CHICAGO EXECUTIVE AIRPORT

Comprehensive Annual Financial Report

Fiscal Year Ended

April 30, 2017

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

CHICAGO EXECUTIVE AIRPORT

Prospect Heights, Illinois
Wheeling, Illinois

COMPREHENSIVE ANNUAL
FINANCIAL REPORT

For the Year Ended April 30, 2017

Prepared by:
Scott Campbell
Chief Financial Officer

CHICAGO EXECUTIVE AIRPORT
TABLE OF CONTENTS

Page(s)

INTRODUCTORY SECTION

Organizational Chart i
Board of Directors ii
Airport Management iii
Certificate of Achievement for Excellence in Financial Reporting iv
Transmittal Letter ..... v-viii

FINANCIAL SECTION

INDEPENDENT AUDITOR'S REPORT 1-2

GENERAL PURPOSE EXTERNAL FINANCIAL STATEMENTS

Management's Discussion and Analysis ..... MD&A 1-6

Basic Financial Statements

Statements of Net Position 3-4
Statements of Revenues, Expenses and Changes in Net Position 5
Statements of Cash Flows 6-7
Notes to Financial Statements 8-20

SUPPLEMENTAL INFORMATION

Schedules of Revenues, Expenses and Changes in Net Position - Alternative Presentation 21
Schedules of Administrative Expenses 22
Schedules of Maintenance Expenses 23

STATISTICAL SECTION

Financial Trends
Net Position and Changes in Net Position - Last Ten Fiscal Years 24-25
Changes in Cash and Cash Equivalents - Last Ten Fiscal Years 26-27
Revenue Capacity
Principal Revenue Sources - Last Ten Fiscal Years 28-29
Principal Revenue Payers - Lease Payments and Fuel Flowage Fees 30
Revenue Rates - Last Ten Fiscal Years 31-32

Page(s)

STATISTICAL SECTION (Continued)

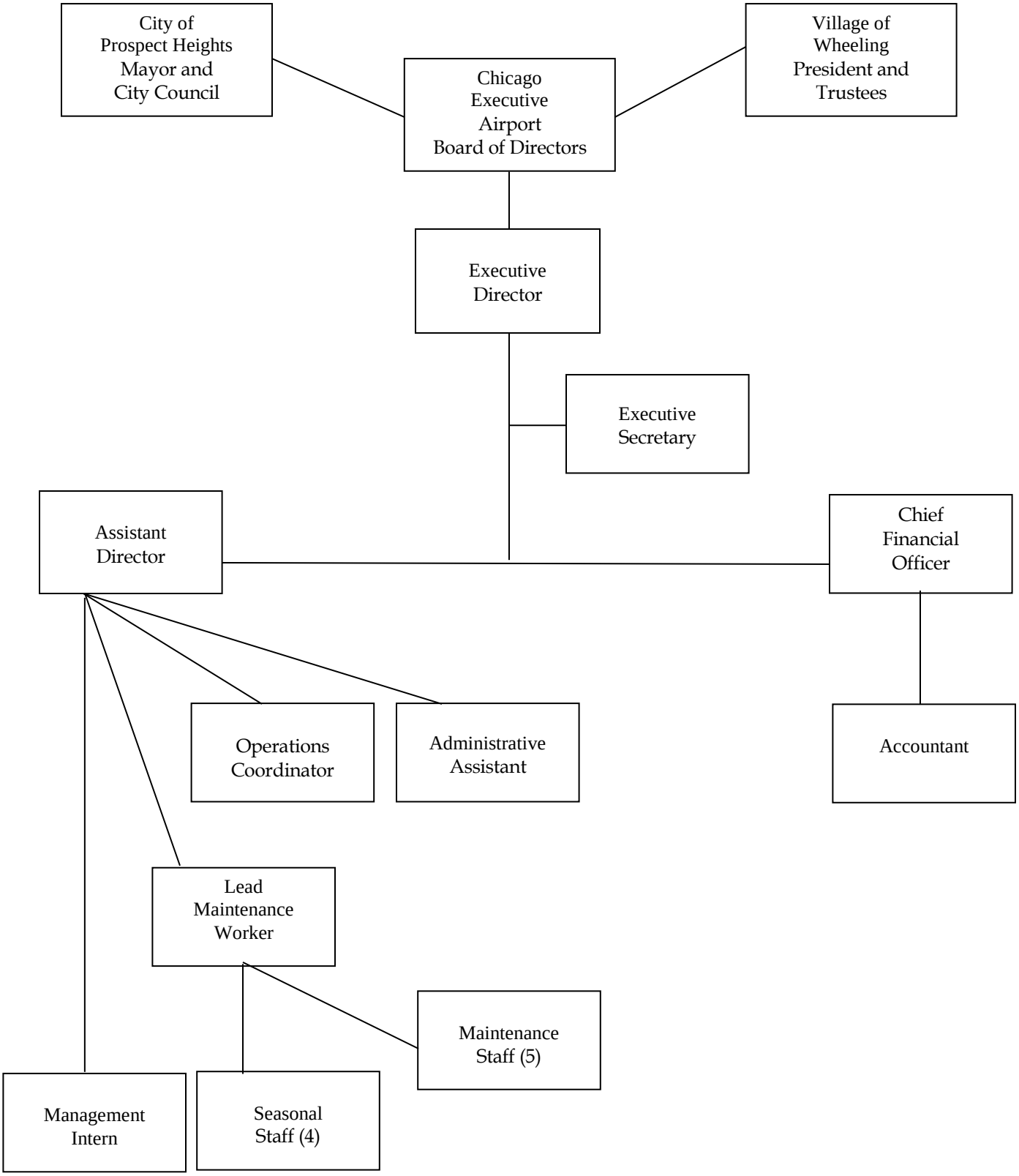
Debt Capacity
- Ratios of Outstanding Debt - Last Ten Fiscal Years 33-34
- Pledged Revenue Coverage - Last Ten Fiscal Years 35-36

Demographic and Economic Information
- Airport Tenants and Through-the-Fence Operators 37-38
- Full-Time Equivalent Airport Employees by Function - Last Ten Fiscal Years 39

Operating Information
- Principal Employers of the Village of Wheeling 40
- Schedule of Capital Contributions 41
- Schedule of Property Tax Data - Last Ten Fiscal Years 42
- Miscellaneous Statistical Data - Last Ten Fiscal Years 43
- Schedule of Based Aircraft Types and U.S. Customs Arrival Clearances 44

INTRODUCTORY SECTION

Chicago Executive Airport
Organizational Chart



Chicago Executive Airport – Board of Directors

April 30, 2017

Vacant
Chairman

Wheeling Directors

David Kolssak

Neal Katz
Vice Chairman

Ray Lang

Prospect Heights Directors

Elizabeth F. Cloud

William J. Kearns
Treasurer

James Kiefer
Secretary

CHICAGO EXECUTIVE AIRPORT

AIRPORT MANAGEMENT

April 30, 2017

Airport Management

Executive Director	Jamie Abbott August 2004	
Assistant Director	Vacant	
Chief Financial Officer	Scott Campbell February 2014	
Executive Secretary	Jennifer Pfeifer May 2016	
Administrative Assistant	Elizabeth Makowski October 2015	
Accountant	Jason Griffith January 2012	
Maintenance & Operations Supervisor	Andrew Wolanik December 2015	
Operations Coordinator	Bryce Walter January 2016	
Maintenance Lead	Joseph Wargo May 1990	
Maintenance Operators (5)	Rick Hervas Norman Mackey Robert Maki Andrew McPhee Erik Frentz	June 2004 December 2007 March 2013 January 2014 January 2016

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Chicago Executive Airport

Illinois

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended

April 30, 2016

Executive Director/CEO

CHICAGO EXECUTIVE AIRPORT

1020 South Plant Road
Wheeling, Illinois 60090
847.537.2580 Phone
847.537.8183 Facsimile

www.chiexec.com

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

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

Memberships:

Wheeling, Prospect Heights Chamber of Commerce

National Business Aviation Association

Illinois Public Airports Association

Government Finance Officers Association

Illinois Government Finance Officers Association

Illinois Aviation Trades Association

Chicago Area Business Aviation Association

National Air Transportation Association

Aircraft Owners and Pilots Association

In accordance with the terms of the Intergovernmental Agreement establishing this entity, we hereby submit the Comprehensive Annual Financial Report of the Chicago Executive Airport (hereinafter referred to as "the Airport") for the fiscal year ended April 30, 2017.

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

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

Sikich LLP, Certified Public Accountants, has issued an unqualified opinion on the Chicago Executive Airport's financial statements for the year ended April 30, 2017. The independent auditor's report is located at the front of the financial section of this report.

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

PROFILE OF THE AIRPORT

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

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

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

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

ECONOMIC CONDITIONS AND OUTLOOK

Operating revenues increased in FY17 by $648,022 (16.3%). Total operating expenses decreased; $159,319 (-5.7%). Administrative expenses were up $24,776 or 1.8% and Operations expenses decreased by $184,095 or -13.2% from FY16. The net result from operations was an increase of $807,341 (68.3%) vs. last year's operating income. After depreciation and amortization, there was again an operating loss this year. A more detailed discussion of the financial results is contained in Management's Discussion and Analysis found in the Financial Section of this report.

