (Continued)

a. Permitted Deposits and Investments (Continued)

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.

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.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

2. DEPOSITS AND INVESTMENTS (Continued)

c. Investments (Continued)

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, 2022, 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, 2022 is as follows:

	May 1, 2021	Increases	Decreases	April 30, 2022
Capital assets not being depreciated				
Land	\$ 62,413,878	\$ -	\$ -	\$ 62,413,878
Improvements in progress	3,922,970	3,675,704	4,413,738	3,184,936
Total capital assets not being depreciated	66,336,848	3,675,704	4,413,738	65,598,814
Capital assets being depreciated				
Buildings and building improvements	6,294,763	4,405,584	-	10,700,347
Infrastructure	57,779,788	117,620	-	57,897,408
Improvements	3,635,286	19,849	-	3,655,135
Vehicles	3,655,949	782,330	-	4,438,279
Equipment	271,232	-	-	271,232
Other assets	420,274	-	-	420,274
Total capital assets being depreciated	72,057,292	5,325,383	-	77,382,675

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

3. CAPITAL ASSETS (Continued)

a. Summary of Changes in Capital Assets (Continued)

	May 1, 2021	Increases	Decreases	April 30, 2022
Less accumulated depreciation for				
Buildings and building improvements	\$ 3,564,363	\$ 245,700	\$ -	\$ 3,810,063
Infrastructure	43,482,075	1,977,681	-	45,459,756
Improvements	3,169,613	73,480	-	3,243,093
Vehicles	2,979,784	186,461	-	3,166,245
Equipment	205,839	20,463	-	226,302
Other assets	282,594	82,053	-	364,647
Total accumulated depreciation	53,684,268	2,585,838	-	56,270,106
Total capital assets being depreciated, net	18,373,024	2,739,545	-	21,112,569
TOTAL CAPITAL ASSETS, NET	\$ 84,709,872	\$ 6,415,249	\$ 4,413,738	\$ 86,711,383

A summary of capital assets for the year ended April 30, 2021 is as follows:

	May 1, 2020	Increases	Decreases	April 30, 2021
Capital assets not being depreciated				
Land	\$ 62,413,878	\$ -	\$ -	\$ 62,413,878
Improvements in progress	2,510,622	1,812,951	400,603	3,922,970
Total capital assets not being depreciated	64,924,500	1,812,951	400,603	66,336,848
Capital assets being depreciated				
Buildings and building improvements	6,278,013	16,750	-	6,294,763
Infrastructure	56,689,180	1,341,728	251,120	57,779,788
Improvements	3,635,286	-	-	3,635,286
Vehicles	3,689,808	9,862	43,721	3,655,949
Equipment	257,330	13,902	-	271,232
Other assets	420,274	-	-	420,274
Total capital assets being depreciated	70,969,891	1,382,242	294,841	72,057,292
Less accumulated depreciation for				
Buildings and building improvements	3,363,342	201,021	-	3,564,363
Infrastructure	41,128,244	2,392,545	38,714	43,482,075
Improvements	3,094,496	75,117	-	3,169,613
Vehicles	2,851,979	171,526	43,721	2,979,784
Equipment	186,073	19,766	-	205,839
Other assets	226,969	55,625	-	282,594
Total accumulated depreciation	50,851,103	2,915,600	82,435	53,684,268
Total capital assets being depreciated, net	20,118,788	(1,533,358)	212,406	18,373,024
TOTAL CAPITAL ASSETS, NET	\$ 85,043,288	\$ 279,593	\$ 613,009	\$ 84,709,872

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, 2022		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4552 Runway 12/30	\$ 395,470	\$ 44,227	\$ 1,716,248
IDOT #4457 Lima	232,773	29,821	937,162
IDOT #4634 East Access Road	106,182	97,815	203,997
IDOT #4843 Lighting	171,559	-	2,500,000
IDOT #4484 RSIP	1,308,624	31,199	2,777,778
TOTAL	\$ 2,214,608	\$ 203,062	\$ 8,135,185

	April 30, 2021		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4552 Runway 12/30	\$ 395,470	\$ 44,227	\$ 1,716,248
IDOT #4457 Lima	232,773	29,821	937,162
IDOT #4634 East Access Road	106,182	97,815	203,997
IDOT #4490 Part 150 NOSA	525,750	31,199	2,777,778
TOTAL	\$ 1,260,175	\$ 203,062	\$ 5,635,185

4. LONG-TERM DEBT

Long-term debt activity for fiscal years ended April 30, 2022 and 2021 are as follows.

a. Loans - Direct Placement

As of April 30, 2022, the Airport had the following loans outstanding:

	Outstanding at April 30, 2022	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.	\$ 277,967	\$ 74,899

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

Long-term debt activity for fiscal years ended April 30, 2022 and 2021 are as follows.
(Continued)

a. Loans - Direct Placement (Continued)

