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COMPREHENSIVE ANNUAL FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED DECEMBER 31, 2009



FILED
07/02/2010

ST. JOSEPH COUNTY AIRPORT AUTHORITY
A COMPONENT UNIT OF ST. JOSEPH COUNTY, INDIANA

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A COMPONENT UNIT OF ST. JOSEPH COUNTY, INDIANA
SOUTH BEND, INDIANA

COMPREHENSIVE ANNUAL FINANCIAL
REPORT FOR THE FISCAL YEAR
ENDED DECEMBER 31, 2009

Prepared by the
Department of Administration and Finance

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
 COMPREHENSIVE ANNUAL FINANCIAL REPORT
 FOR THE FISCAL YEAR ENDED DECEMBER 31, 2009**

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ST. JOSEPH COUNTY AIRPORT AUTHORITY



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June 1, 2010

To the Members of the Board:

The Comprehensive Annual Financial Report of the St. Joseph County Airport Authority for the fiscal year ended December 31, 2009, is submitted herewith. This report was prepared by the Department of Administration and Finance of the St. Joseph County Airport Authority in conjunction with the Auditor's Office of St. Joseph County, Indiana, and the Indiana State Board of Accounts.

Responsibility for both the accuracy of the presented data and the completeness and fairness of the presentation, including all disclosures, rests with the Airport Authority. We believe the data, as presented, is accurate in all material aspects; that it is presented in a manner designed to fairly set forth the financial position and results of operations of the Airport Authority; and that all disclosures necessary to enable the reader to gain the maximum understanding of the Airport Authority's financial affairs have been included.

The guidelines recommended by the Government Finance Officers Association of the United States and Canada have been followed in the preparation of this report. The GFOA awards Certificates of Achievement to those governments whose annual financial reports are judged to conform substantially to the high standards of public financial reporting, including generally accepted accounting principles (GAAP) promulgated by the Governmental Accounting Standards Board. It is our belief that the accompanying 2009 Comprehensive Annual Financial Report meets program standards, and it will be submitted to the Government Finance Officers Association for their review. GAAP requires that management provide a narrative introduction, overview, and analysis to accompany the financial statements in the form of a Management Discussion and Analysis (MD&A). One should read this letter of transmittal in conjunction with the MD&A that is located immediately following the report of the independent auditor in the Financial Section of this report.

THE REPORTING ENTITY

The St. Joseph County Airport Authority (the "Airport Authority") is a municipal corporation established January 1, 1974, by the St. Joseph County, Indiana, Council, under authority granted by Indiana Statute (I.C. 1971 19-6-2 as amended by Chapter 3.5, commonly known as Public Law 304 and superseded by I.C. 8-22-3). The Authority, a component unit of St. Joseph County, has jurisdiction over a special district and was established for the general purpose of acquiring, maintaining, operating, and financing airports and landing fields in St. Joseph County, Indiana; and in connection therewith is authorized, among other things, to issue general obligation and revenue bonds and to levy taxes in accordance with the provisions of the statute. The Airport Authority administers South Bend Regional Airport in South Bend, Indiana. The Airport Authority has no stockholders or equity holders and all revenues and other receipts must be disbursed in accordance with such statute. The Authority has no component units.

The Airport Authority's bi-partisan Board consists of four members which are appointed by the St. Joseph County Commissioners.

PROFILE OF SOUTH BEND REGIONAL AIRPORT

The South Bend Regional Airport is located in North Central Indiana, approximately 4 miles west of South Bend and two miles south of the Michigan border.

The Airport was owned and operated by St. Joseph County from 1938 until January 1, 1974, when the St. Joseph County Council created the St. Joseph County Airport Authority District. The name of the Airport was also changed on January 1, 1974, from the St. Joseph County Airport to the Michiana Regional Airport to reflect its new regional character (Michigan and Indiana).

In 1993, Michiana Regional Airport was renamed Michiana Regional Transportation Center by the Airport Authority Board. The impetus for the change was the relocation of South Shore rail service to the airport. Finally, in 1999, the facility became South Bend Regional Airport to more clearly identify its location for national and international travelers. South Bend Regional Airport is the only small airport in the United States featuring air, interstate rail, and interstate bus services at one multi-modal terminal location.

The seventeenth year of South Shore Railroad service to South Bend Regional Airport was cause for optimism in that the Airport is attempting to draw "train to plane" passengers from the Northwestern Indiana population. The South Shore is an inter-urban electric rail service with a western terminus of downtown Chicago, Illinois.

The South Bend Regional Airport has the typical airport tenant mixture, such as: rental cars, restaurant, parking operator (Republic Parking System), etc. Hertz, Avis, Budget, National, Alamo, and Enterprise rental car agencies all occupy terminal building space along with Air Host,

Inc., a subsidiary of Hospitality Flight Services, Inc., which operates the restaurant, the gift shop, and the lounge, as well as all coin-operated concessions in the terminal building. A full complement of ground transportation is available (including ten (10) cab companies; and Transpo the city bus line). The Airport also serves as the only intercity bus terminal for the South Bend area housing the Greyhound Bus Line, Indiana Highways, and Hoosier Ride.

In addition to the intercity buses, Coach USA Lines, a commuter limousine service operating between South Bend and Chicago's O'Hare and Midway Airports, also occupies space in the terminal.

Other airport businesses include: Wells Fargo Money Machine, Sugar - N - Spice Candy Store, Smarte Carte (baggage carts), Performance Plus (custodial service), Transportation Security Administration (screenpoint security), Interspace Airport Advertising, E.C. Delivery, and Rush Delivery.

Atlantic Aviation, Inc. serves the Airport as a full service Fixed Base Operator. Atlantic Aviation, Inc. also sells 100 low lead and Jet A fuel.

Federal Express and United Parcel Service base aircraft at the South Bend Regional Airport. They are located in separate cargo areas. Federal Express operates their facility on the west cargo ramp. The northeast cargo ramp is used by United Parcel Service.

The South Bend Regional Airport is a full service commercial airport categorized as a Small Hub by the Federal Aviation Administration. It consists of two active commercial service runways: Runway 9R/27L, which is 8,400 feet long and 150 feet wide, consisting of concrete construction with an asphalt overlay. Runway 18/36 is 7,100 feet long and 150 feet wide and is a flexible pavement (asphalt) runway. The design aircraft for both 9R/27L and 18/36 is the Boeing 727-200. A third runway, 9L/27R, which is 4,300 feet long and 75 feet wide, is designated for use by General Aviation aircraft up to 60,000 pounds in weight.

The Airport is served on site by an Automated Weather Observation System (AWOS). General Aviation District Office #18 is also located at the Airport. The Air Traffic Control Tower is operational from 6:00 a.m. to 1:00 a.m. seven days a week.

Two Thousand and Nine (2009), which marked the thirty-sixth operational year of the St. Joseph County Airport Authority, was a productive and challenging year, and one which has seen the continued utilization of the multi-modal terminal complex, continued physical growth of the Airport, and continued efforts to improve air service for the South Bend area.

It is estimated that the Airport provides an economic impact to the community in excess of \$433 million per year. Based upon expected future increases in passenger traffic and capital development, this impact should continue to grow for the foreseeable future.

ECONOMIC CONDITION – SOUTH BEND REGIONAL AIRPORT
ST. JOSEPH COUNTY

The financial outlook of the Airport is dependant upon several factors including the number of passengers using the terminal facility, the landed weight of commercial aircraft, the amount of general aviation aircraft activity, and the rental of land and buildings including rentals from cargo operations.

A strong national and local economy, competitive fares, and convenient passenger services are all important factors in the success of the Airport.

St. Joseph County was established in 1830. Its economy was once highly dependant upon a few large manufacturing operations such as the Studebaker and Bendix Corporations.

In recent years, while there is still significant manufacturing activity by national companies such as the AM General Hummer facility and the Honeywell Corporation, the County has seen a shift to a much more diversified economy which now also features a large number of service-related businesses including a regional health care industry, a thriving educational services sector, and significant employment in the accounting and financial services industry. The composition of the County's 6,300 businesses and workforce of over 128,000 people closely matches that of the U.S. economy overall, thus providing a stable local economic environment.

The County is home to the University of Notre Dame, the largest employer in the county and one of the nation's leading private universities, and several other private colleges: Bethel College, Holy Cross College and Saint Mary's College. Indiana University also has a campus in South Bend with a Purdue University extension.

The location in the county of many colleges, along with the College Football Hall of Fame and the Studebaker National Museum in South Bend, creates a significant tourist industry, ranking fourth in the State of Indiana for tourism revenue.

St. Joseph County has an environment conducive to new business development.

The County workforce has a level of education higher than the national average and the cost of living in the County is significantly lower than the national average.

The County features an excellent transportation infrastructure. Interstate 80-90 transects the County and provides significant traffic between the corridor of Chicago to Detroit and Chicago to Cleveland and beyond.

St. Joseph County is also on the cutting edge of technology. An important recent development in this area was the establishment by Project Future, the local economic development agency, and the St. Joseph County Chamber of Commerce, of the St. Joseph Valley Metronet. This lightning-fast loop of fiber-optic cable is more than 50 miles long. A high-speed data network with virtually limitless bandwidth, the Metronet unites local businesses, education and government and provides affordable

access to a large number of national carriers and internet service providers. Also, the City of South Bend, in conjunction with the University of Notre Dame, was actively involved in becoming one of only four major nanotechnology research and development centers in the United States. The Midwest Institute for Nanoelectronics Discovery (MIND) aims to develop a new class of semiconductor materials that are more advanced than today's computer chip technologies.

MAJOR AIRPORT INITIATIVES

Planned Projects

In 2009, the Airport Authority continued its land acquisition program which began in 1974. It is primarily aimed at the relocation of Lincoln Way West, which has allowed for the southerly extension of Runway 36 and the acquisition of up to 140 acres of land to accommodate future aviation-related development. The total cost of the projects, when fully complete, will be approximately \$30 million with the majority of the funding coming from Passenger Facility Charge (PFC) revenues and the remainder coming from Airport Improvement Program (AIP) Funds.

In late 2009, construction was underway on a major expansion to the South Bend Regional Airport Terminal. The project is expected to conclude by 2011.

The 45,000 square foot concourse expansion will include five (5) new gates, a dining room, a lounge, a gift shop and a children's room. This much-needed renovation will also consolidate passenger screening operations to a single expanded location.

The \$13,500,000 Terminal Expansion Project is expected to be funded by a combination of AIP funds and a new General Obligation Bond issue which will be repaid with PFC funds.