The recovery of the general aviation industry is continuing. Flight operations are down slightly from FY16; approximately 2,500. Though flight operations are slightly down, primary operations statistics revealed Airport operations (landings and takeoffs) have been hovering just under 80,000 for past several years. The annual fuel flowage however, continues to increase. It is up by 272,291 gallons to 5,719,292 gallons from FY16. This is an increase of 5.00% over last year. U.S. Customs Service inspections decreased by 6 this year, a 1.27% decline, with 467 inspections conducted. Customs inspections correlate with the international aviation activity of our business based aircraft.

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

LONG-TERM FINANCIAL PLANNING

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

RELEVANT FINANCIAL POLICES

The Airport's approved Business Plan requires that the unrestricted portion of our net position at year-end meet or exceed a particular balance. This balance includes the reserve amounts required for the Airport's share of capital projects ($536,389), grant service ($344,400), plus 25% of budgeted operating expenditures ($746,619). The required total of $1,627,408 must be available for both capital projects and operating reserves. Our available cash and cash equivalent balance at year-end was $4,969,487, an amount above our needs by $3,342,079.

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

MAJOR INITIATIVES

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

- An engineered material arresting system (EMAS) has been placed at both ends of our longest runway to help prevent an aircraft from overshooting the ends of the runway. The first phase of this project was funded for FY14 for the south end of runway 16/34. Work began in FY15 and was completed in FY17.
- An EMAS bed for the north end of 16/34 was funded in FY15. Like the south end bed, work was completed in FY17. Now both ends of our main runway are protected with this important safety enhancement.
- Work continued on filling in the grass islands in the East Quad began in FY16. The grass is being replaced by concrete to better allow aircraft movement in that area. This work also was completed in FY17.
- Work continued on an update of the Airport's long-term Master Plan which has not been updated in several years. This plan looks at development impacts beyond the Airport borders. Results will answer questions as to the best use of Airport property and how to continually serve the region well into the future.
- The Airport also began an update to its Noise Exposure Map (NEM). This update will allow the Airport to better understand the impacts noise has on the surrounding communities.
- Upcoming improvements will include a Bypass Taxiway near the Lima 1 intersection. This bypass will allow departing aircraft to get around other aircraft who may be waiting for a clearance to depart.

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, 2016, its 27th such award. The Certificate of Achievement is the highest form of recognition for excellence in state and local government financial reporting.

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

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

ACKNOWLEDGMENT

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

Jamie Abbott
Executive Director

Scott Campbell
Director of Operations

Jason Griffith
Director of Finance

October 23, 2017

FINANCIAL SECTION

Sikich®

1415 W. Diehl Road, Suite 400
Naperville, Illinois 60563

630.566.8400 // www.sikich.com

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

INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of the Chicago Executive Airport (the Airport) as of and for the years ended April 30, 2017 and 2016, and the related notes to financial statements which collectively comprise the Airport's basic financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

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

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

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

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

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Chicago Executive Airport, as of April 30, 2017 and 2016, and the respective changes in financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

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

Other Information

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

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

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

Sikich LLP

Naperville, Illinois
October 23, 2017

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, 2017. The following information should be considered along with additional information contained in our letter of transmittal found on pages v-viii of this report.

Basic Financial Statements

Our basic financial statements are prepared using proprietary fund (enterprise fund) accounting that uses the same basis of accounting as private-sector business enterprises. The Airport is operated under one enterprise fund, the Joint Airport Fund. Under this method of accounting an economic resources measurement focus and an accrual basis of accounting is used. Revenue is recorded when earned and expenses are recorded when incurred. The basic financial statements include a statement of net 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 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 $90,994,704 (total net position) at the close of the fiscal year. Of this amount, $390,409 is unrestricted but designated for future sewer repairs, $428,790 is unrestricted but designated for the Capital Equipment Reserve Fund (CERF) and $370,796 is unrestricted but designated for building improvements in the Building Reserve Fund, newly established in FY16. $1,933,163 is unrestricted and available to meet ongoing and future obligations of the Airport including its share of capital projects.
- Total Net Position decreased $130,598. This is partially a function of how assets are being moved from Improvements in Progress, a non-depreciating category, to Infrastructure and Airport Improvements which are depreciable.
- Operating Income before depreciation and amortization is $1,989,757, an increase of $807,341 or 68.3% from the prior year. Revenues increased by $666,527 in 2017. That, coupled with a decrease in Operating Expenses caused the increase in Operating Income.
- Net operating loss, after depreciation and amortization, is $921,062, an improvement over last year of $871,618.
- The Statement of Cash Flows identifies the sources and uses of cash activity for the fiscal year. Cash and cash equivalents increased a net of $961,548 for the year.

Financial Information

Net Position: The following schedule presents a summary of net position comparisons for the fiscal years ended April 30, 2017, 2016 and 2015;

	April 30, 2017	April 30, 2016	April 30, 2015
Current and other assets	$ 5,363,881	$ 4,714,964	$ 3,184,720
Capital assets	91,208,881	92,688,379	94,195,370
Total assets	96,572,762	97,403,343	97,380,090
Current liabilities	789,349	1,135,632	924,465
Long-term liabilities	4,788,709	5,142,409	4,007,163
Total liabilities	5,578,058	6,278,041	4,931,628
Net position:			
Invested in capital assets	87,871,546	89,031,839	90,222,064
Unrestricted	3,123,157	2,093,463	2,226,398
Total net position	90,994,703	91,125,302	92,448,462

The largest portion of the Airport's net position, $87,871,546, is invested in capital assets (e.g., land, buildings, equipment, infrastructure and improvements). Outstanding debt in the amount of $3,337,335 is attributable to these assets, of which $321,699 is considered current and $3,015,636 a long-term liability. The Airport's capital assets represent land, hangar space, taxiways, runways, and equipment. These are maintained for airport users and fixed-base operators, the latter who provide services to aircraft owners.

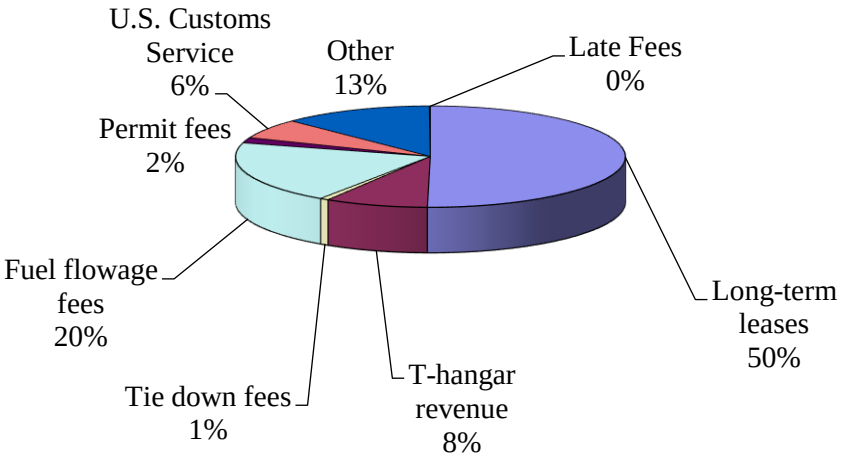
A new Net Position sub category was started in FY16: Unrestricted, Designated for Future Building Improvements or Replacement. Its balance at year-end FY17 is $370,796. The intent of this reserve, like other sub reserves the airport has, is to smooth the annual budget impact of replacing or improving various airport buildings. This will help to alleviate significant unusual budget expenditures in any one year.

The Net Position sub category started in FY13: Called the Capital Equipment Reserve Fund (CERF), is unrestricted, and designated for future capital equipment replacement. Its balance at year-end FY17 is $428,790. This is reflective of the purchase of a new Snow Broom in FY17 (pictured on the front cover). The reserve's intent is also to smooth the annual budget impact of replacing various airport equipment and it did just that in FY17. The purchase of the broom was funded from this reserve with no impact to operating revenue.

The Airport also has a Sewer Replacement reserve and its balance at the end of FY17 is $390,409. These are the funds set aside in the Airport's Sewer Reserve Fund for future repairs to the sewer system. A sewer pipe was replaced in FY17 and the entire expense of this repair was funded out of this reserve with no impact to operating revenue. The remaining unrestricted net position of $1,933,163 represent resources available to meet both the Airport's current and capital obligations. One primary use of these assets is to provide for the Airport's share of capital project costs, most of which have grant funding for up to 95% federal and state funds.

Current liabilities have decreased $346,283 in FY17.