As of April 30, 2021, the Airport had the following loans outstanding:

	Outstanding at April 30, 2021	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.	\$ 349,404	\$ 71,438

b. Notes Payable - Direct Placement

As of April 30, 2022, 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.	\$ 508,300	\$ 62,883
\$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.	1,075,997	133,113
\$2,987,590 note dated November 17, 2020 for the construction of hangar facilities. Principal will be paid in monthly installments of \$134 - \$49,723 with a stated interest rate of 3.05% beginning November 1, 2022 and interest only payments to begin December 1, 2020, through 2030 with a final payment of \$49,849 due on November 1, 2030.	2,987,590	69,444
TOTAL	\$ 4,571,887	\$ 265,440

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

b. Notes Payable - Direct Placement (Continued)

As of April 30, 2021, the Airport had the following notes outstanding:

	<u>Total</u>	<u>Current</u>
\$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.	\$ 571,183	\$ 62,883
\$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.	1,209,111	133,113
\$64,300 note dated November 17, 2020 for the construction of hangar facilities. Principal will be paid in monthly installments of \$134 - \$49,723 with a stated interest rate of 3.05% beginning November 1, 2022 and interest only payments to begin December 1, 2020, through 2030 with a final payment of \$49,849 due on November 1, 2030.	<u>64,300</u>	<u>-</u>
TOTAL	<u>\$ 1,844,594</u>	<u>\$ 195,996</u>

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, 2022 is as follows:

	<u>Balances May 1</u>	<u>Additions</u>	<u>Retirement</u>	<u>Balances April 30</u>	<u>Current Portion</u>
Loans - direct placement	\$ 349,404	\$ -	\$ 71,437	\$ 277,967	\$ 74,899
Notes - direct placement	1,844,594	2,923,290	195,997	4,571,887	265,440
Compensated absences	<u>45,597</u>	<u>51,829</u>	<u>4,560</u>	<u>92,866</u>	<u>9,287</u>
TOTAL	<u>\$ 2,239,595</u>	<u>\$ 2,975,119</u>	<u>\$ 271,994</u>	<u>\$ 4,942,720</u>	<u>\$ 349,626</u>

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

c. Changes in Long-Term Liabilities (Continued)

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2021 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans - direct placement	\$ 417,542	\$ -	\$ 68,138	\$ 349,404	\$ 71,438
Notes - direct placement	1,959,958	64,300	179,664	1,844,594	195,996
Compensated absences	46,448	3,794	4,645	45,597	4,560
TOTAL	\$ 2,423,948	\$ 68,094	\$ 252,447	\$ 2,239,595	\$ 271,994

d. Debt Service Requirements to Maturity

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

Fiscal Year Ending April 30,	2010A		2010B	
	Revenue Note - Direct Placement		Revenue Note - Direct Placement	
	Principal	Interest	Principal	Interest
2023	\$ 62,883	\$ 14,624	\$ 133,113	\$ 30,957
2024	62,883	12,706	133,113	26,897
2025	62,883	10,788	133,113	22,837
2026	62,883	8,870	133,113	18,777
2027	62,883	6,952	133,113	14,717
2028-2031	193,885	9,363	410,432	19,820
TOTAL	\$ 508,300	\$ 63,303	\$ 1,075,997	\$ 134,005

Fiscal Year Ending April 30,	2020			
	Loan - Direct Placement		Revenue Note - Direct Placement*	
	Principal	Interest	Principal	Interest
2023	\$ 74,899	\$ 11,562	\$ 69,444	\$ 90,768
2024	78,527	7,934	166,667	86,674
2025	82,332	4,130	166,667	81,590
2026	42,209	581	166,667	76,507
2027	-	-	166,667	71,424
2028-2031	-	-	2,251,478	214,191
TOTAL	\$ 277,967	\$ 24,207	\$ 2,987,590	\$ 621,154

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

4. LONG-TERM DEBT (Continued)

d. Debt Service Requirements to Maturity (Continued)

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

Fiscal Year Ending April 30,	Total	
	Principal	Interest
2023	\$ 340,339	\$ 147,911
2024	441,190	134,211
2025	444,995	119,345
2026	404,871	104,735
2027	362,663	93,093
2028-2031	2,855,796	243,374
TOTAL	\$ 4,849,854	\$ 842,669

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%

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

6. CONTRIBUTED CAPITAL ASSETS (Continued)

At April 30, 2022 and 2021, the balances of contributed capital assets are as follows:

	Federal	State	Other	Donated	Total
BALANCE, APRIL 30, 2020	\$ 96,215,939	\$ 10,974,715	\$ 261,637	\$ 11,000	\$ 107,463,291
Contributed assets/grants during 2021	105,229	11,692	-	-	116,921
BALANCE, APRIL 30, 2021	96,321,168	10,986,407	261,637	11,000	107,580,212
Contributed assets/grants during 2022	1,183,830	65,768	-	-	1,249,598
BALANCE, APRIL 30, 2022	<u>\$ 97,504,998</u>	<u>\$ 11,052,175</u>	<u>\$ 261,637</u>	<u>\$ 11,000</u>	<u>\$ 108,829,810</u>

Contributed capital assets is a component of net position “net investment 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 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.