The Airport Authority currently has approval from the Federal Aviation Administration (FAA) to impose a PFC charge of \$3.00 per enplaning passenger. This charge will be increased to \$4.50 to accommodate the debt service requirements of the proposed bond issue.

The AIP program features 95 percent contribution administered by the Federal Aviation Administration, 2.5 percent contributed by the State of Indiana, and 2.5 percent contributed by the Airport Authority.

Airport Facility and Service Improvements

Two thousand and nine (2009) saw continued improvements to the airport infrastructure, thereby increasing both the safety and functionality of the facility. All of the pavement surfaces, except for one taxiway, have now been rehabilitated, increasing their serviceability for the next ten to fifteen years. The airport proper is now in a position to operate for the foreseeable future without major capital expenditures, allowing it to concentrate on the terminal facility and improving the experiences of the traveling public at the airport.

For 2009, the Airport presented its fifth Annual Stakeholder of the Year Award to acknowledge the contribution of Allegiant Air to the mission of the South Bend Regional Airport. Since 2005, Allegiant has enplaned over 229,000 passengers in South Bend. It is estimated that the revenue generated to the Airport resulting from Allegiant's operations has far exceeded \$5.1 million.

Other 2009 activities included continued improvement to the Airport's website with a host of new features. A major focus was placed on the improvement of taxi service to the public. To that end, the Airport in conjunction with the Convention and Visitor's Bureau of St. Joseph County, held Customer Service Training sessions for taxi cab drivers. A "Mystery" rider program was also continued to reward taxi operators for good service.

Special Accomplishments

The Safety Department celebrated its twenty-ninth year of service as a public safety department. The South Bend Regional Airport is fortunate to have a triple-trained department which continues to provide aircraft and building rescue, fire fighting support, emergency medical services, and law enforcement activities.

In 2009, the Safety Department continued to use its state-of-the-art fire training facility. The Indiana Department of Environmental Management approved the facility, which is being used by the Safety Department for their own training and also for local and national airport-sponsored fire training exercises.

The Airport's Maintenance Department has long been known for its proficiency in snow and ice removal and continued that tradition in 2009.

The Operations Department, which was formed in 2002, continued to provide support and coordination for the Airport. This function, which includes the monitoring of access control systems and airfield and terminal operations, has become even more critical because of post September 11 security concerns.

The Safety, Maintenance, and Operations Departments work closely to insure optimal regulatory compliance including excellent ratings on yearly FAA and State inspections.

South Bend Regional Airport will continue to be involved in the Blackthorn Business Park initiative sponsored by the City of South Bend, which will be a major force in the economic development of the area.

Also, the Authority is proud to have completed the twenty-third year of operation for Foreign Trade Zone No. 125. It has the distinction of being one of the only Zones in the United States not contiguous to a Port of Entry. The Zone is an important economic tool for both importers and exporters in the region. While the Airport Authority has delegated the operation of the Zone to another entity, it continues to follow the Michiana Foreign Trade Zone's progress with great interest.

Employees and Volunteers

The following employees and volunteers worked together in 2009 to further improve the image and efficiency of the South Bend Regional Airport:

Travis J. Athmann
Norma E. Brown
K. Todd Burget
Richard Buzalski
Brian L. Cassady
Chris D. Celichowski
Joshua M. Chapo
Michael A. Clymer
Gary A. Davis
Richard K. Fields
Francis M. Flanagan
Sean Flanagan
Mitzi A. Garner
Ty H. Garton
Leonard J. Genchoff
Michael J. Gerndt
Donald E. Gilbert
Terence A. Goralski
Karen A. Gorbitz
James M. Gordon, Jr.
Charles W. Gray
Michael A. Guljas
Scott E. Hancz
Robert E. Herron, Jr.
Richard C. High
Chad Hooten
Scott A. Ingole
Hal K. James
Clifford A. Jenkins
David A. Joachim
Steven Johnson
Daniel J. Kopczynski
David Lachniet
Kerianne Linn
Bruce MacLachlan
Michael J. Markiewicz
Kevin A. Matuszak
Corey M. McAlvey

Brian A. McMillen
Christopher Monjeau
Michael A. Muzzey
Ronald A. Nye
Michael J. Ornat
Jerry Paege
Kyle T. Phillips
Kevin M. Plonka
Reginald M. Sanders
John C. Schalliol
Sandra A. Schick
Kellen Shireman
Raymond M. Snider
James J. Stankiewicz
Carl S. Stopczynski
Kevin J. Szucsits
James M. Temple
Anthony Van Overberghe
Carol A. Whitteberry
Matthew L. Willis
Lauren M. Winger

Part-Time Employees:

Tim Davis
Joseph McIntyre
Thomas McKee
James Pawelski
Christopher Petzke
Marcus Stankiewicz
Stephen Stopczynski
Ryan Wagley

Volunteers:

Rosemarie Owsianowski

FINANCIAL INFORMATION

Internal Control Structure and Budgetary Controls

In developing and implementing the Airport Authority's accounting system, consideration has been given to the adequacy of internal accounting controls, designing them to provide reasonable, but not absolute, assurance regarding the safeguarding of assets against loss from unauthorized use or disposition, and the reliability of financial records for preparing financial statements and maintaining accountability for assets. The concept of reasonable assurance recognizes that the cost of control should not exceed the benefits likely to be derived and the evaluation of costs and benefits requires estimates and judgments by management.

We believe that operating within this framework; the Airport Authority's internal accounting controls adequately safeguard assets and provide reasonable assurance of proper recording of financial transactions.

The accounts of the Airport Authority are maintained in four main funds (Aviation, Construction, Cumulative Building, and Bond and Interest) as required by state statute for budgetary purposes. Annual budgets are adopted and monthly budget reports are prepared on a cash basis. Appropriations lapse with the expiration of the budgetary period unless encumbered by a purchase order or contract. Encumbered appropriations for purchase orders or contracts are carried over and added to the subsequent year's budget. For external financial reporting purposes, the Airport Authority consolidates its financial activity into an enterprise fund which recognizes expenses when incurred. Thus, this component unit financial report has been prepared using the accrual method of accounting.

The annual operating budget of the Airport Authority is prepared by the staff and adopted by ordinance by the Airport Authority Board. It is submitted to the St. Joseph County Council and Commissioners for review and modification. The budget is then reviewed by the State Department of Local Government Finance. Prior to adoption by the Airport Authority Board, the budget is advertised and public hearings are conducted to obtain taxpayer comments.

In 2009 a change was made to the Authority's policy on the capitalization of assets, increasing the threshold for the definition of a Capital Asset from \$1,000 to \$5,000 in value.

Audit Function

The records of the St. Joseph County Airport Authority are audited annually at the close of each calendar year by the Indiana State Board of Accounts which also audits federal projects annually. The State Board of Accounts report their findings regarding federal projects to the Federal Aviation Administration. All financial data is available to the public.

Certificate of Achievement

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement For Excellence in Financial Reporting to the St. Joseph County Airport Authority for its comprehensive annual financial report (C.A.F.R.) for the fiscal year ended December 31, 2008. This was the twentieth consecutive year that the government has achieved this prestigious award.

In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current Comprehensive Annual Financial Report continues to meet the Certificate of Achievement Program's requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

Acknowledgments

Appreciation is expressed to the Board of the St. Joseph County Airport Authority for their support of the Airport Authority Staff during the preparation of this report.

We would also like to thank and acknowledge, Sherry Parton, Quality Control, of the Indianapolis office of the State Board of Accounts, and Douglas Wiese, Area Supervisor, and auditors John Pajakowski and Sharon Busenbark of the Indiana State Board of Accounts for their very significant input and encouragement and also Pete Speer of Municipal Finance Consulting Services and Yvonne Milligan with the City of Mishawaka who assisted in the accumulation of statistical information for this CAFR.

Also, the preparation of this report would not have been possible without the help of the St. Joseph County Auditor, Peter Mullin, Deputy Auditor, Cindy Bodle, and the staff at the Auditor's office.

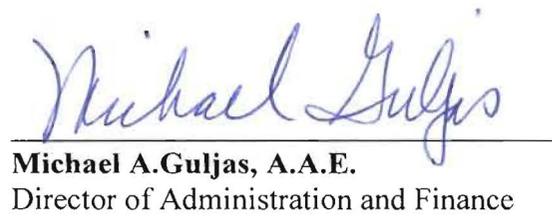
The cover design was provided by Michael Murphy Design Studios.

The Airport Authority Department of Administration and Finance deserves our sincere appreciation for their assistance, especially Lauren Winger, Accounting Manager, for her significant contribution to and coordination of the Management, Discussion and Analysis and Statistical Section; Administrative Assistant, Sandy Schick, who spent many hours processing the majority of this report; to Karen Gorbitz, Staff Accountant, for her research work and preparing much of the data for the statistical section; and to Mitzi Garner, Purchasing-Accounting Specialist, who laid out the report for printing. Other administrative staff team members contributing to this report are: Frank Flanagan, H.R. Manager; Kerianne Linn, Properties Manager; and Devin Jenkins, Administrative Intern. Finally, we would like to acknowledge the assistance of staff members from other Authority Departments: Elizabeth Cecconi, Michael Ornat, Bruce MacLachlan, Brian McMillen, Cliff Jenkins, Norma Brown, Dave Joachim, and Carol Whiteberry.