Revenue: This Chart shows the major sources of operating revenue for the year ended April 30, 2017

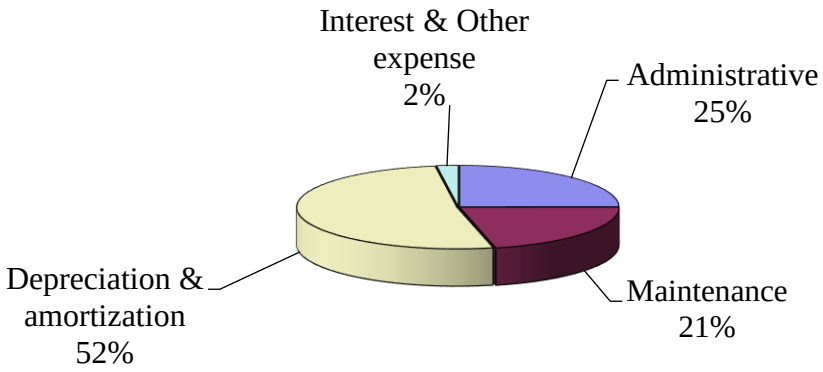


The following schedule presents a summary of revenues for the fiscal years ended April 30, 2017, 2016 and 2015:

	April 30, 2017	April 30, 2016	April 30, 2015
Operating revenues			
Long-term leases*	$ 2,317,191	$ 2,210,835	$ 2,254,157
T-hangar revenues	393,575	366,643	358,483
Tiedown fees	33,020	31,974	31,750
Fuel flowage fees	914,777	801,728	707,941
Permit fees	80,060	90,662	82,971
U.S. Customs Service	291,755	294,077	306,857
Other	578,170	165,213	141,737
Late charges	3,587	2,981	6,870
Total operating revenues	4,612,135	3,964,113	3,890,766
Nonoperating revenues			
Investment income	10,846	6,352	6,591
Other Income	18,990	4,100	-
Sewer Assessments	26,123	27,002	54,273
Total revenues	$ 4,668,094	$ 4,001,567	$ 3,951,630

This past year, operating revenues increased by $648,022, or 16.3%. Long-term leases are up by $106,356, or 4.8%. T-hangar revenue has increased due to increased occupancy; fuel flowage fees increased by $113,049, or 14.1% due to increased flight activity; and U.S. Customs fees decreased slightly $2,322 or -0.8%. We had no new tenant development this year so the sewer assessments this year are regular sewer maintenance charges we charge our tenants. Investment income is up slightly due to larger investable reserves.

Expenses: The following chart shows the major categories of operating expenses for the year ended April 30, 2017:



The following schedule presents a summary of expenses for the fiscal years ended April 30, 2017, 2016 and 2015:

	April 30, 2017	April 30, 2016	April 30, 2015
Operating expenses			
Administration & Finance	$ 1,411,557	$ 1,386,781	$ 1,405,827
Operations & Maintenance	1,210,821	1,394,916	1,189,104
Total operating expenses	2,622,378	2,781,697	2,594,931
Other expenses			
Depreciation	916,225	974,794	966,287
Depreciation on contributed capital assets	1,980,370	1,986,078	1,985,178
Amortization	14,224	14,224	14,224
Interest expense	123,160	137,450	188,072
Other expense			
Loss on sale of capital assets	-	-	-
Total other expenses	3,033,979	3,112,546	3,153,761
Total expenses	$ 5,656,357	$ 5,894,243	$ 5,748,692

Total operating expenses decreased from last year by $159,319 or -5.7%. In the Administration & Finance department, expenses increased by $24,776, or 1.8%. The Personnel Services section is down approximately $13,000. The Contractual Services category is up approximately $12,000. Commodities expense is down about $16,000 from FY16 but the other expense category has increased around $40,000 due to increases in lease development and increased NBAA expenses from FY16.

In the Operations & Maintenance department, total expenses decreased $184,095, or -13.2%. This difference is caused by the inclusion of EMAS Block Replacement in FY16. These blocks were replaced but the entire cost was reimbursed by insurance after FY16 was over. IF this amount is not included in the operating results, Operation & Maintenance division expenses actually increase by just over $146,000. Personnel Services are above last year by $115,000. This is due to staffing changes where one individual, originally hired as an intern, was reclassified to a permanent full-time employee and another was promoted. Contractual Services are up from FY16 by approximately $49,000. We had additional building repairs and pavement markings this year. Detailed operating expense schedules can be found in the Supplementary Information Section of this report.

Other expenses – depreciation on contributed capital assets and amortization has increased slightly over the past years due to new projects being completed and placed in service. For the Airport, this required presentation of depreciation on contributed capital assets is awkward and burdensome when one considers most of our capital expenses are from federal and state grants which are shown separately on our financial statements. Without those grants, the Airport would not be able to acquire the capital assets that were funded.

Additionally, interest expense decreased by $14,290 or -10.4% from FY16. The primary reason for this decrease is the continued reduction in loan balances on borrowings. In FY16, staff secured a reduction in the interest rates on these loans. Rather than reducing the amount paid to the lending institutions we chose to include a larger principle amount with each payment and accelerate the paydown of these notes. No new debt was issued during the year. Investment income increased $4,494, or 70.7% this year due to larger investible balance and an increase in deposit rates.

Capital Assets: During FY17, the Airport expended a net of $1,294,883 on capital assets. Several major projects were completed in FY17. The EMAS beds at both ends of Runway 16/34 are now complete and in operation. The grass islands in the ramp on the East Quadrant have are filled in making the ramp safer for taxiing aircraft. Improvements in progress include a bypass taxiway at the north end of the Lima taxiway. It is expected to be finished in FY18. 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, 2017, 2016 and 2015:

	April 30, 2017	April 30, 2016	April 30, 2015
Net (Loss) Before Contributions	$ (988,263)	$ (1,892,676)	$ (1,797,062)
Capital Contributions	857,665	569,516	1,221,412
Change in Net Position	(130,598)	(1,323,160)	(575,650)
Net Position, May 1	91,125,302	92,448,462	93,024,112
Net Position, April 30	90,994,704	91,125,302	92,448,462

Contributions of capital items increased by $288,149 to $857,665. The contributions for capital items come from Federal and State grants for the various airport projects. This funding varies greatly year-to-year as projects are completed. The decrease in net position of $(130,598) is primarily driven by depreciation of contributed capital assets that reduces the invested in capital assets total.

Long-Term Debt: Currently, the Airport has three long-term debts outstanding with a remaining principal balance as of April 30, 2017 of $3,337,335. The first, $621,341, represents an outstanding balance for a loan taken out in January 2005 to finance the construction of the SW T-hangars and taxiway; the second, $1,108,851, is the note balance for a refinance of a prior loan for land acquisition; and the third, $1,607,143, is a note for constructing the northeast quadrant T-hangars, which opened in November 2010. Details of these outstanding loans and notes payable can be found in Note 4, Long-Term Debt, found in this report.

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

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION

April 30, 2017 and 2016

	2017	2016
CURRENT ASSETS		
Cash and cash equivalents	$ 4,798,928	$ 3,837,380
Investments	170,559	269,687
Receivables		
Accounts (net of allowance of uncollectibles)	250,769	453,188
Prepaid insurance	97,569	109,647
Other current assets	46,056	45,062
Total current assets	5,363,881	4,714,964
NONCURRENT ASSETS		
Capital assets		
Capital assets, not being depreciated		
Land	62,890,925	62,890,925
Airport improvements in progress	542,954	3,384,365
Total capital assets, not being depreciated	63,433,879	66,275,290
Capital assets, being depreciated		
Buildings and building improvements	5,915,261	5,915,261
Infrastructure	56,075,339	52,470,731
Improvements	3,588,319	3,589,444
Vehicles and equipment	3,662,278	3,129,467
Other assets	142,243	142,243
Total capital assets, being depreciated	69,383,440	65,247,146
Accumulated depreciation	(41,608,438)	(38,834,057)
Net capital assets, being depreciated	27,775,002	26,413,089
Net capital assets	91,208,881	92,688,379
Total noncurrent assets	91,208,881	92,688,379
Total assets	96,572,762	97,403,343

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF NET POSITION (Continued)

April 30, 2017 and 2016

	2017	2016
CURRENT LIABILITIES		
Accounts payable	$ 252,322	$ 604,229
Security deposits	125,318	123,490
Accrued wages	17,604	15,561
Compensated absences payable	4,991	4,963
Unearned rent	21,960	22,727
Unearned revenue - access agreement	45,455	45,455
Loans payable	69,687	67,195
Notes payable	252,012	252,012
Total current liabilities	789,349	1,135,632
LONG-TERM LIABILITIES		
Unearned revenue - access agreement	1,728,156	1,771,650
Loans payable	551,654	621,339
Notes payable	2,463,982	2,715,994
Compensated absences payable	44,917	33,426
Total long-term liabilities	4,788,709	5,142,409
Total liabilities	5,578,058	6,278,041
NET POSITION		
Net investment in capital assets	87,871,546	89,031,839
Unrestricted	3,123,158	2,093,463
TOTAL NET POSITION	$ 90,994,704	$ 91,125,302

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN NET POSITION

For the Years Ended April 30, 2017 and 2016

	2017	2016
OPERATING REVENUES		
Long-term leases	$ 2,317,191	$ 2,210,835
T-hangar revenue	393,575	366,643
Tie-down fees	33,020	31,974
Fuel flowage fees	914,777	801,728
Permit fees	80,060	90,662
U.S. Custom Service	291,755	294,077
Other	578,170	165,213
Late charges	3,587	2,981
Total operating revenues	4,612,135	3,964,113
OPERATING EXPENSES		
Administrative	1,411,557	1,386,781
Maintenance	1,210,821	1,394,916
Total operating expenses	2,622,378	2,781,697
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	1,989,757	1,182,416
DEPRECIATION AND AMORTIZATION		
Depreciation	916,225	974,794
Depreciation on contributed capital assets	1,980,370	1,986,078
Amortization	14,224	14,224
Total depreciation and amortization	2,910,819	2,975,096
OPERATING INCOME (LOSS)	(921,062)	(1,792,680)
NON-OPERATING REVENUES (EXPENSES)		
Investment income	10,846	6,352
Interest expense	(123,160)	(137,450)
Sewer assessments	26,123	27,002
Gain on sale of capital asset	18,990	4,100
Total non-operating revenues (expenses)	(67,201)	(99,996)
NET INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND GRANTS	(988,263)	(1,892,676)
Capital contributions and grants	857,665	569,516
CHANGE IN NET POSITION	(130,598)	(1,323,160)
NET POSITION, MAY 1	91,125,302	92,448,462
NET POSITION, APRIL 30	$ 90,994,704	$ 91,125,302

See accompanying notes to financial statements.