CHICAGO EXECUTIVE AIRPORT
NOTES TO FINANCIAL STATEMENTS (Continued)

7. DEFINED CONTRIBUTION PLAN (Continued)

The Airport's payroll and contributions for the fiscal years ended April 30, 2022 and 2021 are:

	2022	2021
Airport's total payroll	\$ 1,161,783	\$ 1,067,327
Subject to contribution	1,057,338	1,048,620
Airport's contribution	47,594	47,189
Forfeiture	-	-
Covered employees' contribution	47,594	47,189

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, 2022 and 2021

	<u>2022</u>	<u>2021</u>
OPERATING REVENUES		
Long-term leases	\$ 2,353,550	\$ 2,217,348
T-hangar revenue	922,831	879,581
Tie-down fees	39,451	33,280
Fuel flowage fees	1,954,890	1,359,320
Permit fees	64,534	62,196
U.S. Custom Service	656,628	226,729
Other	369,526	770,893
Late charges	1,929	750
	<u>6,363,339</u>	<u>5,550,097</u>
OPERATING EXPENSES		
Administrative	2,020,940	1,507,877
Maintenance	1,412,862	1,323,451
	<u>3,433,802</u>	<u>2,831,328</u>
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION		
	<u>2,929,537</u>	<u>2,718,769</u>
DEPRECIATION AND AMORTIZATION		
Depreciation	752,964	788,004
Amortization	82,053	55,625
	<u>835,017</u>	<u>843,629</u>
OPERATING INCOME		
	<u>2,094,520</u>	<u>1,875,140</u>
NON-OPERATING REVENUES (EXPENSES)		
Investment income	991	9,881
Interest expense	(110,501)	(106,275)
Sewer assessments	115,224	43,487
Intergovernmental revenues	1,315,366	273,921
Loss on sale of capital asset	(8,154)	(205,999)
	<u>1,312,926</u>	<u>15,015</u>
NET INCOME BEFORE DEPRECIATION ON CONTRIBUTED CAPITAL ASSETS		
	<u>3,407,446</u>	<u>1,890,155</u>
Depreciation on contributed capital assets	<u>(1,750,821)</u>	<u>(2,071,971)</u>
	<u>(1,750,821)</u>	<u>(2,071,971)</u>
CHANGE IN NET POSITION		
	1,656,625	(181,816)
NET POSITION, MAY 1		
	<u>87,344,230</u>	<u>87,526,046</u>
NET POSITION, APRIL 30		
	<u>\$ 89,000,855</u>	<u>\$ 87,344,230</u>

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF ADMINISTRATIVE EXPENSES

For the Years Ended April 30, 2022 and 2021

	<u>2022</u>	<u>2021</u>
PERSONNEL SERVICES		
Benefits (insurance, pension and FICA)	\$ 166,752	\$ 159,427
Recognition	10,747	2,052
Salaries	569,863	506,090
Training and education	104	161
Physicals	-	600
	<hr/>	<hr/>
Total personnel services	747,466	668,330
CONTRACTUAL SERVICES		
Audit fees	21,735	12,517
Building repair	7,137	239
Conference and meetings	18,861	967
Energy	195,432	157,234
Engineering	115,905	105,383
Equipment maintenance (office)	24,327	22,762
Insurance	144,182	127,673
Legal	40,604	12,643
Marketing	54,138	23,675
Membership dues	13,272	5,942
Office maintenance	22,444	18,953
Other	21,150	25,582
Other services	49,467	11,048
Printing	3,336	1,375
Public notices	2,571	967
Security	4,711	4,983
Telephone	8,479	7,307
Internet	1,805	1,807
Travel and transportation	11,695	-
U.S. Custom Service	370,426	245,767
	<hr/>	<hr/>
Total contractual services	1,131,677	786,824
COMMODITIES		
Conference and meetings	10,359	5,606
Equipment	10,746	-
Fuel (unleaded)	191	37
Marketing	33,007	9,204
Other	2,777	3,048
Software	10,772	12,394
Subscriptions	1,105	1,139
Supplies (copier, office, etc.)	4,890	3,568
Vehicle maintenance	233	74
	<hr/>	<hr/>
Total commodities	74,080	35,070
OTHER		
Lease development	39,897	17,653
NBAA convention	27,820	-
	<hr/>	<hr/>
Total other	67,717	17,653
	<hr/>	<hr/>
TOTAL ADMINISTRATIVE EXPENSES	\$ 2,020,940	\$ 1,507,877