Respectfully submitted,

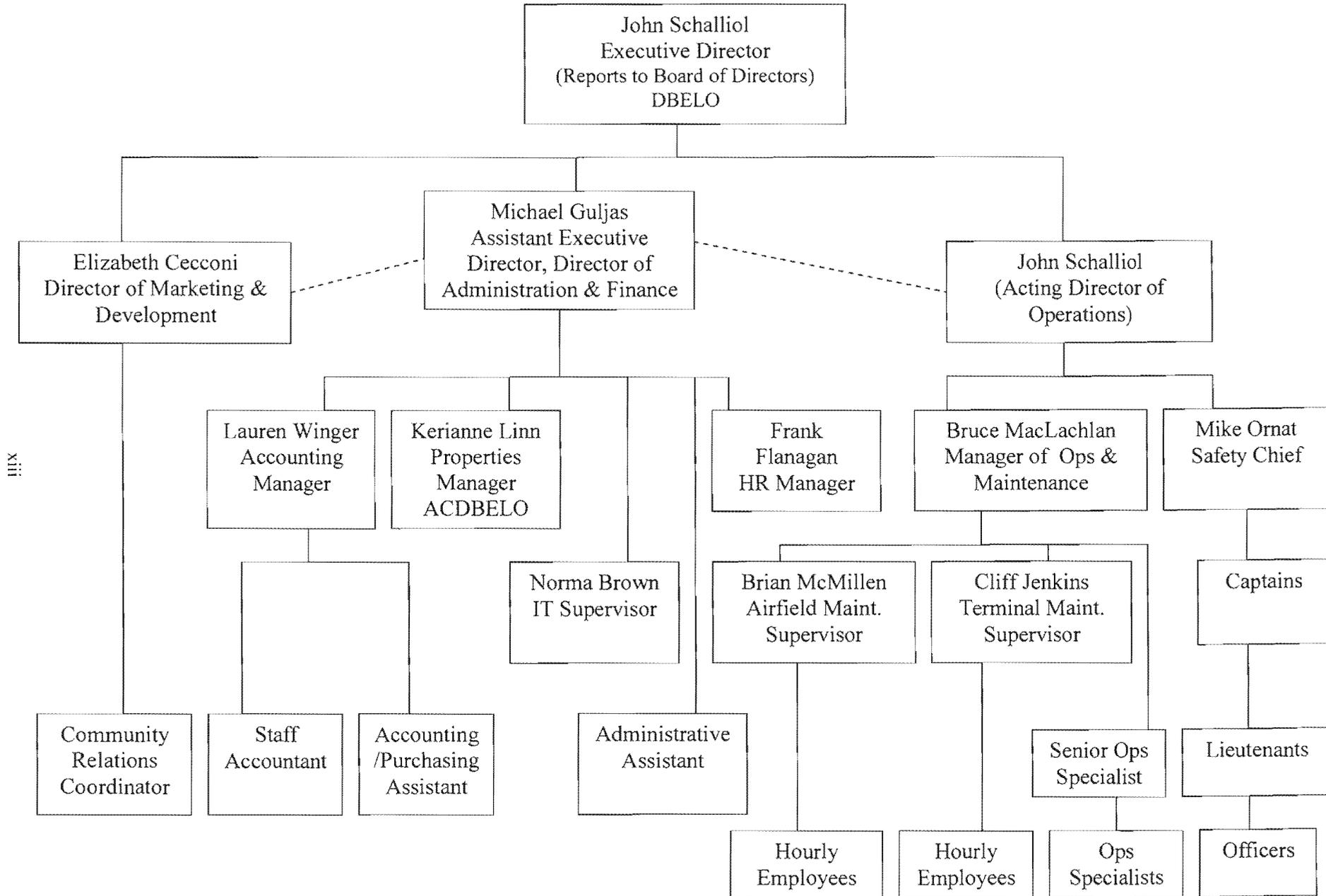


John C. Schalliol, A.A.E.
Executive Director



Michael A. Guljas, A.A.E.
Director of Administration and Finance

ST. JOSEPH COUNTY AIRPORT AUTHORITY ORGANIZATION CHART



xix

ST. JOSEPH COUNTY AIRPORT AUTHORITY

SOUTH BEND REGIONAL AIRPORT

2009 OFFICIALS

<u>Office</u>	<u>Official</u>	<u>Year Appointed</u>	<u>Current Term Expires</u>
Treasurer	Mr. Thomas S. Botkin	2006	12-31-10
Secretary	Mr. James K. Hughes	1983	12-31-09
Vice President	Mr. David R. Sage	1991	12-31-12
President of The Airport Authority District	Mr. James V. Wyllie	1995	12-31-11
Executive Director	Mr. John C. Schalliol, A.A.E.		

Certificate of Achievement for Excellence in Financial Reporting

Presented to

St. Joseph County
Airport Authority, Indiana

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 2008

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



A stylized, handwritten signature in black ink, consisting of several loops and a long horizontal stroke.

President

A handwritten signature in black ink that reads "Jeffrey R. Emmer".

Executive Director

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FINANCIAL SECTION



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AN EQUAL OPPORTUNITY EMPLOYER

STATE BOARD OF ACCOUNTS
302 WEST WASHINGTON STREET
ROOM E418
INDIANAPOLIS, INDIANA 46204-2769

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Fax: (317) 232-4711
Web Site: www.in.gov/sboa

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL STATEMENTS, SUPPLEMENTARY
SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES (PFC), AND
SUPPLEMENTARY SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

TO: THE OFFICIALS OF THE ST. JOSEPH COUNTY AIRPORT AUTHORITY,
ST. JOSEPH COUNTY, INDIANA

We have audited the accompanying financial statements of the St. Joseph County Airport Authority (Airport Authority), as of and for the year ended December 31, 2009. These financial statements are the responsibility of the Airport Authority's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control over reporting. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Airport Authority as of December 31, 2009, and the respective changes in financial position and cash flows, where applicable, thereof and for the year ended, in conformity with accounting principles generally accepted in the United States.

In accordance with Government Auditing Standards, we have also issued our report dated May 27, 2010, on our consideration of the Airport Authority's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with Government Auditing Standards and should be considered in assessing the results of our audit.

INDEPENDENT AUDITOR'S REPORT ON FINANCIAL STATEMENTS, SUPPLEMENTARY
SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES (PFC), AND
SUPPLEMENTARY SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
(Continued)

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Airport Authority's basic financial statements. The accompanying Schedule of Expenditures of Federal Awards is presented for purposes of additional analysis as required by the U.S. Office of Management and Budget Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, and is not a required part of the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the basic financial statements taken as a whole.

The Management's Discussion and Analysis and Schedule of Funding Progress, as listed in the Table of Contents, are not required parts of the basic financial statements but are supplementary information required by the accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the St. Joseph County Airport Authority's basic financial statements. The introductory section, statistical tables, the Budgetary Comparison Schedules, Budget/GAAP Reconciliation and the Schedule of Expenditures of Passenger Facility Charges are presented for purposes of additional analysis and are not required parts of the basic financial statements. The Schedule of Expenditures of Passenger Facility Charges, the Budgetary Comparison Schedules, and the Budget/GAAP Reconciliation, have been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, are fairly stated, in all material respects, in relation to the basic financial statements. The introductory section and statistical tables have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

May 27, 2010

STATE BOARD OF ACCOUNTS

State Board of Accounts

MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management Discussion and Analysis (MD&A) of the South Bend Regional Airport provides an introduction to the major activities affecting the operations of the airport and an introduction and overview to the financial performance and statements of the St. Joseph County Airport Authority (Authority) for the fiscal year ended December 31, 2009. The information contained in this MD&A should be considered in conjunction with the information contained in the Letter of Transmittal included in the Introduction Section and various historic summaries of activities and financial performance included in the Statistical and Compliance Sections of this report.

Following this MD&A are the basic financial statements of the Authority together with the notes thereto which are essential to a full understanding of the data contained in the financial statements. In addition to the basic financial statements and accompanying notes, this Section also presents certain **Required Supplementary Information (R.S.I.)** including the Authority's funding progress to support its obligation to provide pension benefits to our employees through the Indiana Public Employees' Retirement Fund (P.E.R.F.). The R.S.I. is followed by **Supplemental Financial Information** which includes budgetary comparison schedules, a reconciliation of our budget to Generally Accepted Accounting Principles (G.A.A.P.), and a schedule of expenditures of Passenger Facilities Charges.

AIRPORT ACTIVITIES & HIGHLIGHTS

As of December 31, 2009, the South Bend Regional Airport provided non-stop air passenger service to nine hubs in the United States: Chicago O'Hare, Las Vegas, Cleveland, Detroit, Cincinnati, Atlanta, Sanford/Orlando, Tampa Bay, and Minneapolis. Four major passenger carriers (Allegiant, Continental, Delta (Northwest), and United) are all represented either by the carrier itself or through a regional partner. In some cases, more than one company contracted with the national carrier for this purpose. Pinnacle Airlines also based an aircraft maintenance facility in South Bend.

In addition, thanks to the multi-modal nature of the Airport, the facility continues to house the South Shore inter-urban electric rail service, which provides travel between South Bend and downtown Chicago. Also, several interstate bus lines operate with the Airport as a terminus, including Coach USA (service to Chicago airports) and Greyhound Bus Lines (nationwide).

In 2009, many small airports nationwide were impacted by the downturn in the economy and the struggling airline industry. South Bend Regional's 2009 total enplanements and deplanements reflected a decrease of 11.26 percent versus 2008.

As part of its effort to improve air service, the Airport continued its pro active policy of working with existing and potential carriers to explore additional hub opportunities in both the east and southwest. The Executive Director, working closely with an air service consultant, made numerous contacts, and submitted proposals throughout the year to both established and start-up airlines. Plans were also underway at the end of 2009 to hire a Director of Marketing and Development. This newly created position is intended to focus on not only air service development, but also to increase awareness of the Airport's services to our community and surrounding areas.

In 2005, Allegiant Air inaugurated non-stop service Las Vegas and Sanford/Orlando, Florida. This was followed by the successful initiation of non-stop service in 2006 to the Tampa Bay, Florida area by the carrier. Allegiant's passenger growth continued in 2009 and they planned future service expansion including consideration of service to Phoenix/Mesa.

Although total aircraft flight operations were down in 2009, the airlines operated higher passenger loads per flight. Also due to interest in the University of Notre Dame's football program, most carriers operated at full capacity on home game weekends. As the new year approached, the airport was anticipating a turnaround in passenger traffic in mid to late 2010.

South Bend offers a lower than average rate structure to the airlines, thus making the airport an attractive choice from a cost standpoint. We believe that from a passenger standpoint the added convenience of using the less congested facilities of a smaller airport during this period of enhanced security, plus competitive fares and the savings on time, gas, and tolls compared to some larger neighboring airports, will place South Bend in an increasingly favorable position in the national airport system in the future.

The South Shore rail passenger service experienced a decrease of 8.28 percent in 2009. Although traffic was down in 2009, it was compared to an all-time record year of 2008, in which the 300,000 passenger threshold was exceeded. Low rail fares, high gasoline prices for auto travel, and the convenience of service to downtown Chicago were seen as the major reasons for interest in this service.

Also, the interstate bus passenger count decreased by 23.38 percent compared to the 2008 levels.

Another important component of business at the Airport includes airfreight. In 2009, United Parcel Service and Federal Express based aircraft at the facility and also maintained regional sorting facilities on site. Total cargo tonnage decreased from 2008 to 2009 by 40.25 percent.

Finally, a review of our facilities would not be complete without a mention of our general aviation facilities. Fifty-five privately or corporate-owned aircraft were based in South Bend in 2009 along with a full service fixed base operator (F.B.O.) (Atlantic Aviation). General Aviation activities represented the majority of operations at the Airport. The availability of a first-class General Aviation Facility is a key factor in drawing new business to a community.