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS

For the Years Ended April 30, 2017 and 2016

	2017	2016
CASH FLOWS FROM OPERATING ACTIVITIES		
Receipts from customers and users	$ 4,772,121	$ 4,962,741
Payments to suppliers	(1,681,280)	(1,738,435)
Payments to employees	(1,268,359)	(1,184,109)
Net cash from operating activities	1,822,482	2,040,197
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES		
None	-	-
Net cash from noncapital financing activities	-	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES		
Capital contributions - grants	857,665	569,516
Acquisition and construction of capital assets	(1,431,321)	(943,445)
Sewer assessments	26,123	27,002
Proceeds on sale of capital assets	18,990	4,100
Interest paid on loan	(123,161)	(137,450)
Principal paid on loan	(319,204)	(306,295)
Net cash from capital and related financing activities	(970,908)	(786,572)
CASH FLOWS FROM INVESTING ACTIVITIES		
Purchase of investments	99,128	(110,071)
Interest received on deposits	10,846	6,352
Net cash from investing activities	109,974	(103,719)
NET INCREASE IN CASH AND CASH EQUIVALENTS	961,548	1,149,906
CASH AND CASH EQUIVALENTS, MAY 1	3,837,380	2,687,474
CASH AND CASH EQUIVALENTS, APRIL 30	$ 4,798,928	$ 3,837,380

(This statement is continued on the following page.)

CHICAGO EXECUTIVE AIRPORT

STATEMENTS OF CASH FLOWS (Continued)

For the Years Ended April 30, 2017 and 2016

	2017	2016
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH FROM OPERATING ACTIVITIES		
Operating income (loss)	$ (921,062)	$ (1,792,680)
Adjustments to reconcile operating income (loss) to net cash from operating activities		
Depreciation	916,225	974,794
Depreciation on contributed capital assets	1,980,370	1,986,078
Amortization	14,224	14,224
Changes in assets and liabilities		
Accounts receivable	202,419	(289,640)
Prepaid insurance	12,078	5,378
Other current assets	(994)	13,995
Accounts payable	(351,907)	(155,854)
Security deposits	1,828	2,426
Accrued wages	2,043	1,991
Compensated absences payable	11,519	(6,357)
Unearned rent	(767)	(176,641)
Unearned revenue - access agreement	(43,494)	1,462,483
NET CASH FROM OPERATING ACTIVITIES	$ 1,822,482	$ 2,040,197
SUPPLEMENTAL DISCLOSURE OF NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES - CONTRIBUTED CAPITAL ASSETS	$ 535,452	$ 44,856

See accompanying notes to financial statements.

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 generally accepted accounting principles established by GASB, the financial reporting entity consists of the primary government, as well as its component units, which are legally separate organizations for which the following three criteria exist:

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

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

a. Reporting Entity (Continued)

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

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

The accompanying financial statements represent the Airport (the primary government) only since the Airport does not have component units. The Airport is considered a joint venture of its owners, the Municipalities.

b. Basis of Accounting

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

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

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

c. Cash and Cash Equivalents

For purposes of the 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.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

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 generally accepted accounting principles. 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, 2017.

e. Receivables

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

	2017	2016
Accounts receivable	$ 256,768	$ 459,188
Allowance for uncollectible accounts	(6,000)	(6,000)
NET RECEIVABLES	$ 250,768	$ 453,188

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

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

g. Capital Assets (Continued)

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.

i. Compensated Absences

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

j. Operating Revenues and Direct Expenses

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

k. Deferred Outflows/Inflows of Resources

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

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

l. Accounting Estimates

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

2. DEPOSITS AND INVESTMENTS

a. Permitted Deposits and Investments

Statutes authorize the Airport to make deposits/invest in: insured commercial banks, savings and loan institutions, obligations of the U.S. Treasury and U.S. agencies, insured credit union shares, money market mutual funds with portfolios of securities issued or guaranteed by the United States Government or agreements to repurchase these same obligations, repurchase agreements, short-term commercial paper rated within the three highest classifications by at least two standard rating services and Illinois Funds (a money market fund created by the State Legislature under the control of the State Treasurer that maintains a $1 share value).

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.

2. DEPOSITS AND INVESTMENTS (Continued)

c. Investments

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

The Airport limits its exposure to credit risk, the risk that the issuer of a debt security will not pay its par value upon maturity, by maintaining a minimal balance in the each institution. Illinois Funds are rated AAA.

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

Concentration of credit risk is the risk that the Airport has too high a percentage of their investments invested in one type of investment. The Airport's investment policy requires diversification of investment to avoid unreasonable risk. At April 30, 2017, 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, 2017 is as follows:

	May 1, 2016	Increases	Decreases	April 30, 2017
Capital assets not being depreciated				
Land	$ 62,890,925	$ -	$ -	$ 62,890,925
Improvements in progress	3,384,365	163,320	3,004,731	542,954
Total capital assets not being depreciated	66,275,290	163,320	3,004,731	63,433,879
Capital assets being depreciated				
Buildings and building improvements	5,915,261	-	-	5,915,261
Infrastructure	52,470,731	3,604,608	-	56,075,339
Improvements	3,589,444	8,950	10,075	3,588,319
Vehicles	2,961,878	635,819	113,416	3,484,281
Equipment	167,589	23,356	12,948	177,997
Other assets	142,243	-	-	142,243
Total capital assets being depreciated	65,247,146	4,272,733	136,439	69,383,440

3. CAPITAL ASSETS (Continued)

a. Summary of Changes in Capital Assets (Continued)

	May 1, 2016	Increases	Decreases	April 30, 2017
Less accumulated depreciation for				
Buildings and building improvements	$ 2,725,475	$ 152,871	$ -	$ 2,878,346
Infrastructure	30,839,741	2,427,441	-	33,267,182
Improvements	2,560,794	165,643	10,075	2,716,362
Vehicles	2,468,473	140,115	113,416	2,495,172
Equipment	140,005	10,526	12,948	137,583
Other assets	99,569	14,224	-	113,793
Total accumulated depreciation	38,834,057	2,910,820	136,439	41,608,438
Total capital assets being depreciated, net	26,413,089	1,361,913	-	27,775,002
TOTAL CAPITAL ASSETS, NET	$ 92,688,379	$ 1,525,233	$ 3,004,731	$ 91,208,881

A summary of capital assets for the year ended April 30, 2016 is as follows:

	May 1, 2015	Increases	Decreases	April 30, 2016
Capital assets not being depreciated				
Land	$ 62,890,925	$ -	$ -	$ 62,890,925
Improvements in progress	2,163,171	1,221,194	-	3,384,365
Total capital assets not being depreciated	65,054,096	1,221,194	-	66,275,290
Capital assets being depreciated				
Buildings and building improvements	5,915,261	-	-	5,915,261
Infrastructure	52,368,138	102,593	-	52,470,731
Improvements	3,589,444	-	-	3,589,444
Vehicles	2,850,401	141,675	30,198	2,961,878
Equipment	164,946	2,643	-	167,589
Other assets	142,243	-	-	142,243
Total capital assets being depreciated	65,030,433	246,911	30,198	65,247,146
Less accumulated depreciation for				
Buildings and building improvements	2,530,069	195,406	-	2,725,475
Infrastructure	28,386,263	2,453,478	-	30,839,741
Improvements	2,388,844	171,950	-	2,560,794
Vehicles	2,368,734	129,937	30,198	2,468,473
Equipment	129,904	10,101	-	140,005
Other assets	85,345	14,224	-	99,569
Total accumulated depreciation	35,889,159	2,975,096	30,198	38,834,057
Total capital assets being depreciated, net	29,141,274	(2,728,185)	-	26,413,089
TOTAL CAPITAL ASSETS, NET	$ 94,195,370	$ (1,506,991)	$ -	$ 92,688,379

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, 2017		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4262 East Quadrant Apron Rehab	$ 158,937	$ -	$ 958,971
IDOT #4182 EMAS - South	498,703	-	6,455,600
IDOT #4407 EMAS - North	682,086	-	7,074,563
IDOT #4427 East Quad Apron Rehab Phase 2	167,679	-	445,670
IDOT #4414 Runway 16/34	814,291	-	5,159,468
IDOT #4457 Lima	68,077	39,707	937,162
TOTAL	$ 2,389,773	$ 39,707	$ 21,031,434

	April 30, 2016		
	Expended to Date	Remaining Local Share Commitment	Total Project Cost
Airport improvements			
IDOT #4262 East Quadrant Apron Rehab	$ 158,937	$ -	$ 958,971
IDOT #4182 EMAS - South	498,703	-	6,455,600
IDOT #4407 EMAS - North	590,026	-	7,074,563
IDOT #4427 East Quad Apron Rehab Phase 2	53,649	-	445,670
IDOT #4414 Runway 16/34	524,825	-	5,159,468
TOTAL	$ 1,826,140	$ -	$ 20,094,272

4. LONG-TERM DEBT

Long-term debt activity for fiscal years ended April 30, 2017 and 2016 are as follows.

a. Loans

As of April 30, 2017, the Airport had the following loans outstanding:

	Outstanding at April 30, 2017	Current Portion
$1,237,000 loan, dated January 15, 2005, for the purpose of constructing two hangars and a taxiway. Principal and interest are due in monthly installments of $7,523 with a stated interest rate of 3.65% beginning January 15, 2005 with a final payment due on November 15, 2025.	$ 621,341	$ 69,687