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT**SCHEDULES OF MAINTENANCE EXPENSES**

For the Years Ended April 30, 2022 and 2021

	2022	2021
PERSONNEL SERVICES		
Benefits	\$ 287,061	\$ 279,390
Salaries	612,593	586,437
Recognition	5,345	1,950
Training and education	1,465	1,512
Uniforms	13,856	12,044
	<hr/>	<hr/>
Total personnel services	920,320	881,333
CONTRACTUAL SERVICES		
Building repair	6,982	12,855
Building supplies	37,426	12,035
Equipment maintenance (shop)	5,834	7,862
Equipment rental	235	-
Hangar maintenance	5,152	4,203
Insurance	54,347	57,592
Landscaping	25,595	29,442
Medical exams	1,253	1,824
Other	848	4,324
Other services	12,294	4,038
Pavement marking	45,021	44,594
Telephone	10,133	9,347
Travel and transportation	725	-
Waste removal	11,486	6,599
Conferences	1,375	-
Membership dues	-	275
	<hr/>	<hr/>
Total contractual services	218,706	194,990
COMMODITIES		
Equipment/tools (shop)	9,521	9,568
Fence	11,889	3,425
Fuel	32,168	34,687
Landscaping	864	619
Lighting	46,885	32,500
Other	14,161	25,150
Raw materials	57,324	45,666
Signage	3,746	3,932
Software	4,250	4,250
Supplies	37,890	38,911
Vehicle maintenance	55,138	48,420
	<hr/>	<hr/>
Total commodities	273,836	247,128
TOTAL MAINTENANCE EXPENSES	<u>\$ 1,412,862</u>	<u>\$ 1,323,451</u>

(See independent auditor's report.)

STATISTICAL SECTION

This part of the Chicago Executive Airport's annual comprehensive 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.	26-29
Revenue Capacity These schedules contain information to help the reader assess the Airport's most significant local revenue source.	30-34
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.	35-38
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.	39
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.	40-44

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

CHICAGO EXECUTIVE AIRPORT

NET POSITION AND CHANGES IN NET POSITION

Last Ten Fiscal Years

	2013	2014	2015	2016
REVENUES				
Operating revenues				
Long-term leases	\$ 2,201,383	\$ 2,257,610	\$ 2,254,157	\$ 2,210,835
T-hangar and tie-down fees	418,521	399,181	390,233	398,617
Fuel flowage fees	602,769	659,072	707,941	801,728
U.S. Custom Service fees	247,500	284,850	306,857	294,077
Other	175,670	374,777	231,578	258,856
Total operating revenues	3,645,843	3,975,490	3,890,766	3,964,113
Non-operating revenues				
Investment income	10,222	7,267	6,591	6,352
Gain on sale of capital asset	-	-	-	-
Other	39,290	203,131	54,273	31,102
Total non-operating revenues	49,512	210,398	60,864	37,454
Total revenues	3,695,355	4,185,888	3,951,630	4,001,567
EXPENSES				
Operating expenses				
Administrative	1,423,250	1,699,624	1,405,827	1,386,781
Maintenance	1,066,421	1,239,415	1,189,104	1,394,916
Depreciation and amortization	2,672,210	2,658,807	2,965,689	2,975,096
Total operating expenses	5,161,881	5,597,846	5,560,620	5,756,793
Non-operating expenses				
Interest expense	211,406	199,680	188,072	137,450
Loss on sale of capital asset	-	-	-	-
Other expense	-	-	-	-
Total non-operating expenses	211,406	199,680	188,072	137,450
Total expenses	5,373,287	5,797,526	5,748,692	5,894,243
CAPITAL CONTRIBUTIONS	2,254,936	879,744	1,221,412	569,516
INCREASE (DECREASE) IN NET POSITION	\$ 577,004	\$ (731,894)	\$ (575,650)	\$ (1,323,160)
NET POSITION				
Net investment in capital assets	\$ 91,986,764	\$ 91,461,746	\$ 90,222,064	\$ 89,031,839
Restricted	-	-	-	-
Unrestricted	1,914,004	1,707,128	2,226,398	2,093,463
TOTAL NET POSITION	\$ 93,900,768	\$ 93,168,874	\$ 92,448,462	\$ 91,125,302