**COMPARATIVE INFORMATION ON TRANSPORTATION SERVICES AT THE
SOUTH BEND REGIONAL AIRPORT 2009 VERSUS 2008 FOLLOWS:**

	<u>2009</u>	<u>2008</u>	<u>Variance</u>
<u>Total Airline Passengers</u> (Enplaned and Deplaned)	625,077	704,418	- 11.26%
<u>Weekday Arrivals and Departures</u>	40	54	- 25.93%
<u>Weekday Total Available Seats</u>	2,360	2,692	- 12.33%
<u>Total Cargo (Lbs.)</u>	21,210,060	35,495,848	- 40.25%

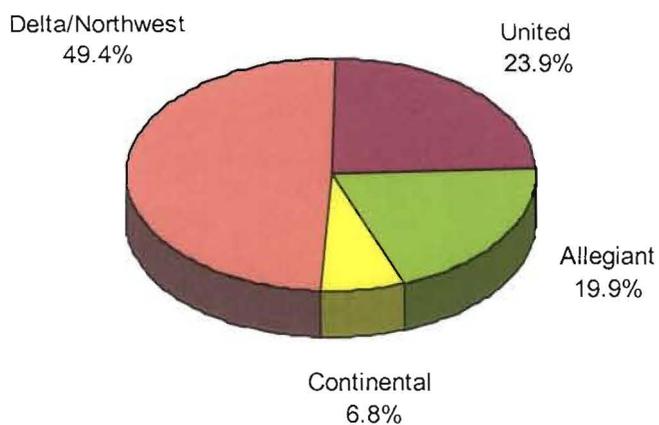
	<u>2009</u>	<u>2008</u>	<u>Variance</u>
<u>Aircraft Operations</u> (Take Off and Landing)			
Air Carriers	15,720	19,919	- 21.08%
Freight	1,526	2,638	- 42.15%
General Aviation	<u>19,782</u>	<u>21,093</u>	- 6.22%
Total Operations	37,028	43,650	- 15.17%
<u>Total Landed Weight</u>	489,534,337	589,211,536	- 16.92%
<u>Bus Passengers</u>	47,116	61,496	- 23.38%
<u>Train Passengers</u>	285,435	311,212	- 8.28%
<u>Total Air, Bus, Rail Passengers</u>	957,628	1,077,126	- 11.09%

South Bend is fortunate to have so many air transportation choices. As the comparative information demonstrates, no one carrier dominates our market. At some smaller airports, which feature fewer carriers, the loss of one provider can be significant. In 2009, South Bend ranked in the top 20 percent of small airports based upon the number of cities served with non-stop flights.

AIRLINE MARKET SHARE

Enplanements

2009



Airline Market Share Comparison

	2009		2008	
Delta/Northwest	155,339	49.4%	191,195	54.1%
United	75,258	23.9%	83,721	23.7%
Allegiant	62,748	19.9%	47,896	13.6%
Continental	21,400	6.8%	27,540	7.8%
Cape Air	-	0.0%	2,896	0.8%
Total	314,745	100.0%	353,248	100.0%

FINANCIAL HIGHLIGHTS

NET ASSETS

Total assets decreased in 2009 by \$3.2 million or 3.08 percent over 2008. The decrease resulted primarily from a \$1.3 million decrease in capital assets and a \$1.9 decrease in total current assets.

Unrestricted current assets decreased by 6.13 percent. The main component of this change was a reduction in property tax receivables.

Total liabilities decreased by 9.38 percent compared to 2008 reflecting a reduction in long term debt.

Net assets decreased by \$1.8 million or 2.04 percent.

	NET ASSETS	
	<u>2009</u>	<u>2008</u>
<u>ASSETS</u>		
Current and Other Assets	\$ 13,617,853	\$ 15,483,788
Capital Assets	<u>87,949,765</u>	<u>89,312,057</u>
Total Assets	\$ <u>101,567,618</u>	\$ <u>104,795,845</u>
<u>LIABILITIES</u>		
Current and Other Liabilities	\$ 2,155,063	\$ 2,314,791
Long-term Liabilities	<u>11,258,100</u>	<u>12,486,326</u>
Total Liabilities	\$ <u>13,413,163</u>	\$ <u>14,801,117</u>
<u>NET ASSETS</u>		
Invested in Capital Assets, Net of Related Debt	\$ 78,662,042	\$ 79,687,866
Restricted	3,675,234	2,899,552
Unrestricted	<u>5,817,179</u>	<u>7,407,310</u>
Total Net Assets	\$ <u>88,154,455</u>	\$ <u>89,994,728</u>

REVENUE

Total Revenue decreased by 10.92 percent compared to 2008 levels.

Airport Service Revenue decreased by 9.12 percent and consisted of Airfield, Terminal, Concessions, Parking, Fixed Base Operator, and Building and Land Rental Revenues.

The Airfield Category, which was composed primarily of landing fees (\$.96 per thousand pounds of aircraft landed weight) and fuel flowage fees decreased by 12.65 percent.

Terminal Rental Revenue received from the airlines decreased by 4.22 percent in 2009.

Terminal Non-Aviation Rental Revenue decreased by 11.34 percent.

Concession Revenue decreased by 2.76 percent and Parking Revenue decreased by 20.02 percent. Concession and Parking Revenue are based primarily on the number of passengers utilizing the Airport.

Fixed Base Operator Revenue, a component of General Aviation activity, increased 6.06 percent due to an increase in rates. Other building and land rental on the airfield increased by 41.7 percent. This was the result of an increase in land related revenue.

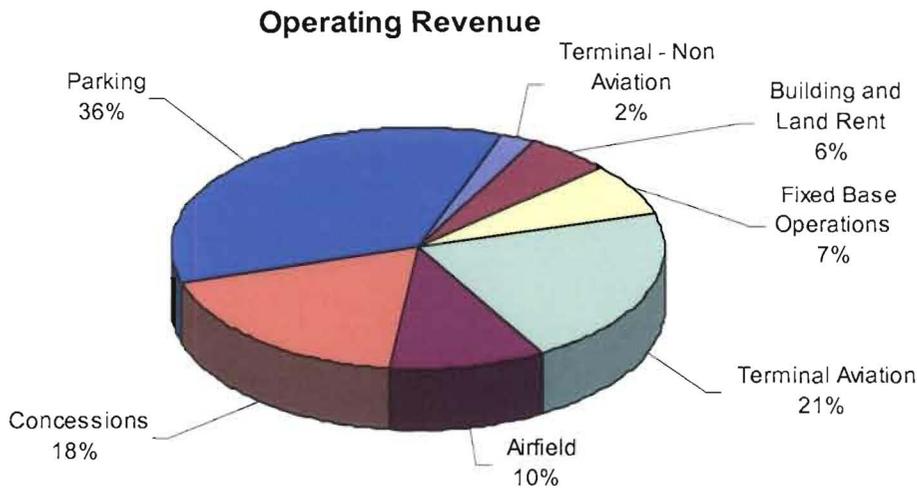
Other Operating Revenues for 2008 were derived from a grant which reimbursed the Authority for providing Law Enforcement Officer presence at the screening checkpoints.

The combination of Property and Other Taxes was unchanged.

Interest Revenue decreased by 77.69 percent due to lower rates.

Other Non-Operating Revenue decreased by 69.8 percent in 2009. In 2008, in this category, the Airport received a grant payment to support Air Service. Also an excess equipment auction was held.

Passenger Facility Charge Revenues decreased in 2009 by 14.56 percent, as an offshoot of lower passenger traffic.



EXPENSES AND INCOME

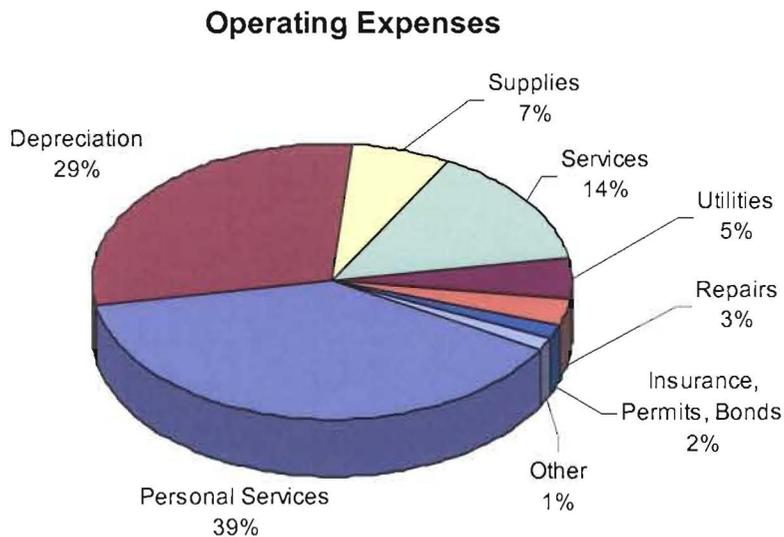
Total Expenses increased in 2009 by 4.69 percent compared to 2008.

Personnel Services decreased by 1.52 percent in 2009 as salaries and wages were held at 2008 levels.

In 2009, the Supplies Category increased by 10.37 percent, while Other Services and Charges increased by 1.96 percent.

Property Management Expense increased by 22.87 percent in 2009.

Loss before capital contributions increased due primarily to lower operating, interest, and grant revenue, and an increase in depreciation expense.