4. LONG-TERM DEBT (Continued)

a. Loans (Continued)

As of April 30, 2016, the Airport had the following loans outstanding:

	Outstanding at April 30, 2016	Current Portion
$1,237,000 loan, dated January 15, 2005, for the purpose of constructing two hangars and a taxiway. Principal and interest are due in monthly installments of $7,523 with a stated interest rate of 4.551% beginning January 15, 2005 with a final payment due on November 15, 2025.	$ 688,534	$ 56,724

b. Notes Payable

As of April 30, 2017, the Airport had the following notes outstanding:

	Total	Current
$3,200,000 note dated April 19, 2010, for the purchase of land. Principal is due in monthly installments of $13,334 with a stated interest rate of 4.17% beginning June 1, 2010 through 2015 and 3.25% in future years with a final payment of $628,827 due on May 1, 2020.	$ 1,108,851	$ 160,008
$2,300,000 note dated April 19, 2010, for the construction of T-Hangars. Principal will be in monthly installments of $7,667 with a stated interest rate of 4.17% beginning July 1, 2011 and interest only payments to begin June 1, 2010, through 2015 and 3.25% in future years with a final payment of $1,471,964 due on May 1, 2020.	1,607,143	92,004
TOTAL	$ 2,715,994	$ 252,012

As of April 30, 2016, the Airport had the following notes outstanding:

	Total	Current
$3,200,000 note dated April 19, 2010, for the purchase of land. Principal is due in monthly installments of $13,334 with a stated interest rate of 4.17% beginning June 1, 2010 through 2015 and 3.25% in future years with a final payment of $628,827 due on May 1, 2020.	$ 1,268,859	$ 160,008
$2,300,000 note dated April 19, 2010, for the construction of T-Hangars. Principal will be in monthly installments of $7,667 with a stated interest rate of 4.17% beginning July 1, 2011 and interest only payments to begin June 1, 2010, through 2015 and 3.25% in future years with a final payment of $1,471,964 due on May 1, 2020.	1,699,147	92,004
TOTAL	$ 2,968,006	$ 252,012

4. LONG-TERM DEBT (Continued)

c. Changes in Long-Term Liabilities

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2017 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans	$ 688,534	$ -	$ 67,193	$ 621,341	$ 69,687
Notes	2,968,006	-	252,012	2,715,994	252,012
Compensated absences	38,389	16,482	4,963	49,908	4,991
TOTAL	$ 3,694,929	$ 16,482	$ 324,168	$ 3,387,243	$ 326,690

A summary of the changes in the long-term debt of the Airport for the year ended April 30, 2016 is as follows:

	Balances May 1	Additions	Retirement	Balances April 30	Current Portion
Loans	$ 753,288	$ -	$ 64,754	$ 688,534	$ 67,195
Notes	3,220,018	-	252,012	2,968,006	252,012
Compensated absences	44,746	4,963	11,320	38,389	4,963
TOTAL	$ 4,018,052	$ 4,963	$ 328,086	$ 3,694,929	$ 324,170

d. Debt Service Requirements to Maturity

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

Fiscal Year Ending April 30,	2010A Revenue Note		2010B Revenue Note	
	Principal	Interest	Principal	Interest
2018	$ 160,008	$ 33,654	$ 92,004	$ 50,862
2019	160,008	28,454	92,004	47,872
2020	160,008	23,254	92,004	44,881
2021	160,008	18,053	92,004	41,891
2022	160,008	12,853	92,004	38,901
2023-2027	308,811	10,106	460,020	149,654
2028-2032	-	-	460,020	74,901
2033-2035	-	-	227,083	9,418
TOTAL	$ 1,108,851	$ 126,374	$ 1,607,143	$ 458,380

4. LONG-TERM DEBT (Continued)

d. Debt Service Requirements to Maturity (Continued)

Fiscal Year Ending April 30,	Loan		Total	
	Principal	Interest	Principal	Interest
2018	$ 69,687	$ 21,521	$ 321,699	$ 106,037
2019	72,274	18,934	324,286	95,260
2020	74,956	16,252	326,968	84,387
2021	77,739	13,470	329,751	73,414
2022	80,624	10,584	332,636	62,338
2023-2027	246,061	13,369	1,014,892	173,129
2028-2032	-	-	460,020	74,901
2032-2035	-	-	227,083	9,418
TOTAL	$ 621,341	$ 94,130	$ 3,337,335	$ 678,884

5. RISK MANAGEMENT

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

6. CONTRIBUTED CAPITAL ASSETS

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

Federal share	90.0% to 95.0%
State share	2.5% to 5.0%
Local share	2.5% to 5.0%

6. CONTRIBUTED CAPITAL ASSETS (Continued)

At April 30, 2017 and 2016, the balances of contributed capital assets are as follows:

	Federal	State	Other	Donated	Total
BALANCE, APRIL 30, 2015	$ 94,074,735	$ 10,793,420	$ 244,144	$ 11,000	$ 105,123,299
Contributed assets/grants during 2016	512,564	28,476	-	-	541,040
BALANCE, APRIL 30, 2016	94,587,299	10,821,896	244,144	11,000	105,664,339
Contributed assets/grants during 2017	507,270	28,182	-	-	535,452
BALANCE, APRIL 30, 2017	$ 95,094,569	$ 10,850,078	$ 244,144	$ 11,000	$ 106,199,791

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 4.5% of the employee's base salary at the end of every bi-weekly payroll period.

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

The Airport's payroll and contributions for the fiscal years ended April 30, 2017 and 2016 are:

	2017	2016
Airport's total payroll	$ 881,811	$ 821,967
Subject to contribution	860,997	792,044
Airport's contribution	38,031	25,719
Forfeiture	-	9,923
Covered employees' contribution	38,031	35,642

8. CONTINGENT LIABILITIES

Litigation

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

9. OTHER POSTEMPLOYMENT BENEFITS

The Airport has evaluated its potential other postemployment benefits liability. The Airport provides continued health insurance coverage at the active employer rate to all eligible employees in accordance with Illinois statues, which creates an implicit subsidy of retiree health insurance. Former employees who choose to retain their rights to health insurance through the Airport are required to pay 100% of the current premium. However, no former employees have chosen to stay in the Airport's health insurance plan. Therefore, there has been 0% utilization and, therefore, no implicit subsidy to calculate in accordance with GASB Statement No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*. Additionally, the Airport had no former employees for which the Airport was providing an explicit subsidy and no current employees with agreements for future explicit subsidies upon retirement. Therefore, the Airport has not recorded any postemployment benefit liability as of April 30, 2017.

SUPPLEMENTAL INFORMATION

CHICAGO EXECUTIVE AIRPORT

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

For the Years Ended April 30, 2017 and 2016

	2017	2016
OPERATING REVENUES		
Long-term leases	$ 2,317,191	$ 2,210,835
T-hangar revenue	393,575	366,643
Tie-down fees	33,020	31,974
Fuel flowage fees	914,777	801,728
Permit fees	80,060	90,662
U.S. Custom Service	291,755	294,077
Other	578,170	165,213
Late charges	3,587	2,981
Total operating revenues	4,612,135	3,964,113
OPERATING EXPENSES		
Administrative	1,411,557	1,386,781
Maintenance	1,210,821	1,394,916
Total operating expenses	2,622,378	2,781,697
OPERATING INCOME BEFORE DEPRECIATION AND AMORTIZATION	1,989,757	1,182,416
DEPRECIATION AND AMORTIZATION		
Depreciation	916,225	974,794
Amortization	14,224	14,224
Total depreciation and amortization	930,449	989,018
OPERATING INCOME	1,059,308	193,398
NON-OPERATING REVENUES (EXPENSES)		
Investment income	10,846	6,352
Interest expense	(123,160)	(137,450)
Sewer assessments	26,123	27,002
Intergovernmental revenues	857,665	569,516
Gain on sale of capital asset	18,990	4,100
Total non-operating revenues (expenses)	790,464	469,520
NET INCOME BEFORE DEPRECIATION AND CONTRIBUTED CAPITAL ASSETS	1,849,772	662,918
Depreciation on contributed capital assets	(1,980,370)	(1,986,078)
Total depreciation on contributed capital assets	(1,980,370)	(1,986,078)
CHANGE IN NET POSITION	(130,598)	(1,323,160)
NET POSITION, MAY 1	91,125,302	92,448,462
NET POSITION, APRIL 30	$ 90,994,704	$ 91,125,302

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF ADMINISTRATIVE EXPENSES

For the Years Ended April 30, 2017 and 2016

	2017	2016
PERSONNEL SERVICES		
Benefits (insurance, pension and FICA)	$ 126,649	$ 133,742
Recognition	10,838	10,929
Salaries	389,955	395,234
Training and education	279	-
Physicals	95	95
Total personnel services	527,816	540,000
CONTRACTUAL SERVICES		
Audit fees	17,045	19,645
Building repair	1,790	3,648
Conference and meetings	14,174	9,940
Energy	101,107	90,904
Engineering	64,437	60,907
Equipment maintenance (office)	33,007	35,847
Insurance	106,719	102,513
Legal	20,098	16,698
Marketing	67,228	72,071
Membership dues	4,519	7,029
Office maintenance	12,295	11,661
Other	29,689	15,170
Other services	34,132	37,121
Printing	2,437	1,816
Public notices	525	981
Security	13,724	8,695
Telephone	7,809	6,614
Travel and transportation	4,384	5,210
U.S. Custom Service	226,765	243,676
Total contractual services	761,884	750,146
COMMODITIES		
Conference and meetings	10,575	10,303
Equipment	-	1,004
Fuel (unleaded)	841	748
Marketing	21,799	34,952
Other	2,838	3,188
Software	3,729	6,886
Subscriptions	2,970	702
Supplies (copier, office, etc.)	3,429	5,812
Vehicle maintenance	2,012	607
Total commodities	48,193	64,202
OTHER		
Lease development	29,527	17,877
NBAA convention	44,137	14,556
Total other	73,664	32,433
TOTAL ADMINISTRATIVE EXPENSES	$ 1,411,557	$ 1,386,781

(See independent auditor's report.)