	2017	2018	2019	2020	2021	2022
\$	2,317,191	\$ 2,346,646	\$ 2,442,899	\$ 2,549,732	\$ 2,217,348	\$ 2,353,550
	426,595	431,053	434,610	449,109	912,861	962,282
	914,777	1,006,992	1,097,446	1,160,564	1,359,320	1,954,890
	291,755	307,966	286,829	380,351	226,729	656,628
	661,817	329,072	289,330	218,933	833,839	435,989
	4,612,135	4,421,729	4,551,114	4,758,689	5,550,097	6,363,339
	10,846	40,541	97,100	82,712	9,881	991
	-	-	-	-	-	-
	45,113	23,126	52,314	28,677	43,487	115,224
	55,959	63,667	149,414	111,389	53,368	116,215
	4,668,094	4,485,396	4,700,528	4,870,078	5,603,465	6,479,554
	1,411,557	1,578,997	1,521,860	1,570,738	1,522,996	2,020,940
	1,210,821	1,209,364	1,416,057	1,244,435	1,323,451	1,412,862
	2,910,819	3,103,435	3,277,360	3,010,449	2,915,600	2,585,838
	5,533,197	5,891,796	6,215,277	5,825,622	5,762,047	6,019,640
	123,160	112,556	98,797	93,401	106,275	110,501
	-	-	525,483	25,187	205,999	8,154
	-	-	-	-	-	-
	123,160	112,556	624,280	118,588	312,274	118,655
	5,656,357	6,004,352	6,839,557	5,944,210	6,074,321	6,138,295
	857,665	420,882	398,795	443,782	273,921	1,315,366
\$	(130,598)	\$ (1,098,074)	\$ (1,740,234)	\$ (630,350)	\$ (196,935)	\$ 1,656,625
\$	87,871,546	\$ 85,754,648	\$ 83,499,611	\$ 82,665,788	\$ 82,515,874	\$ 81,861,529
	-	-	-	-	-	-
	3,123,158	4,141,982	4,656,785	4,860,258	4,813,237	7,139,326
\$	90,994,704	\$ 89,896,630	\$ 88,156,396	\$ 87,526,046	\$ 87,329,111	\$ 89,000,855

CHICAGO EXECUTIVE AIRPORT

CHANGES IN CASH AND CASH EQUIVALENTS

Last Ten Fiscal Years

	2013	2014	2015	2016
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers and users	\$ 3,658,657	\$ 4,369,898	\$ 3,835,355	\$ 4,962,741
Payments to suppliers	(1,007,659)	(1,432,243)	(1,586,475)	(1,738,435)
Payments to employees	(1,228,808)	(1,544,890)	(1,275,152)	(1,184,109)
Net cash from operating activities	1,422,190	1,392,765	973,728	2,040,197
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	-	-	1,221,412	569,516
Acquisition and construction of capital assets				
Capital assets	(1,056,989)	(950,540)	(1,556,154)	(943,445)
Sewer assessments	-	200,164	54,273	27,002
Proceeds on sale of capital assets	41,325	3,500	-	4,100
Proceeds from loan	-	-	-	-
Interest paid on loan	(211,406)	(199,680)	(188,072)	(137,450)
Principal paid on loan	(301,941)	(304,038)	(454,615)	(306,295)
Net cash from capital and related financing activities	(1,529,011)	(1,250,594)	(923,156)	(786,572)
CASH FLOWS FROM INVESTING ACTIVITIES				
Maturities of investments	-	-	195,007	-
Purchase of investments	(245,527)	(1,572)	-	(110,071)
Interest received on deposits	10,222	7,267	6,591	6,352
Net cash from investing activities	(235,305)	5,695	201,598	(103,719)
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(342,126)	147,866	252,170	1,149,906
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	2,629,564	2,287,438	2,435,304	2,687,474
CASH AND CASH EQUIVALENTS, END OF YEAR	\$ 2,287,438	\$ 2,435,304	\$ 2,687,474	\$ 3,837,380

2017	2018	2019	2020	2021	2022
\$ 4,772,121	\$ 4,315,786	\$ 4,259,105	\$ 5,149,926	\$ 4,905,976	\$ 5,579,915
(1,681,280)	(1,472,628)	(1,365,522)	(1,140,553)	(1,080,274)	(1,747,838)
(1,268,359)	(1,333,113)	(1,454,847)	(1,482,779)	(1,545,346)	(1,616,612)
1,822,482	1,510,045	1,438,736	2,526,594	2,280,356	2,215,465
-	23,126	52,314	28,677	43,487	115,224
-	23,126	52,314	28,677	43,487	115,224
857,665	420,882	398,795	443,782	273,921	1,315,366
(1,431,321)	-	(1,882,253)	(1,893,284)	(2,794,590)	(4,595,503)
26,123	-	-	-	-	-
18,990	-	657,172	6,882	6,407	-
-	-	-	-	-	2,923,290
(123,161)	(112,556)	(98,797)	(93,401)	(106,275)	(110,501)
(319,204)	(321,699)	(322,725)	(315,411)	(183,502)	(267,434)
(970,908)	(678,211)	(1,247,808)	(1,851,432)	(2,804,039)	(734,782)
99,128	-	-	-	-	-
-	99,005	(1,556)	(1,377)	(153)	(81)
10,846	40,541	97,100	82,712	9,881	991
109,974	139,546	95,544	81,335	9,728	910
961,548	994,506	338,786	785,174	(470,468)	1,596,817
3,837,380	4,798,928	5,793,434	6,132,220	6,917,394	6,446,926
\$ 4,798,928	\$ 5,793,434	\$ 6,132,220	\$ 6,917,394	\$ 6,446,926	\$ 8,043,743