SUMMARY OF OPERATIONS AND CHANGES IN NET ASSETS

	<u>2009</u>	<u>2008</u>	<u>Increase/(Decrease)</u>	
			<u>Amount</u>	<u>Percent</u>
Operating Revenues				
Airport Service Revenues				
Airfield	\$ 601,768	\$ 688,895	\$ (87,127)	-12.65%
Terminal Aviation	1,219,103	1,272,818	(53,715)	-4.22%
Terminal - Non-Aviation	129,513	146,078	(16,565)	-11.34%
Concessions	1,056,991	1,087,047	(30,056)	-2.76%
Parking	2,037,467	2,547,340	(509,873)	-20.02%
Fixed Base Operations	407,000	383,730	23,270	6.06%
Building and Land Rent	321,511	226,897	94,614	41.70%
Airport Service Revenue - Total	\$ 5,773,353	\$ 6,352,805	\$ (579,452)	-9.12%
Other	10,619	116,289	(105,670)	-90.87%
Total Operating Revenues	\$ 5,783,972	\$ 6,469,094	\$ (685,122)	-10.59%
Non-Operating Revenues				
Property Taxes	\$ 2,702,107	\$ 2,909,741	\$ (207,634)	-7.14%
Other Tax Distributions	836,637	618,671	217,966	35.23%
Interest and Investment Revenue	61,882	277,387	(215,505)	-77.69%
Property Management Revenue	328,987	295,774	33,213	11.23%
Gain on Disposal of Capital Assets	-	65,717	(65,717)	-100.00%
Other Revenue	122,378	405,017	(282,639)	-69.78%
Total Non-Operating Revenues	4,051,991	4,572,307	(520,316)	-11.38%
Total Revenue	\$ 9,835,963	\$ 11,041,401	\$ (1,205,438)	-10.92%
Operating Expenses				
Personal Services	\$ 4,810,162	\$ 4,884,616	\$ (74,454)	-1.52%
Supplies	808,565	732,590	75,975	10.37%
Other Services and Charges	3,134,908	3,074,743	60,165	1.96%
Depreciation	3,630,659	3,090,620	540,039	17.47%
Total Operating Expenses	\$ 12,384,294	\$ 11,782,569	\$ 601,725	5.11%
Non-Operating Expenses				
Interest Expense	\$ 675,362	\$ 727,662	\$ (52,300)	-7.19%
Property Management Expense	257,044	209,198	47,846	22.87%
Amortization Expense	14,628	14,628	-	0.00%
Total Non-Operating Expenses	947,034	951,488	(4,454)	-0.47%
Total Expenses	\$ 13,331,328	\$ 12,734,057	\$ 597,271	4.69%
Loss Before Contributions	\$ (3,495,365)	\$ (1,692,656)	\$ (1,802,709)	106.50%
Capital Contributions	834,428	4,036,643	(3,202,215)	-79.33%
Passenger Facility Charge Revenue	820,664	960,513	(139,849)	-14.56%
Change in Net Assets	\$ (1,840,273)	\$ 3,304,500	\$ (5,004,924)	-151.46%
Total Net Assets-Beginning	89,994,728	86,690,228	3,304,500	3.81%
Total Net Assets-Ending	\$ 88,154,455	\$ 89,994,728	\$ (1,840,273)	-2.04%

SUMMARY OF CASH FLOW ACTIVITIES

The following is a summary of the major sources and uses of cash and cash equivalents for the past two years.

	<u>2009</u>	<u>2008</u>
Cash Flows:		
Operating Activities	\$ (1,885,682)	\$ (1,714,553)
Non-Capital Financing Activities	5,713,014	1,421,755
Capital and Related Financing Activities	(3,460,481)	(2,399,805)
Investing Activities	<u>61,882</u>	<u>277,387</u>
Net Increase (Decrease) in Cash and Cash Equivalents	\$ 428,733	\$ (2,415,216)
Cash and Cash Equivalents Beginning of Year	<u>11,779,476</u>	<u>14,194,692</u>
End of Year	<u>\$ 12,208,209</u>	<u>\$ 11,779,476</u>

The Authority's available Cash and Cash Equivalents increased from \$11.8 million at the end of 2008 to \$12.2 million at the end of 2009 due primarily to the flow of funds provided by non-capital financing activities. The \$12.2 million is composed of \$5.1 million available for unrestricted operations and \$7.1 million which is restricted for capital projects and future Debt Service payments.

CAPITAL ACQUISITIONS AND CONSTRUCTION ACTIVITIES

Capital Assets. The St. Joseph County Airport Authority's investment in Capital Assets as of December 31, 2009, was \$87.9 million (net of Accumulated Depreciation). This investment in Capital Assets includes land, buildings, roadways, airfield and equipment. The total decrease in the St. Joseph County Airport Authority's investment in Capital Assets for the current fiscal year was 1.53 percent.

Major Capital Asset events during the current fiscal year included the following:

During 2009, the Airport Authority District expended \$3.1 million for capital activities. This includes \$1.4 million for land and easement acquisitions in the south approach to the North South Runway 18/36, \$220 thousand for improvements to the existing terminal building, \$230 thousand

for planning and architectural fees for a proposed Terminal Expansion Project, and \$400 thousand for the purchase of new snow removal equipment. The balance consists of the purchase of airfield and terminal equipment and vehicles, and various airfield, safety, security, terminal, and parking lot improvements.

Capital Asset acquisitions are capitalized at cost. Acquisitions are funded using a variety of financing mechanisms including federal grants with matching state grants and Airport funds, property taxes, debt issuances, and Airport revenues. Additional information on the Authority's Capital Assets and commitments can be found in the Notes to the Financial Statements in Section III C and D.

PASSENGER FACILITY CHARGE (P.F.C.)

Effective November 1, 1994, a Passenger Facility Charge (P.F.C.) of \$3.00 per enplaned passenger was implemented by the approval of the Federal Aviation Administration (FAA) and the St. Joseph County Airport Authority. The receipts are intended to be used to repay the debt service on the 2002 Bond issue, and for any other purposes allowed by the FAA and the Airport Authority Board. The St. Joseph County Airport Authority is authorized to receive a maximum of \$34,156,074. As of December 31, 2009, the Airport Authority had received a total of \$17,078,997. For further details, please refer to the Schedule of Expenditures of Passenger Facility Charges which is included later in this financial section.

LONG-TERM DEBT AND CREDIT RATINGS

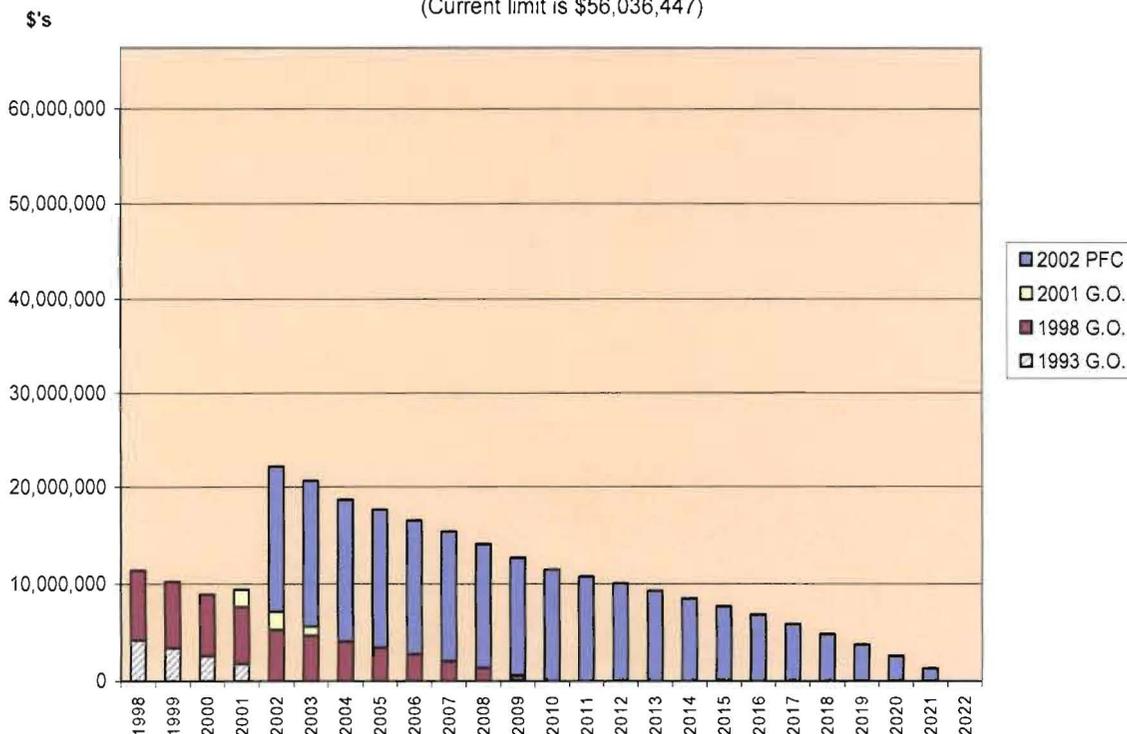
The Airport Authority had \$11,450,000 in outstanding long-term debt plus \$1,245,000 in outstanding short-term debt as of December 31, 2009. Long-term and short-term debt consisted of General Obligation Bonds sold in 1998 and 2002. The 2002 Bonds (\$15 million) mature in 2022 and interest rates range from 3 percent to 5.25 percent. Both principal and interest are payable from the revenues derived from the proceeds of an approved Passenger Facility Charge (P.F.C.) on each enplanement at South Bend Regional Airport. The 1998 Bond (\$7,155,000) is payable from revenue derived from property taxes. This bond matures in 2011 and interest rates range from 4.4 percent to 4.5 percent.

The General Obligation debt limit for the Airport Authority is 2 percent of the adjusted value of taxable property in St. Joseph County. Per Indiana Statute, the adjusted value is defined as being equal to one third (1/3) of the actual valuation of property in the County. The current adjusted value is \$2,801,822,329. The debt limit is \$56,036,447, and the total outstanding General Obligation debt is \$12,695,000.

The Authority’s General Obligation Debt is rated A1 by Moody’s Investor Service. Moody’s opinion stated that while their firm maintains a negative outlook on the airport sector, the rating for South Bend reflects the general obligation security for these bonds. Also noted was the fact that the Authority benefits from a relatively diverse revenue stream including parking, terminal revenues, concessions, and general property taxes. Details regarding long-term debt are included in the Notes to the Financial Statements in Section III E.1.

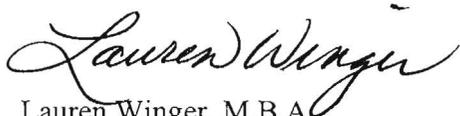
**Total Debt Outstanding
At End of Year**

(Current limit is \$56,036,447)

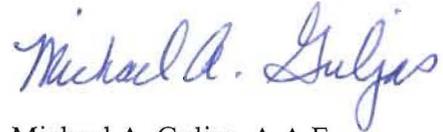


REQUEST FOR INFORMATION

This Comprehensive Annual Financial Report is designed to provide detailed information on the Authority's operations and to all of those with an interest in the Authority's financial affairs. Questions concerning any of the information provided in this report or any request for additional information should be addressed to the Chief Financial Officer by e-mail (mikeg@sbnair.com) This report may be downloaded from: <http://www.sbnair.com/Airport/About.php>.