CHICAGO EXECUTIVE AIRPORT

SCHEDULES OF MAINTENANCE EXPENSES

For the Years Ended April 30, 2017 and 2016

	2017	2016
PERSONNEL SERVICES		
Benefits	$ 215,029	$ 172,743
Salaries	519,206	451,132
Recognition	4,953	3,589
Training and education	2,324	1,499
Uniforms	12,593	10,780
Total personnel services	754,105	639,743
CONTRACTUAL SERVICES		
Building repair	20,052	2,866
Equipment maintenance (shop)	8,457	3,868
Insurance	50,115	46,786
Landscaping	24,637	20,673
Medical exams	584	1,941
Other	3,441	2,091
Other services	12,342	12,276
Pavement marking	74,618	58,606
Telephone	7,000	4,318
Travel and transportation	3,062	-
Waste removal	5,484	8,212
Conferences	790	395
Membership dues	275	275
Total contractual services	210,857	162,307
COMMODITIES		
Equipment/tools (shop)	7,779	11,190
Fence	951	236
Fuel	21,841	26,390
Landscaping	1,260	1,666
Lighting	33,912	17,552
Other	2,223	2,553
Raw materials	31,051	54,337
Signage	4,996	2,469
Supplies	43,627	62,275
Rehab project	-	5,644
EMAS end blocks	-	330,105
Vehicle maintenance	98,219	38,435
CMT materials	-	40,014
Total commodities	245,859	592,866
TOTAL MAINTENANCE EXPENSES	$ 1,210,821	$ 1,394,916

(See independent auditor's report.)

STATISTICAL SECTION

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

Contents	Page(s)
Financial Trends These schedules contain trend information to help the reader understand how the Airport's financial performance and well-being have been changed over time.	24-27
Revenue Capacity These schedules contain information to help the reader assess the Airport's most significant local revenue source.	28-32
Debt Capacity These schedules present information to help the reader assess the affordability of the Airport's current levels of outstanding debt and the Airport's ability to issue additional debt in the future.	33-36
Demographic and Economic Information These schedules offer demographic and economic indicators to help the reader understand the environment within which the Airport's financial activities take place.	37-40
Operating Information These schedules contain service and infrastructure data to help the reader understand how the information in the Airport's financial report relates to the services the Airport provides and the activities it performs.	41-45

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

CHICAGO EXECUTIVE AIRPORT

NET POSITION AND CHANGES IN NET POSITION

Last Ten Fiscal Years

	2008	2009	2010	2011
REVENUES				
Operating revenues				
Long-term leases	$ 1,929,797	$ 1,950,052	$ 1,966,504	$ 1,806,408
T-hangar and tie-down fees	287,453	289,349	265,913	297,332
Fuel flowage fees	673,428	589,638	560,657	629,936
U.S. Custom Service fees	286,338	266,867	245,520	269,898
Other	116,886	195,843	154,946	197,080
Total operating revenues	3,293,902	3,291,749	3,193,540	3,200,654
Non-operating revenues				
Investment income	171,930	79,549	36,402	21,646
Other	28,100	-	-	-
Total non-operating revenues	200,030	79,549	36,402	21,646
Total revenues	3,493,932	3,371,298	3,229,942	3,222,300
EXPENSES				
Operating expenses				
Administrative	1,665,965	1,497,600	1,498,573	1,466,444
Maintenance	1,098,705	953,402	967,475	1,017,436
Depreciation and amortization	2,364,064	2,544,995	2,520,458	2,541,179
Total operating expenses	5,128,734	4,995,997	4,986,506	5,025,059
Non-operating expenses				
Interest expense	260,630	211,329	138,041	202,239
Other expense	83	7,564	26,641	12,226
Total non-operating expenses	260,713	218,893	164,682	214,465
Total expenses	5,389,447	5,214,890	5,151,188	5,239,524
CAPITAL CONTRIBUTIONS	659,405	245,051	3,726,425	1,483,916
INCREASE (DECREASE) IN NET POSITION	$ (1,236,110)	$ (1,598,541)	$ 1,805,179	$ (533,308)
NET POSITION				
Net investment in capital assets	$ 93,047,242	$ 88,162,133	$ 90,180,754	$ 89,843,203
Restricted	-	-	-	-
Unrestricted	95,218	3,381,786	3,168,344	2,972,587
TOTAL NET POSITION	$ 93,142,460	$ 91,543,919	$ 93,349,098	$ 92,448,462

2012	2013	2014	2015	2016	2017
$ 1,917,757	$ 2,201,383	$ 2,257,610	$ 2,254,157	$ 2,210,835	$ 2,317,191
416,743	418,521	399,181	390,233	398,617	426,595
595,297	602,769	659,072	707,941	801,728	914,777
278,039	247,500	284,850	306,857	294,077	291,755
252,512	175,670	374,777	231,578	258,856	661,817
3,460,348	3,645,843	3,975,490	3,890,766	3,964,113	4,612,135
16,896	10,222	7,267	6,591	6,352	10,846
28,208	39,290	203,131	54,273	31,102	45,113
45,104	49,512	210,398	60,864	37,454	55,959
3,505,452	3,695,355	4,185,888	3,951,630	4,001,567	4,668,094
1,643,423	1,423,250	1,699,624	1,405,827	1,386,781	1,411,557
979,074	1,066,421	1,239,415	1,189,104	1,394,916	1,210,821
2,738,152	2,672,210	2,658,807	2,965,689	2,975,096	2,910,819
5,360,649	5,161,881	5,597,846	5,560,620	5,756,793	5,533,197
227,141	211,406	199,680	188,072	137,450	123,160
38,091	-	-	-	-	-
265,232	211,406	199,680	188,072	137,450	123,160
5,625,881	5,373,287	5,797,526	5,748,692	5,894,243	5,656,357
2,628,403	2,254,936	879,744	1,221,412	569,516	857,665
$ 507,974	$ 577,004	$ (731,894)	$ (575,650)	$ (1,323,160)	$ (130,598)
$ 91,047,141	$ 91,986,764	$ 91,461,746	$ 90,222,064	$ 89,031,839	$ 87,871,546
-	-	-	-	-	-
2,276,623	1,914,004	1,707,128	2,226,398	2,093,463	3,123,158
$ 93,323,764	$ 93,900,768	$ 93,168,874	$ 92,448,462	$ 91,125,302	$ 90,994,704

CHICAGO EXECUTIVE AIRPORT

CHANGES IN CASH AND CASH EQUIVALENTS

Last Ten Fiscal Years

	2008	2009	2010	2011
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts from customers and users	$ 3,605,633	$ 3,426,195	$ 3,167,740	$ 2,962,936
Payments to suppliers	(1,662,275)	(1,356,590)	(1,317,967)	(1,500,632)
Payments to employees	(1,208,291)	(1,110,532)	(1,101,469)	(1,073,785)
Net cash from operating activities	735,067	959,073	748,304	388,519
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES				
Non-operating revenues (expenses)	-	(5,456)	(10,000)	-
Net cash from noncapital financing activities	-	(5,456)	(10,000)	-
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES				
Capital contributions - grants	-	-	-	-
Acquisition and construction of capital assets				
Capital assets	(58,651)	(568,229)	(689,895)	(1,352,919)
Sewer assessments	-	-	-	-
Disposal of capital assets	28,100	(2,108)	27,848	29,008
Proceeds from loan	-	3,200,000	3,254,512	2,245,488
Interest paid on loan	(260,705)	(223,499)	(145,695)	(202,239)
Principal paid on loan	(45,401)	(4,746,209)	(3,243,560)	(1,176,685)
Net cash from capital and related financing activities	(336,657)	(2,340,045)	(796,790)	(457,347)
CASH FLOWS FROM INVESTING ACTIVITIES				
Maturities of investments	-	-	-	-
Purchase of investments	-	(901,257)	-	-
Interest received on deposits	171,930	79,549	37,659	20,544
Net cash from investing activities	171,930	(821,708)	37,659	20,544
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	570,340	(2,208,136)	(20,827)	(48,284)
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	3,599,784	4,170,124	1,961,988	1,941,161
CASH AND CASH EQUIVALENTS, END OF YEAR	$ 4,170,124	$ 1,961,988	$ 1,941,161	$ 1,892,877