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE SOURCES

Last Ten Fiscal Years

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
REVENUES				
Operating revenues				
Long-term leases	\$ 2,201,383	\$ 2,257,610	\$ 2,254,157	\$ 2,210,835
Short-term leases	115,344	115,344	-	-
T-hangar fees	374,823	367,680	358,483	366,643
Tie-down fees	43,698	31,501	31,750	31,974
Permit fees	35,545	42,986	82,971	90,662
Fuel flowage fees	602,769	669,072	707,941	801,728
U.S. Custom Service fees	247,500	284,850	306,857	294,077
Late fees	7,521	2,719	6,870	2,981
Other	17,260	203,728	141,737	165,213
Total operating revenues	<u>3,645,843</u>	<u>3,975,490</u>	<u>3,890,766</u>	<u>3,964,113</u>
Percentage of total revenues	<u>98.66%</u>	<u>94.97%</u>	<u>75.21%</u>	<u>86.72%</u>
Non-operating revenues				
Investment income	10,222	7,267	6,591	6,352
Intergovernmental revenue	-	-	1,221,412	569,516
Other	39,290	203,131	54,273	31,102
Total non-operating revenues	<u>49,512</u>	<u>210,398</u>	<u>1,282,276</u>	<u>606,970</u>
Percentage of total revenues	<u>1.34%</u>	<u>5.03%</u>	<u>24.79%</u>	<u>13.28%</u>
TOTAL REVENUES	<u>\$ 3,695,355</u>	<u>\$ 4,185,888</u>	<u>\$ 5,173,042</u>	<u>\$ 4,571,083</u>

2017	2018	2019	2020	2021	2022
\$ 2,317,191	\$ 2,346,646	\$ 2,442,899	\$ 2,549,732	\$ 2,217,348	\$ 2,353,550
-	-	-	-	-	-
393,575	394,901	405,958	417,921	879,581	922,831
33,020	36,152	28,652	31,188	33,280	39,451
80,060	76,521	78,247	69,203	62,196	64,534
914,777	1,006,992	1,097,446	1,160,564	1,359,320	1,954,890
291,755	307,966	286,829	380,351	226,729	656,628
3,587	16,970	30,705	21,419	750	1,929
578,170	235,581	180,378	128,311	770,893	369,526
4,612,135	4,421,729	4,551,114	4,758,689	5,550,097	6,363,339
83.47%	90.12%	89.25%	89.55%	94.43%	81.63%
10,846	40,541	97,100	82,712	9,881	991
857,665	420,882	398,795	443,782	273,921	1,315,366
45,113	23,126	52,314	28,677	43,487	115,224
913,624	484,549	548,209	555,171	327,289	1,431,581
16.53%	9.88%	10.75%	10.45%	5.57%	18.37%
\$ 5,525,759	\$ 4,906,278	\$ 5,099,323	\$ 5,313,860	\$ 5,877,386	\$ 7,794,920

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE PAYERS LEASE PAYMENTS AND FUEL FLOWAGE FEES

For Current Year and Nine Years Prior

	2022	Operating Revenue Percentage	2013	Operating Revenue Percentage
PAYERS				
Signature Flight Support*	\$ 2,461,362	48.19%	\$ 1,986,314	68.21%
Atlantic Aviation*	1,425,533	27.92%	437,811	15.03%
Hawthorne Global Aviation*	957,970	18.76%	236,906	8.13%
Fly There LLC	196,659	3.85%	-	0.00%
Eclipse Aerospace	-	0.00%	132,919	4.56%
Waste Management	34,619	0.68%	-	0.00%
Stery Trucking	30,500	0.60%	-	0.00%
IPO II	-	0.00%	118,496	4.07%
TOTAL PRINCIPAL REVENUE PAYERS	\$ 5,106,641	100.00%	\$ 2,912,446	100.00%

*Includes fuel flowage fees.