Lauren Winger, M.B.A.
Accounting Manager



Michael A. Guljas, A.A.E.
Chief Financial Officer

ST. JOSEPH COUNTY AIRPORT AUTHORITY
STATEMENT OF NET ASSETS
December 31, 2009

Assets

Current assets:

Unrestricted:

Cash	\$ 5,115,551
Accounts receivable (net of allowance)	508,072
Taxes receivable	115,896
Intergovernmental receivable	36,943
Prepaid items	193,101
Other current assets	<u>76,121</u>

Total unrestricted current assets 6,045,684

Restricted:

Cash:

Construction fund	3,101,176
Passenger facility charge fund	2,302,774
Bond and interest fund	497,709
Cumulative building fund	734,892
Rainy day fund	217,574
Cash with fiscal agent	197,990
Other funds	40,543
Accounts receivable - passenger facility charge	98,946
Taxes receivable	<u>101,712</u>

Total restricted current assets 7,293,316

Total current assets 13,339,000

Noncurrent assets:

Unrestricted:

Net pension asset	<u>164,652</u>
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Restricted:

Deferred charges	<u>114,201</u>
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Capital assets:

Land, improvements to land and construction in progress	45,398,866
Other capital assets (net of accumulated depreciation)	<u>42,550,898</u>

Total capital assets 87,949,765

Total noncurrent assets 88,228,618

Total assets 101,567,618

Liabilities

Current liabilities:

Unrestricted:

Accounts payable	136,014
Accrued payroll payable	256,647
Compensated absences	202,518
Other current liabilities	<u>28,746</u>

Total unrestricted current liabilities 623,925

Restricted:

General obligation bonds payable	<u>1,245,000</u>
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Total current liabilities 1,868,925

Noncurrent liabilities

Unrestricted:

Compensated absences	230,675
Other postemployment benefits payable	<u>55,463</u>

Total unrestricted noncurrent liabilities 286,138

Restricted:

General obligation bonds payable (net of unamortized discounts)	<u>11,258,100</u>
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Total noncurrent liabilities 11,544,238

Total liabilities 13,413,163

Invested in capital assets, net of related debt	78,662,042
Restricted for debt service	2,933,036
Restricted for capital assets	742,198
Unrestricted	<u>5,817,179</u>

Total net assets \$ 88,154,455

The notes to the financial statements are an integral part of this statement.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
STATEMENT OF REVENUES, EXPENSES AND OTHER CHANGES IN FUND NET ASSETS
As Of And For The Year Ended December 31, 2009

Operating revenues:	
Airfield	\$ 601,768
Terminal - aviation	1,219,103
Terminal - nonaviation	129,513
Concessions	1,056,991
Parking	2,037,467
Fixed based operations	407,000
Building and land rent	321,511
Other	<u>10,619</u>
Total operating revenues	<u>5,783,972</u>
Operating expenses:	
Personal services	4,810,162
Supplies	808,565
Other services and charges	3,134,908
Depreciation	<u>3,630,659</u>
Total operating expenses	<u>12,384,294</u>
Operating loss	<u>(6,600,322)</u>
Nonoperating revenues:	
Property taxes	2,702,107
Other tax distributions	836,837
Interest and investment revenue	61,882
Property management revenue	328,987
Other revenue	<u>122,378</u>
Total nonoperating revenues	<u>4,051,991</u>
Nonoperating expenses:	
Interest expense	675,362
Property management expense	257,044
Amortization expense	<u>14,628</u>
Total nonoperating expenses	<u>947,034</u>
Loss before contributions and charges	<u>(3,495,365)</u>
Capital contributions	834,428
Passenger facility charge revenue	<u>820,664</u>
Change in net assets	<u>(1,840,273)</u>
Total net assets - beginning	<u>89,994,728</u>
Total net assets - ending	<u>\$ 88,154,455</u>

The notes to the financial statements are an integral part of this statement.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
STATEMENT OF CASH FLOWS
ENTERPRISE FUNDS
As Of And For The Year Ended December 31, 2009

Cash flows from operating activities:	
Receipts from customers and users	\$ 5,885,644
Payments to suppliers and contractors	(3,192,577)
Payments to employees	(4,701,127)
Other nonoperating activity	<u>122,378</u>
Net cash used by operating activities	<u>(1,885,682)</u>
Cash flows from noncapital financing activities:	
Property management activity	35,220
Operating grant received	250,000
Property and county income taxes	<u>5,427,794</u>
Net cash provided by noncapital financing activities	<u>5,713,014</u>
Cash flows from capital and related financing activities:	
Passenger facility charges	820,664
Capital contributions	834,428
Acquisition and construction of capital assets	(3,081,984)
Principal paid on capital debt	(1,375,000)
Interest paid on capital debt	<u>(658,589)</u>
Net cash used by capital and related financing activities	<u>(3,460,481)</u>
Cash flows from investing activities:	
Interest received	<u>61,882</u>
Net increase in cash and cash equivalents	428,733
Cash, January 1	<u>11,779,476</u>
Cash, December 31	<u>\$ 12,208,209</u>
Reconciliation of operating loss to net cash used by operating activities:	
Operating loss	<u>\$ (6,600,322)</u>
Adjustments to reconcile operating loss to net cash used by operating activities:	
Depreciation expense	3,630,659
Work in progress items expensed	729,778
Loss on change on capital asset policy	83,838
Net nonoperating receipts (expenses)	122,378
(Increase) decrease in assets:	
Accounts receivable	101,672
Intergovernmental receivable	16,617
Prepaid items	(62,070)
Net pension assets	(8,487)
Increase (decrease) in liabilities:	
Accounts payable	(650)
Accrued payroll payable	56,123
Compensated absence payable	16,102
Other postemployment benefits payable	<u>28,680</u>
Total adjustments	<u>4,714,640</u>
Net cash used by operating activities	<u>\$ (1,885,682)</u>
Noncash investing, capital and financing activities:	
Disposal of capital assets	\$ 806,897

The notes to the financial statements are an integral part of this statement.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS

I. Summary of Significant Accounting Policies

A. Reporting Entity

The St. Joseph County Airport Authority (Airport Authority) was established August 1, 1973, by the St. Joseph County Council under the provisions of Indiana Code 19-6-3.5, which has been recodified as Indiana Code 8-22-3. The Airport Authority operates under the direction of a four member board which is appointed by the Board of County Commissioners of St. Joseph County, an elected board.

Accounting principles generally accepted in the United States of America require that these basic financial statements present the Airport Authority and its significant component units. There are no significant component units which require inclusion. The Airport Authority is a component unit of St. Joseph County. A financial benefit/burden relationship exists between the County and the Airport Authority.

B. Fund Financial Statements

Enterprise fund financial statements (i.e., the Statement of Net Assets and the Statement of Revenues, Expenses, and Other Changes in Net Fund Assets) report information on all of the Airport Authority's activities. Governmental activities, which normally are supported by taxes and intergovernmental revenues, are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. The Airport Authority only has business-type activities.

C. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The Airport Authority is reported as an enterprise fund. The fund is accounted for using the capital maintenance (economic resources) measurement focus and the accrual basis of accounting. All assets and liabilities (whether current or noncurrent) associated with its activity are included on the Airport Authority's Statement of Net Assets. Its operating statement represents increases (revenue) and decreases (expenses) in net total assets. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. Property taxes are recognized in the year for which they are levied. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Private-sector standards of accounting and financial reporting issued prior to December 1, 1989, generally are followed in the enterprise fund statements to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board. Governments also have the option of following subsequent private-sector guidance for their enterprise funds, subject to this same limitation.

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

When both restricted and unrestricted resources are available for use, it is the Airport Authority's policy to use restricted resources first, then unrestricted resources as they are needed.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

D. Assets, Liabilities, and Net Assets

1. Deposits

Deposits, made in accordance with Indiana Code 5-13, with financial institutions in the State of Indiana at year end were entirely insured by the Federal Depository Insurance Corporation or by the Indiana Public Deposit Insurance Fund. This includes any deposit accounts issued or offered by a qualifying financial institution.

2. Property Taxes

Property taxes levied are collected by the County Treasurer and are distributed to the Airport Authority in June and in December. State statute (IC 6-1.1-17-16) requires the Indiana Department of Local Government Finance to establish property tax rates and levies by February 15. These rates were based upon the preceding year's March 1 (lien date) assessed valuations adjusted for various tax credits. Taxable property is assessed at 100% of the true tax value (determined in accordance with rules and regulations adopted by the Indiana Department of Local Government Finance). Taxes may be paid in two equal installments which become delinquent if not paid by May 10 and November 10, respectively. All property taxes collected by the County Treasurer and available for distribution were distributed to the Airport Authority on or prior to December 31 of the year collected. Delinquent property taxes outstanding at year end, net of allowance for uncollectible accounts, are recorded as a receivable with an offset to unearned revenue since the amounts are not considered available.

3. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the financial statements.

4. Restricted Assets

Certain proceeds of the enterprise fund revenue bonds, as well as, certain resources which are set aside for their repayment, are classified as restricted assets on the statement of net assets balance sheet, because their use is limited by applicable bond indentures, state or federal law, or governing body action.

5. Capital Assets

Capital assets, which include property, plant, equipment, and infrastructure assets (i.e., road, bridges, sidewalks, and similar items), are reported in the applicable financial statements.

Capital assets are reported at actual or estimated historical cost based on appraisals or deflated current replacement cost. Contributed or donated assets are reported at estimated fair value at the time received.

Capitalization thresholds (the dollar value of an asset at which asset acquisitions at or above that value are added to the capital asset accounts), depreciation methods, and estimated useful lives of capital assets are as follows:

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 NOTES TO FINANCIAL STATEMENTS
 (Continued)

	Capitalization Threshold	Depreciation Method	Estimated Useful Life
Buildings and Improvements	\$ 5,000	Straight-line	10 to 40 years
Airfield	5,000	Straight-line	15 to 20 years
Equipment	5,000	Straight-line	3 to 10 years

For depreciated assets, the cost of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Major outlays for capital assets and improvements are capitalized as projects are constructed. Interest incurred during the construction phase of capital assets of business-type activities is included as part of the capitalized value of the assets constructed.

6. Compensated Absences

- a. Sick Leave – Airport Authority employees working eight-hour shifts earn sick leave at the rate of six days per year. Employees working twenty-four hour shifts have the same benefits as employees working eight-hour shifts multiplied by a factor of 1.5. Unused sick leave may be accumulated with no maximum limit for employees hired before January 1, 2003. Employees hired after January 1, 2003, can accumulate a maximum of 720 hours of sick leave. Unused sick leave may be repurchased by the Airport Authority from employees at the employee's hourly rate. Accumulated sick leave is paid at termination of employment to employees through cash payments at graduated rates based on the number of years of service.
- b. Vacation Leave – Airport Authority employees working eight-hour shifts earn vacation leave at rates from ten days to twenty-five days per year based upon the number of years of service. Employees working twenty-four hour shifts have the same benefits as employees working eight-hour shifts multiplied by a factor of 1.44. Vacation leave does not accumulate from year to year.