2012	2013	2014	2015	2016	2017
$ 3,625,119	$ 3,658,657	$ 4,369,898	$ 3,835,355	$ 4,962,741	$ 4,772,121
(1,511,985)	(1,007,659)	(1,432,243)	(1,586,475)	(1,738,435)	(1,681,280)
(1,258,203)	(1,228,808)	(1,544,890)	(1,275,152)	(1,184,109)	(1,268,359)
854,931	1,422,190	1,392,765	973,728	2,040,197	1,822,482
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	1,221,412	569,516	857,665
(758,313)	(1,056,989)	(950,540)	(1,556,154)	(943,445)	(1,431,321)
-	-	200,164	54,273	27,002	26,123
41,260	41,325	3,500	-	4,100	18,990
-	-	-	-	-	-
(227,141)	(211,406)	(199,680)	(188,072)	(137,450)	(123,161)
(292,048)	(301,941)	(304,038)	(454,615)	(306,295)	(319,204)
(1,236,242)	(1,529,011)	(1,250,594)	(923,156)	(786,572)	(970,908)
1,101,102	-	-	195,007	-	99,128
-	(245,527)	(1,572)	-	(110,071)	-
16,896	10,222	7,267	6,591	6,352	10,846
1,117,998	(235,305)	5,695	201,598	(103,719)	109,974
736,687	(342,126)	147,866	252,170	1,149,906	961,548
1,892,877	2,629,564	2,287,438	2,435,304	2,687,474	3,837,380
$ 2,629,564	$ 2,287,438	$ 2,435,304	$ 2,687,474	$ 3,837,380	$ 4,798,928

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE SOURCES

Last Ten Fiscal Years

	2008	2009	2010	2011
REVENUES				
Operating revenues				
Long-term leases	$ 1,929,797	$ 1,950,052	$ 1,966,504	$ 1,806,408
Short-term leases	-	-	-	115,344
T-hangar fees	212,921	209,729	194,910	232,109
Tie-down fees	74,532	79,620	71,003	65,223
Permit fees	40,201	37,723	32,616	28,079
Fuel flowage fees	673,428	589,638	560,657	629,936
U.S. Custom Service fees	286,338	266,867	245,520	269,898
Late fees	6,886	20,258	7,507	5,862
Other	69,799	137,862	114,823	47,795
Total operating revenues	3,293,902	3,291,749	3,193,540	3,200,654
Percentage of total revenues	94.27%	97.64%	98.87%	99.33%
Non-operating revenues				
Investment income	171,930	79,549	36,402	21,646
Intergovernmental revenue	-	-	-	-
Other	28,100	-	-	-
Total non-operating revenues	200,030	79,549	36,402	21,646
Percentage of total revenues	5.73%	2.36%	1.13%	0.67%
TOTAL REVENUES	$ 3,493,932	$ 3,371,298	$ 3,229,942	$ 3,222,300

2012	2013	2014	2015	2016	2017
$ 1,917,757	$ 2,201,383	$ 2,257,610	$ 2,254,157	$ 2,210,835	$ 2,317,191
115,344	115,344	115,344	-	-	-
365,572	374,823	367,680	358,483	366,643	393,575
51,171	43,698	31,501	31,750	31,974	33,020
29,286	35,545	42,986	82,971	90,662	80,060
595,297	602,769	669,072	707,941	801,728	914,777
278,039	247,500	284,850	306,857	294,077	291,755
6,940	7,521	2,719	6,870	2,981	3,587
100,942	17,260	203,728	141,737	165,213	578,170
3,460,348	3,645,843	3,975,490	3,890,766	3,964,113	4,612,135
94.27%	98.66%	94.97%	75.21%	86.72%	83.47%
16,896	10,222	7,267	6,591	6,352	10,846
-	-	-	1,221,412	569,516	857,665
28,208	39,290	203,131	54,273	31,102	45,113
45,104	49,512	210,398	1,282,276	606,970	913,624
1.29%	1.34%	5.03%	24.79%	13.28%	16.53%
$ 3,505,452	$ 3,695,355	$ 4,185,888	$ 5,173,042	$ 4,571,083	$ 5,525,759

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL REVENUE PAYERS
LEASE PAYMENTS AND FUEL FLOWAGE FEES

For Current Year and Nine Years Prior

	2017	Operating Revenue Percentage	2008	Operating Revenue Percentage
PAYERS				
Signature Flight Support*	$ 2,254,854	62.92%	$ 1,884,352	74.06%
Atlantic Aviation*	664,672	18.55%	434,954	17.10%
Hawthorne Global Aviation*	425,648	11.88%	-	0.00%
Eclipse Aerospace	177,659	4.96%	-	0.00%
Waste Management	30,617	0.85%	-	0.00%
Stery Tucking	30,500	0.84%	-	0.00%
IPO II	-	0.00%	105,530	4.15%
North American Jet	-	0.00%	-	0.00%
Palwaukee Service Center	-	0.00%	-	0.00%
Chicago Executive Service Center	-	0.00%	119,386	4.69%
American Flyers	-	0.00%	-	0.00%
TOTAL PRINCIPAL REVENUE PAYERS	$ 3,583,950	100.00%	$ 2,544,222	100.00%

* Includes fuel flowage fees.

CHICAGO EXECUTIVE AIRPORT

REVENUE RATES

Last Ten Fiscal Years

	2008	2009	2010	2011
Long-term leases (per year)				
Hangars (average rent per square foot)	$ 4.0304	$ 4.0325	$ 4.1199	$ 4.2533
Ground leases (average rent per square foot)	0.6302	0.6358	0.6400	0.6500
Short-term rentals	$ -	$ -	$ -	$ 9,612
T-Hangar fees (per month)				
North East Quad T-hangars	$ -	$ -	$ -	$ 444
New buildings (southeast quadrant)	432	452	452	464
Old buildings	241	252	252	252
Tie-downs (per month)				
Area 1	$ -	$ -	$ -	$ -
Area 2	151	158	158	158
Area 3	97	97	97	97
Area 4	97	N/A	N/A	N/A
Area 7	121	N/A	N/A	N/A
Area 10	N/A	N/A	N/A	N/A
Commercial operating permits (per month)	$ 69	$ 72	$ 72	$ 74
Fuel flowage fees (per gallon)	$ 0.1119	$ 0.1163	$ 0.1163	$ 0.1192
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.

2012	2013	2014	2015	2016	2017
$ 5.0000	$ 5.0800	$ 5.1100	$ 5.9700	$ 4.7600	$ 4.8500
0.6500	0.6700	0.6700	0.8300	0.8600	0.8900
$ 9,612	$ 9,612	$ 9,612	$ 10,503	$ 12,148	$ 14,740
$ 453	$ 460	$ 460	$ 466	$ 472	$ 479
471	480	488	495	502	509
-	-	-	-	-	-
$ -	$ -	$ -	$ -	$ -	$ 102.00
158	159	159	159	100	-
97	98	98	98	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A
$ 75	$ 76	$ 77	$ 78	$ 79	$ 80
$ 0.1234	$ 0.1255	$ 0.1255	$ 0.0127	$ 0.1400	$ 0.1500
$ 90	$ 90	$ 90	$ 90	$ 90	$ 90
180	180	180	180	180	180
360	360	360	360	360	360
540	540	540	540	540	540
180	180	180	180	180	180
$ 10-25	$ 10-25	$ 10-25	$ 10-25	$ 10-25	$ 10-25
10	10	10	10	10	10

CHICAGO EXECUTIVE AIRPORT

RATIOS OF OUTSTANDING DEBT

Last Ten Fiscal Years

	2008	2009	2010	2011
OUTSTANDING DEBT PER FLIGHT OPERATION				
Outstanding debt by type				
Bank loans[1]	$ 1,092,391	$ 1,046,182	$ 1,002,623	$ 957,039
Revenue notes[2]	4,700,000	3,200,000	3,254,512	4,368,899
Total outstanding debt	$ 5,792,391	$ 4,246,182	$ 4,257,135	$ 5,325,938
OUTSTANDING DEBT PER FLIGHT OPERATION	$ 53.37	$ 46.05	$ 48.46	$ 59.56
DEBT SERVICE				
Principal	$ 45,401	$ 46,209	$ 43,559	$ 1,176,685
Interest	263,438	211,562	138,041	202,239
Total debt service	$ 308,839	$ 257,771	$ 181,600	$ 1,378,924
Ratio of debt service to total expenses	5.70%	4.90%	3.50%	26.30%
DEBT SERVICE PER FLIGHT OPERATION	$ 2.85	$ 2.80	$ 2.07	$ 15.42

[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 0.8% of the EAV total in general obligation debt without referendum approval. Certain financing vehicles are exempt from limitations of these types. The Village of Wheeling in an Illinois home rule community and has no statutory limit. As a result, the acceptable level of debt outstanding for the Village 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.