CHICAGO EXECUTIVE AIRPORT

REVENUE RATES

Last Ten Fiscal Years

	2013		2014		2015		2016	
Long-term leases (per year)								
Hangars (average rent per square foot)	\$	5.0800	\$	5.1100	\$	5.9700	\$	4.7600
Ground leases (average rent per square foot)		0.6700		0.6700		0.8300		0.8600
Short-term rentals	\$	9,612	\$	9,612	\$	10,503	\$	12,148
T-Hangar fees (per month)								
North East Quad T-hangars	\$	460	\$	460	\$	466	\$	472
New buildings (southeast quadrant)		480		488		495		502
Old buildings		-		-		-		-
Tie-downs (per month)								
Area 1	\$	-	\$	-	\$	-		-
Area 2		159		159		159		100
Area 3		98		98		98		N/A
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)	\$	76	\$	77	\$	78	\$	79
Fuel flowage fees (per gallon)								
100 LL	\$	0.1255	\$	0.1255	\$	0.1270	\$	0.1400
Jet-A on airport		0.1255		0.1255		0.1270		0.1400
Jet-A off airport		0.2510		0.2510		0.2540		0.2800
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.

	2017	2018	2019	2020	2021	2022
\$	4.8500 0.8900	\$ 4.9300 0.8500	\$ 4.9800 0.9100	\$ 4.6100 0.9500	\$ 4.5500 0.9500	\$ 4.8200 1.0500
\$	14,740	\$ 15,888	\$ 4,317	\$ 8,153	\$ 8,153	\$ 8,153
\$	479 509 -	\$ 488 519 -	\$ 497 529 -	\$ 515 558 -	\$ 527 590 -	\$ 534 620 -
\$	102 - N/A N/A N/A N/A	\$ 104 - N/A N/A N/A N/A	\$ 106 approval needed \$106 N/A N/A N/A N/A	\$ 110 approval needed \$110 N/A N/A N/A N/A	\$ 113 approval needed \$113 N/A N/A N/A N/A	\$ 115 approval needed \$115 N/A N/A N/A N/A
\$	80	\$ 81	\$ 83	\$ 85	\$ 87	\$ 90
\$	0.1500 0.1500 0.3000	\$ 0.1500 0.1500 0.3000	\$ 0.1600 0.1600 0.3200	\$ 0.1750 0.1900 0.3800	\$ 0.1850 0.2000 0.4000	\$ 0.1850 0.2200 0.4400
\$	90 180 360 540 180	\$ 90 180 360 540 180	\$ 90 180 360 540 180	\$ 125 225 550 775 225	\$ 125 225 550 775 225	\$ 150 350 1,000 1,500 350
\$10-25 per day or 10%	\$10-25 per day or 10% 10	\$10-25 per day or 10% 10	\$10-25 per day or 10% 10	\$10-25 per day or 10% 10	\$10-25 per day or 10% 10	\$10-25 per day or 10% 10

CHICAGO EXECUTIVE AIRPORT

RATIOS OF OUTSTANDING DEBT

Last Ten Fiscal Years

	2013	2014	2015	2016
OUTSTANDING DEBT PER FLIGHT OPERATION				
Outstanding debt by type				
Bank loans ¹	\$ 859,417	\$ 807,391	\$ 753,288	\$ 688,534
Revenue notes ²	3,872,542	3,620,530	3,220,018	2,968,006
Total outstanding debt	\$ 4,731,959	\$ 4,427,921	\$ 3,973,306	\$ 3,656,540
OUTSTANDING DEBT PER FLIGHT OPERATION				
	\$ 57.08	\$ 57.05	\$ 51.62	\$ 47.01
DEBT SERVICE				
Principal	\$ 301,931	\$ 304,038	\$ 454,615	\$ 316,766
Interest	211,046	199,680	188,072	137,450
Total debt service	\$ 512,977	\$ 503,718	\$ 642,687	\$ 454,216
Ratio of debt service to total expenses	9.79%	8.70%	11.96%	7.83%
DEBT SERVICE PER FLIGHT OPERATION				
	\$ 6.19	\$ 6.49	\$ 8.35	\$ 5.84

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.

2017	2018	2019	2020	2021	2022
\$ 621,341	\$ 551,654	\$ 480,941	\$ 417,542	\$ 349,404	\$ 277,967
2,715,994	2,463,982	2,211,970	1,959,958	1,844,594	4,571,887
\$ 3,337,335	\$ 3,015,636	\$ 2,692,911	\$ 2,377,500	\$ 2,193,998	\$ 4,849,854
\$ 44.32	\$ 38.44	\$ 36.44	\$ 32.12	\$ 25.93	\$ 48.04
\$ 319,205	\$ 321,699	\$ 322,725	\$ 315,411	\$ 247,802	\$ 267,434
123,160	112,556	98,797	93,401	106,275	110,501
\$ 435,926	\$ 427,736	\$ 421,522	\$ 408,812	\$ 354,077	\$ 377,935
7.40%	7.26%	6.78%	7.02%	6.14%	6.28%
\$ 5.79	\$ 5.45	\$ 5.70	\$ 5.52	\$ 4.18	\$ 3.74