Vacation and sick leave is accrued when incurred.

7. Long-Term Obligations

Long-term debt and other long-term obligations are reported as liabilities in the statement of net assets. Bond premiums and discounts, as well as issuance costs, are deferred and amortized over the life of the bonds using the straight-line method. Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are reported as deferred charges and amortized over the term of the related debt.

8. Equity Classification

Equity is classified as net assets and displayed in two components:

- a. Restricted net assets – Consists of net assets with constraints placed on the use either by (1) external groups such as creditors, grantors, contributors, or laws and regulations of other governments, or (2) law through constitutional provisions or enabling legislation.
- b. Unrestricted net assets – All other net assets that do not meet the definition of "restricted."

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

It is the Airport Authority's policy to first use restricted net assets prior to the use of unrestricted net assets when a disbursement is incurred for purposes for which both restricted and unrestricted net assets are available.

E. Receipts and Disbursements

Operating receipts and disbursements for the Airport Authority result from providing services and producing and delivering goods and/or services. They also include all receipts and disbursements not related to capital and related financing, noncapital financing, or investing activities.

II. Stewardship, Compliance and Accountability

Budgetary Information

Annual budgets are adopted on the cash basis, which is not consistent with accounting principles generally accepted in the United States of America. All annual appropriations lapse at calendar year end.

Prior to the first required publication, the Executive Director of the Airport Authority submits to the County Council a proposed operating budget for the year commencing the following January 1. Prior to adoption, the budget is advertised and public hearings are conducted by the Airport Authority to obtain taxpayer comments. In September of each year, the Airport Authority, through the passage of an ordinance, approves the budget for the next year. Copies of the budget ordinance and the advertisement for funds for which property taxes are levied are sent to the Indiana Department of Local Government Finance. The budget becomes legally enacted after the Executive Director of the Airport Authority receives approval of the Indiana Department of Local Government Finance.

The Airport Authority's management cannot transfer budgeted appropriations between object classifications of a budget without approval of the Airport Authority board. The Indiana Department of Local Government Finance must approve any revisions to the appropriations for any fund or any department of the Airport Authority. The legal level of budgetary control is by object and department within the fund for the Airport Authority.

III. Detailed Notes on All Funds

A. Deposits

Custodial credit risk is the risk that in the event of a bank failure, the government's deposits may not be returned to it. Indiana Code 5-13-8-1 allows a political subdivision of the State of Indiana to deposit public funds in a financial institution only if the financial institution is a depository eligible to receive state funds and has a principal office or branch that qualifies to receive public funds of the political subdivision. The Airport Authority does not have a deposit policy for custodial credit risk. At December 31, 2009, the Airport Authority had deposit balances in the amount of \$12,208,209. This entire balance was not exposed to custodial credit risk:

All bank balances were insured by the Federal Deposit Insurance Corporation or the Public Deposit Insurance Fund, which covers all public funds held in approved depositories.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

B. Receivables

The Airport Authority has recognized \$26,700 in an allowance account for the expected uncollectibility of payments due from airlines due to bankruptcy proceedings.

C. Capital Assets

Capital asset activity for the year ended December 31, 2009, was as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Business-type activities:				
Capital assets, not being depreciated:				
Land	\$ 8,633,263	\$ 25,716,197	\$ -	\$ 34,349,460
Land improvements, non-aviation	8,999,393	-	-	8,999,393
Construction in progress	<u>26,378,943</u>	<u>783,994</u>	<u>25,112,924</u>	<u>2,050,013</u>
Total capital assets, not being depreciated	<u>44,011,599</u>	<u>26,500,191</u>	<u>25,112,924</u>	<u>45,398,866</u>
Capital assets, being depreciated:				
Buildings	42,600,682	270,463	-	42,871,145
Airfield	41,465,439	65,914	-	41,531,353
Equipment	<u>10,702,135</u>	<u>628,562</u>	<u>806,897</u>	<u>10,523,800</u>
Total capital assets, being depreciated	<u>94,768,256</u>	<u>964,939</u>	<u>806,897</u>	<u>94,926,298</u>
Less accumulated depreciation for:				
Buildings	19,527,379	1,256,589	-	20,783,968
Airfield	23,362,441	1,652,761	-	25,015,202
Equipment	<u>6,577,978</u>	<u>721,309</u>	<u>723,058</u>	<u>6,576,229</u>
Total accumulated depreciation	<u>49,467,798</u>	<u>3,630,659</u>	<u>723,058</u>	<u>52,375,399</u>
Total capital assets, being depreciated, net	<u>45,300,458</u>	<u>(2,665,720)</u>	<u>83,839</u>	<u>42,550,899</u>
Total business-type activities capital assets, net	<u>\$ 89,312,057</u>	<u>\$ 23,834,471</u>	<u>\$ 25,196,763</u>	<u>\$ 87,949,765</u>

During 2009, the Airport Authority changed the capitalization threshold from \$1,000 to \$5,000. This resulted in the removal from capital asset records of \$806,897 in historical cost of capital assets. The residual book value of \$83,839 was included in operating expense as a supply expense.

D. Construction Commitments

Construction work in progress is composed of the following:

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

Project	Total Project Authorized	Expended to December 31, 2009	Committed	Required Future Funding
Relocation of Lincoln Way West - Phase II	\$ 15,000,000	414,314	\$ 14,585,686	\$ -
Terminal Expansion	12,000,000	860,730	11,139,270	-
Landfill Improvements	750,000	697,241	52,759	-
Other Projects	700,000	77,728	622,272	-
Totals	<u>\$ 28,450,000</u>	<u>\$ 2,050,013</u>	<u>\$ 26,399,987</u>	<u>\$ -</u>

E. Long-Term Liabilities

1. General Obligation Bonds

The Airport Authority issues general obligation bonds to be paid by income derived from a passenger facility charges (Note IV.E.) and a tax levy to pay debt service. These general obligation bonds are to provide funds for the acquisition and construction of major capital facilities.

General obligation bonds are direct obligations and pledge the full faith and credit of the Airport Authority. General obligation bonds currently outstanding at year end are as follows:

Purpose	Interest Rates	Original Issue	Outstanding Amount	Less: Unamortized Amount	Net Bonds Outstanding
1998 General obligation bonds	4.4% to 4.5%	\$ 5,290,000	\$ 595,000	\$ 1,000	\$ 594,000
2002 General obligation bonds	3.7% to 5.25%	15,000,000	12,100,000	190,900	11,909,100
Totals		<u>\$ 20,290,000</u>	<u>\$ 12,695,000</u>	<u>\$ 191,900</u>	<u>\$ 12,503,100</u>

Annual debt service requirements to maturity for general obligation bonds are as follows:

Year Ended December 31	Principal	Interest
2010	\$ 1,245,000	\$ 598,792
2011	675,000	545,500
2012	700,000	517,050
2013	775,000	486,944
2014	800,000	452,025
2015-2019	4,750,000	1,643,544
2020-2022	3,750,000	344,338
Totals	<u>\$ 12,695,000</u>	<u>\$ 4,588,193</u>

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

2. Changes in Long-Term Liabilities

Long-term liability activity for the year ended December 31, 2009, was as follows:

Liability	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Business-type activities:					
General obligation bonds	\$ 14,070,000	\$ -	\$ 1,375,000	\$ 12,695,000	\$ 1,245,000
Compensated absences	417,091	152,480	136,378	433,193	202,518
Totals	<u>\$ 14,487,091</u>	<u>\$ 152,480</u>	<u>\$ 1,511,378</u>	<u>\$ 13,128,193</u>	<u>\$ 1,447,518</u>

Compensated absences for the Airport Authority typically have been liquidated from the Aviation Fund.

IV. Other Information

A. Risk Management

The Airport Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; job related illnesses or injuries to employees; medical benefits to employees, retirees, and dependents (excluding postemployment benefits); and natural disasters.

The risks of torts; theft of, damage to, and destruction of assets; errors and omissions; job related illnesses or injuries to employees; medical benefits to employees, retirees, and dependents (excluding postemployment benefits); and natural disasters are covered by commercial insurance from independent third parties. Settled claims from these risks have not exceeded commercial insurance coverage for the past three years. There were no significant reductions in insurance by major category of risk.

B. Subsequent Events

The Airport Authority has entered into contracts for a \$14,557,965 Terminal Expansion and Renovation Project. Partial financing for this project has been established in the form of federal Airport Improvement Project Grant awards and local cash on hand. The remainder of the project will be financed through either federal discretionary funding or an estimated \$4,800,000 bond issue to be issued in the fall of 2010.

C. Other Postemployment Benefits

Single-Employer Defined Benefit Healthcare Plan

Plan Description

St Joseph County Airport Authority Healthcare Plan is a single-employer defined benefit health-care plan administered by Anthem Insurance. The plan provides medical insurance benefits to eligible retirees and their spouses/dependents. IC 5-10-8 assigns the authority to establish and amend benefit provisions to the Airport Authority.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 NOTES TO FINANCIAL STATEMENTS
 (Continued)

The St. Joseph County Airport Authority Healthcare Plan does not issue a publicly available financial report.

Funding Policy

The contribution requirements of plan members for the St. Joseph County Airport Authority Healthcare Plan are established by the Airport Authority Board. Currently retirees are required to pay 100% of the monthly premium for medical insurance. Retiree health coverage is implicitly more expensive than active health coverage. This higher cost of coverage creates a liability that the Airport pays in higher premiums for current employees' coverage. The required contribution is based on projected pay-as-you-go financing requirements. For the year ended December 31, 2009, the Airport contributed \$0 to the plan.