2012	2013	2014	2015	2016	2017
$ 909,336	$ 859,417	$ 807,391	$ 753,288	$ 688,534	$ 621,341
4,124,554	3,872,542	3,620,530	3,220,018	2,968,006	2,715,994
$ 5,033,890	$ 4,731,959	$ 4,427,921	$ 3,973,306	$ 3,656,540	$ 3,337,335
$ 59.40	$ 57.08	$ 57.05	$ 51.62	$ 47.01	$ 0.58
$ 292,048	$ 301,931	$ 304,038	$ 454,615	$ 316,766	$ 319,205
227,141	211,046	199,680	188,072	137,450	116,721
$ 519,189	$ 512,977	$ 503,718	$ 642,687	$ 454,216	$ 435,926
9.50%	9.79%	8.70%	11.09%	7.90%	7.40%
$ 6.13	$ 6.19	$ 6.49	$ 8.35	$ 6.03	$ 0.08

CHICAGO EXECUTIVE AIRPORT

PLEDGED REVENUE COVERAGE

Last Ten Fiscal Years

	2008	2009	2010	2011
NET REVENUES				
Operating revenues	$ 3,293,902	$ 3,291,749	$ 3,193,540	$ 3,200,654
Investment income	171,930	79,549	36,402	21,646
TOTAL NET REVENUES	$ 3,465,832	$ 3,371,298	$ 3,229,942	$ 3,222,300
DEBT SERVICE				
Principal	$ 45,401	$ 4,746,209	$ 3,243,560	$ 1,176,685
Interest	260,630	211,329	138,041	202,239
TOTAL DEBT SERVICE	$ 306,031	$ 4,957,538	$ 3,381,601	$ 1,378,924
DEBT SERVICE COVERAGE	11.33	0.68	0.96	2.34

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

2012	2013	2014	2015	2016	2017
$ 3,460,348	$ 3,645,843	$ 3,975,490	$ 3,890,766	$ 4,612,135	$ 3,964,113
16,896	10,222	7,267	6,591	10,846	6,352
$ 3,477,244	$ 3,656,065	$ 3,982,757	$ 3,897,357	$ 4,622,981	$ 3,970,465
$ 292,048	$ 301,931	$ 304,038	$ 454,615	$ 319,204	$ 306,295
227,141	211,046	199,680	188,072	123,160	137,450
$ 519,189	$ 512,977	$ 503,718	$ 642,687	$ 442,364	$ 443,745
6.70	7.13	7.91	6.06	10.45	8.95

Chicago Executive Airport

Airport Tenants and Through-the-Fence Operators

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

Data Source

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

CHICAGO EXECUTIVE AIRPORT

Airport Tenants and Through-the-Fence Operators (Continued)

Aviation		Corporate
On-Airport Tenants		
Chicago Executive Airport	Government	
FAA (Control Tower)	Government	
U.S. Customs	Government	
Atlantic Aviation	FBO	17 corporations
Hawthrone Global Aviation	FBO	
Signature Flight Support	FBO	39 corporations
American Flyers	Flight School	
Boraam Aviation	Flight School	
Chicago Executive Flight School	Flight School	
Chicago Executive Service Center	Maintenance	
Chicago Jet Group	Air Charter	
Civil Air Patrol	Training	
Down to the Last Detail	Aircraft Detail Services	
Duncan Aviation	Maintenance	
Eclipse Aerospace	Maintenance	
Executive Jet Management	Air Charter	
Fly There LLC	Flight School	
Hertz	Car Rental	
Hightail Air Charter	Air Charter	
International Aviation	Air Charter	
IPO II LLC	Non-Commercial	
Leading Edge Flying Club	Flying Club	
National	Car Rental	
Northern American Jet	Air Charter	
Northern Illinois Flight Center (NJet)	Air Charter	
Northwest Flyers	Air Charter/Flight School	
Paragon Flying Club	Flying Club	
Priester Aviation	Air Charter	
Primestar	Maintenance	
Skill Aviation	Flight School	
Trego/Dugan	Air Charter	
Windy City Flyers	Flight School/Rentals	
Off-Airport Firms and Through-the-Fence Operators		
Aircraft Propeller Service, Inc.	Maintenance	
Down-to-the-Last-Detail	Maintenance	
Enterprise	Car Rental	
Georgies	Catering	
MaxAir Inc.	Air Taxi	
T.C. Becks	Catering	

Data Source

Chicago Executive Airport Economic Impact Study - 2007 by Wilbur Smith Associates (Updated for FY2015 by CEA)

CHICAGO EXECUTIVE AIRPORT

FULL-TIME EQUIVALENT AIRPORT EMPLOYEES BY FUNCTION

Last Ten Fiscal Years

	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
FUNCTION										
Finance and administration	6.2	6.2	6.3	6.5	7.6	6.7	5.0	5.0	5.0	6.0
Operations and maintenance	7.1	7.1	7.7	7.0	7.0	7.9	7.0	7.0	7.0	9.6
TOTAL	13.3	13.3	14.0	13.5	14.6	14.6	12.0	12.0	12.0	15.6

Data Source

Airport Annual Budgets

CHICAGO EXECUTIVE AIRPORT

PRINCIPAL EMPLOYERS OF THE VILLAGE OF WHEELING

Current Year and Nine Years Ago

	2016*			2007		
Employer	**Number of Employees**	**Rank**	**% of Total Airport Population**	**Number of Employees**	**Rank**	**% of Total Airport Population**
SG360	940	1	2.50%	750	4	1.95%
Durable Packaging	750	2	1.99%			
Pamarco Global Graphics	625	3	1.66%			
Reynolds Consumer Products	600	4	1.59%			
Handi-Foil	550	5	1.46%	600	6	1.56%
Crothall Laundry Services	450	6	1.20%			
Lake Region Medical	425	7	1.13%			
Bob Chinn's Crabhouse	375	8	1.00%	375	10	0.97%
Helpsource Of North Shore Inc.	360	9	0.96%			
Argon Medical	330	10	0.88%			
ACCO Brands Inc				1,484	1	3.85%
Angiotech (Manan Medical)				1,112	2	2.88%
Do All Company				927	3	2.40%
Chicago Manifold Products Corp				625	5	1.62%
Pactive Corp.				550	7	1.43%
School District 21				487	8	1.26%
Block & Company				400	9	1.04%
	5,405		14.37%	7,310		18.96%

*Latest information available

Data Source

Village of Wheeling 2016 CAFR

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF CAPITAL CONTRIBUTIONS

Inception to April 30, 2017

Fiscal Year	Capital Contributions				
	Federal Grants	State Grants	County Grants	Other	Donations
1985	$ 20,262,070	$ 1,112,691	$ -	$ -	$ -
1988	3,548,275	196,783	-	-	-
1989	1,529,641	82,417	-	-	-
1990	2,644,093	386,967	-	-	-
1991	1,799,702	231,353	-	-	31,000
1992	3,432,448	295,335	-	-	-
1993	7,146,798	593,188	-	-	3,000
1994	4,655,623	289,035	-	-	-
1995	3,419,137	398,900	1,305,800	-	-
1996	498,313	27,471	-	-	-
1997	1,692,866	530,953	-	-	(23,000)
1998	3,382,368	729,473	-	-	-
1999	-	-	-	-	-
2000	(3,045,963)	697,416	(1,305,800)	136,291	-
2001	-	168,952	-	65,723	-
2002	4,248,313	721,743	-	-	-
2003	7,986,499	753,957	-	44,600	-
2004	1,076,877	235,169	-	(2,470)	-
2005	4,478,879	1,428,067	-	-	-
2006	3,611,925	-	-	-	-
2007	10,309,044	273,043	-	-	-
2008	582,066	77,339	-	-	-
2009	49,485	195,566	-	-	-
2010	3,630,870	95,555	-	-	-
2011	1,553,185	25,242	-	-	-
2012	2,490,403	138,000	-	-	-
2013	2,200,552	54,384	-	-	-
2014	833,442	46,302	-	-	-
2015	1,100,127	121,285	-	-	-
2016	512,564	56,952	-	-	-
2017	771,898	85,767			
TOTAL	$ 96,401,500	$ 10,049,305	$ -	$ 244,144	$ 11,000

Data Source

Airport's financial statements and accounting records

CHICAGO EXECUTIVE AIRPORT

SCHEDULE OF PROPERTY TAX DATA

Last Ten Fiscal Years

April 30, 2017

Fiscal Year	Property Tax Assessed Value	Property Taxes Paid by Lessees
2008	$ 7,386,479	$ 1,374,891
2009	8,870,680	1,358,969
2010	10,354,881	1,343,047
2011	10,598,226	782,768
2012	12,135,975	858,962
2013	10,527,237	958,410
2014	11,271,798	1,550,829
2015	12,695,121	1,464,758
2016	11,867,280	1,277,211
2017	N/A	N/A

N/A - Not available at time of publication.

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

CHICAGO EXECUTIVE AIRPORT

MISCELLANEOUS STATISTICAL DATA

Last Ten Fiscal Years

Fiscal Year	Operating Income Before Depreciation and Amortization	Changes in Net Position	(1) Airport Operations	Fuel Flowage (Gallons)	Size (Acres)
2008*	$ 529,232	$ (1,236,110)	$ 108,531	5,591,206	426.14
2009	840,747	(1,598,541)	92,202	4,774,483	426.14
2010	727,492	1,805,179	87,841	4,459,174	426.14
2011	1,210,821	-	89,417	4,788,960	426.14
2012	837,851	507,974	84,749	4,521,410	426.14
2013	1,156,172	577,004	82,897	4,692,259	426.14
2014	1,036,451	(731,894)	77,620	4,882,077	426.14
2015	1,295,835	(575,650)	76,974	5,180,360	431.64
2016	1,182,416	(1,323,160)	77,779	5,447,001	431.64
2017	1,989,757	(130,598)	75,297	5,719,292	431.64

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

*Change in net position has been restated in 2008 for depreciation of infrastructure capital assets.

Data Source

Airport's internal records

CHICAGO EXECUTIVE AIRPORT

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

2008 to Present

Fiscal Year	Piston		Turbine				U.S. Customs Arrival Clearances
	Single	Twin	Propeller	Fan/Jet	Helicopter	Total	
2008	189	31	6	70	4	300	541
2009	177	22	6	89	3	297	506
2010	161	20	3	62	0	246	436
2011	171	19	3	57	0	250	489
2012	161	18	11	55	2	247	513
2013	155	20	13	66	3	257	463
2014	127	15	18	65	4	229	513
2015	112	21	12	72	3	220	493
2016	112	21	21	80	3	237	473
2017	112	18	16	85	3	234	467

Data Source

Airport's internal record