CHICAGO EXECUTIVE AIRPORT

PLEDGED REVENUE COVERAGE

Last Ten Fiscal Years

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
NET REVENUES				
Operating revenues	\$ 3,645,843	\$ 3,975,490	\$ 3,890,766	\$ 3,964,113
Investment income	10,222	7,267	6,591	6,352
TOTAL NET REVENUES	<u>\$ 3,656,065</u>	<u>\$ 3,982,757</u>	<u>\$ 3,897,357</u>	<u>\$ 3,970,465</u>
DEBT SERVICE				
Principal	\$ 301,931	\$ 304,038	\$ 454,615	\$ 306,295
Interest	211,046	199,680	188,072	137,450
TOTAL DEBT SERVICE	<u>\$ 512,977</u>	<u>\$ 503,718</u>	<u>\$ 642,687</u>	<u>\$ 443,745</u>
DEBT SERVICE COVERAGE	<u>7.13</u>	<u>7.91</u>	<u>6.06</u>	<u>8.95</u>

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.

2017	2018	2019	2020	2021	2022
\$ 4,612,135	\$ 4,421,729	\$ 4,551,114	\$ 4,758,689	\$ 5,550,097	\$ 6,363,339
10,846	40,541	97,100	82,712	9,881	991
\$ 4,622,981	\$ 4,462,270	\$ 4,648,214	\$ 4,841,401	\$ 5,559,978	\$ 6,364,330
\$ 319,204	\$ 321,699	\$ 322,725	\$ 315,411	\$ 454,615	\$ 267,434
123,160	112,556	98,797	93,401	188,072	110,501
\$ 442,364	\$ 434,255	\$ 421,522	\$ 408,812	\$ 642,687	\$ 377,935
10.45	10.28	11.03	11.84	8.65	16.84

CHICAGO EXECUTIVE AIRPORT

FULL-TIME EQUIVALENT AIRPORT EMPLOYEES BY FUNCTION

Last Ten Fiscal Years

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
FUNCTION										
Finance and administration	6.7	5.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0
Operations and maintenance	7.9	7.0	7.0	7.0	9.6	9.6	9.6	9.6	9.6	9.6
TOTAL	14.6	12.0	12.0	12.0	15.6	14.6	14.6	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	2021*			2012		
	Number of Employees	Rank	% of Total Airport Population	Number of Employees	Rank	% of Total Airport Population
SG360	630	1	1.61%			
Durable Packaging International	500	2	1.28%	500	3	1.33%
Reynolds Consumer Products	329	3	0.84%			
Richelieu Foods, Inc.	304	4	0.78%			
Aargus Plastics, Inc.	300	5	0.77%			
Argon Medical Devices	280	6	0.72%			
Viant	225	7	0.57%			
Hidden Valley Manufacturing Co.	224	8	0.57%			
Greek American Rehabilitation & Care Centre	185	9	0.47%			
Walmart Supercenter	177	10	0.45%			
Westin Chicago North Shore						
National Lewis University				700	1	1.86%
Hospital Laundry Services				500	2	1.33%
Handi-Foil				500	4	1.33%
Shure, Inc.				500	5	1.33%
The Segardahl Corp.				400	6	1.06%
Pactiv Corp.				350	7	0.93%
Allstate Printing/Dist. Ctr.				320	8	0.85%
Bowe Bell & Howell				300	9	0.80%
Accellent, Inc.				280	10	0.74%
	<u>3,154</u>		<u>8.06%</u>	<u>4,350</u>		<u>11.56%</u>

*Latest information available

Data Source

Village of Wheeling 2021 Annual Comprehensive Financial Report

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF CAPITAL CONTRIBUTIONS

Inception to April 30, 2022

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	-	-	-
2021	260,225	13,696	-	-	-
2022	1,183,830	65,768	-	65,768	-
TOTAL	\$ 78,527,544	\$ 9,087,435	\$ -	\$ 327,405	\$ 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
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	16,611,243	1,616,614
2020	15,388,725	697,857
2021	21,141,328	1,899,064
2022	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	(2) Fuel Flowage (Gallons)	Size (Acres)
2013	\$ 1,156,172	\$ 577,004.00	\$ 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
2021	2,718,769	(181,816)	84,611	6,540,073	429.24
2022	2,929,537	1,656,625	100,948	8,521,910	429.24

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

(2) As defined, fuel flowage is the number of gallons put into storage tanks and not into aircraft.

Data Source

Airport's internal records

CHICAGO EXECUTIVE AIRPORT

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

2013 to Present

Fiscal Year	Piston		Turbine		Helicopter	Total	U.S. Customs Arrival Clearances
	Single	Twin	Propeller	Fan/Jet			
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
2021	130	12	12	93	2	249	239
2022	116	21	13	70	3	223	418

Data Source

Airport's internal record