Annual OPEB Cost and Net OPEB Obligation

The Airport Authority's annual other postemployment benefit (OPEB) cost (expense) is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (or funding excess) over a period not to exceed 30 years. The following table shows the components of the Airport Authority's annual OPEB cost for the year, the amount actually contributed to the plan, and changes in the Airport Authority's net OPEB obligation to the plan:

Annual required contribution	\$	28,617
Interest on net OPEB obligation		1,205
Adjustment to annual required contribution		<u>(1,142)</u>
Annual OPEB cost		28,680
Contributions made		<u>-</u>
Increase in net OPEB obligation		28,680
Net OPEB obligation, beginning of year		<u>26,783</u>
Net OPEB obligation, end of year	\$	<u><u>55,463</u></u>

The Airport Authority's annual OPEB cost, the percentage of the annual OPEB cost contributed to the plan, and the net OPEB obligation for 2009, the second year the Airport has determined this cost, are as follows:

Year Ending	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
12-31-08	\$ 26,783	0%	\$ 26,783
12-31-09	28,680	0%	55,463

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

Funded Status and Funding Progress

As of December 31, 2009, the most recent actuarial valuation date, the plan was 0% funded. The actuarial accrued liability for benefits was \$247,029, and the actuarial value of assets was \$0, resulting in an unfunded actuarial accrued liability (UAAL) of \$247,029. The covered payroll (annual payroll of active employees covered by the plan) was \$2,731,722, and the ratio of the UAAL to covered payroll was 9.0%.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. Examples include assumptions about future employment, mortality, and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The Schedule of Funding Progress, presented as required supplementary information following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Actuarial Methods and Assumption

Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and the plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefit costs between the employer and plan members to that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long-term perspective of the calculations.

In the December 31, 2009, actuarial valuation, the projected unit credit actuarial cost method was used. The UAAL is being amortized as a level percentage of projected payroll on an open basis. The remaining amortization period at December 31, 2009, was thirty years. Other actuarial assumptions used in the actuarial valuation are as follows:

Inflation Rate	4.5%
Investment Return	4.5%
Projected Salary Increases	3%
Post-Retirement Benefit Increases	4.5% to 9.0%
Healthcare Cost Trend Rate	4.5% to 9.0%

D. Pension Plan

Public Employees' Retirement Fund

Plan Description

The Airport Authority contributes to the Indiana Public Employees' Retirement Fund (PERF), a defined benefit pension plan. PERF is an agent multiple-employer public employee retirement system, which provides retirement benefits to plan members and beneficiaries. All full-time employees are eligible to participate in the defined benefit plan. State statutes (IC 5-10.2 and 5-10.3) govern, through the PERF Board, most requirements of the system and give the Airport Authority the authority to contribute to the plan. The PERF retirement benefit consists of the

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

pension provided by employer contributions plus an annuity provided by the member's annuity savings account. The annuity savings account consists of member's contributions, set by state statute at 3% of compensation, plus the interest credited to the member's account. The employer may elect to make the contributions on behalf of the member.

PERF administers the plan and issues a publicly available financial report that includes financial statements and required supplementary information for the plan as a whole and for its participants. The report may be obtained by contacting:

Public Employees' Retirement Fund
Harrison Building, Room 800
143 West Market Street
Indianapolis, IN 46204
Ph. (317) 233-4162

Funding Policy and Annual Pension Cost

The contribution requirements of plan members for PERF are established by the Board of Trustees of PERF. The Airport Authority's annual pension cost and related information, as provided by the actuary, is presented in this note.

Actuarial Information for the Above Plan

Annual required contribution	\$ 228,739
Interest on net pension obligation	(11,322)
Adjustment to annual required contribution	<u>12,902</u>
Annual pension cost	230,319
Contributions made	<u>238,806</u>
Decrease in net pension obligation	(8,487)
Net pension obligation, beginning of year	<u>(156,165)</u>
Net pension obligation, end of year	<u><u>\$ (164,652)</u></u>
Contribution rates:	
Airport Authority	7.5%
Plan members	3%
Actuarial valuation date	07-01-09
Actuarial cost method	Entry age
Amortization method	Level percentage of projected payroll, closed
Amortization period	30 years
Amortization period (from date)	07-01-97
Asset valuation method	75% of expected actuarial value plus 25% of market value

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTES TO FINANCIAL STATEMENTS
(Continued)

Actuarial Assumptions

Investment rate of return	7.25%
Projected future salary increases:	
Total	5%
Attributed to inflation	4%
Attributed to merit/seniority	1%
Cost-of-living adjustments	2%

Three Year Trend Information

Year Ending	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation
06-30-07	\$ 214,618	94%	\$ (116,433)
06-30-08	197,078	120%	(156,165)
06-30-09	230,219	104%	(164,652)

Funded Status and Funding Progress for the Above Plans

The funded status of each plan as of July 1, 2009, the most recent actuarial valuation date is as follows:

Retirement	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (a-b)	Funded Ratio (a/b)	Covered Payroll (c)	Unfunded AAL as a Percentage of Covered Payroll ((a-b)/c)
PERF	\$ 3,515,462	\$ 4,803,489	\$ (1,288,027)	73%	\$ 3,191,918	(40%)

The Schedule of Funding Progress, presented as RSI for the above plans following the Notes to the Financial Statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

E. Passenger Facility Charge

Effective November 1, 1994, a Passenger Facility Charge (PFC) of \$3.00 per ticket was implemented by the approval of the Federal Aviation Administration (FAA) and the Airport Authority. The receipts are to be used to repay the debt service on the 1998 and 2002 bond issues, and for any other purpose allowed by the FAA and the Airport Authority Board. During, 2009, the Airport Authority received \$826,581 from 51 separate airlines. The Airport Authority is authorized to receive a maximum of \$34,156,074. As of December 31, 2009, the Airport Authority has received a total of \$17,078,997.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 REQUIRED SUPPLEMENTARY INFORMATION
 SCHEDULES OF FUNDING PROGRESS

Public Employee's Retirement Fund

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (a-b)	Funded Ratio (a/b)	Covered Payroll (c)	Unfunded AAL as a Percentage of Covered Payroll ((a-b)/c)
07-01-07	\$ 3,908,830	\$ 4,318,095	\$ (409,265)	91%	\$ 2,912,876	(14%)
07-01-08	4,109,391	4,691,527	(582,136)	88%	3,049,858	(19%)
07-01-09	3,515,462	4,803,489	(1,288,027)	73%	3,191,918	(40%)

Healthcare Plan

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (a-b)	Funded Ratio (a/b)	Covered Payroll (c)	Unfunded AAL as a Percentage of Covered Payroll ((a-b)/c)
12-31-08	\$ -	\$ 222,261	\$ (222,261)	0%	\$ 2,652,157	(8%)
12-31-09	-	247,029	(247,029)	0%	2,731,722	(9%)

The Actuarial Valuation performed for December 31, 2008, was the first valuation performed.

SUPPLEMENTAL FINANCIAL INFORMATION

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 BUDGETARY COMPARISON SCHEDULES
 As Of And For The Year Ended December 31, 2009

	Budgeted Amounts		Actual	Variance
	Original	Final	Budgetary Basis Amounts	With Final Budget
Revenues:				
Airfield	\$ 733,527	\$ 733,527	\$ 601,768	\$ (131,759)
Terminal - aviation	1,265,245	1,265,245	1,219,103	(46,142)
Terminal - non-aviation	126,853	126,853	129,513	2,660
Concessionaire	1,153,609	1,153,609	1,050,472	(103,137)
Parking	2,689,132	2,689,132	2,037,467	(651,665)
Fixed based operations	395,721	395,721	406,999	11,278
Building and land rent	221,352	221,352	321,510	100,158
Other	125,000	125,000	16,495	(108,505)
Total revenues	6,710,439	6,710,439	5,783,327	(927,112)
Expenses:				
Personal services	6,080,878	6,080,878	4,791,618	1,289,260
Supplies	1,067,653	1,076,692	710,979	365,713
Other services and charges	4,896,752	4,967,353	2,320,161	2,647,192
Total operating expenses	12,045,283	12,124,923	7,822,758	4,302,165
Debt service:				
Other services and charges	2,034,088	2,034,088	2,033,588	500
Total expenses	14,079,371	14,159,011	9,856,346	4,302,665
Other financing sources (uses):				
Property taxes	3,115,483	3,115,483	5,345,493	2,230,010
Interest income	143,122	143,122	30,635	(112,487)
Federal and state grants	6,824,000	6,824,000	1,201,928	(5,622,072)
Operating transfer	1,196,738	1,196,738	1,178,468	(18,270)
Capital outlay	(8,650,300)	(9,904,415)	(7,410,959)	2,493,456
Total other financing sources (uses)	2,629,043	1,374,928	345,565	(1,029,363)
Deficiency of revenues and other financing sources under expenses and other financing uses	\$ (4,739,889)	\$ (6,073,644)	\$ (3,727,454)	\$ 2,346,190

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 BUDGET/GAAP RECONCILIATION
 For the Year Ended December 31, 2009

The major differences between budgetary (non-GAAP) basis and GAAP basis are:

- a. Revenues are recorded when received in cash (budgetary) as opposed to susceptible to accrual (GAAP).
- b. Expenses are recorded when paid in cash (budgetary) as opposed to when the liability is incurred (GAAP).
- c. Encumbrances outstanding at year-end are recorded as expenses for budgetary purposes.
- d. Capital outlays are recorded as expenses when paid (budgetary) as opposed to additions to fixed assets when costs are incurred (GAAP).
- e. Depreciation and amortization expense is not recognized in budgetary basis.
- f. Principal paid on bonds is recorded as expenses when paid (budgetary) as opposed to a reduction of liabilities (GAAP).

Adjustments necessary to convert the results of operations at the end of the year on a budgetary basis to a GAAP basis are as follows:

Deficiency of revenues and other financing sources under expenses and other financing uses (budgetary basis)	\$ (3,727,454)
Adjustments:	
To adjust revenues for accruals	(2,257,337)
To adjust expenses for accruals	1,064,931
Encumbrances	5,763,793
Transfers	(1,196,738)
Capital expenses	2,183,284
Depreciation	(3,630,659)
Amortization	(14,628)
Debt payments	1,375,000
Property management activity (net)	71,943
Non-budgeted funds (net)	<u>(1,472,408)</u>
Change in net assets (GAAP basis)	<u>\$ (1,840,273)</u>

ST. JOSEPH COUNTY AIRPORT AUTHORITY
SCHEDULE OF EXPENDITURES OF PASSENGER FACILITY CHARGES
As Of And For The Year Ended December 31, 2009

Cash balance, January 1	<u>\$ 2,634,151</u>
Receipts:	
Passenger facility charge collections	826,580
Interest	<u>20,511</u>
Total receipts	<u>847,091</u>
Disbursements:	
Transfer to bond and interest fund	<u>1,178,468</u>
Cash balance, December 31	<u><u>\$ 2,302,774</u></u>

STATISTICAL SECTION

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

Contents	Page
Financial Trends	36
These schedules contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time.	
Revenue Capacity	39
These schedules contain information to help the reader assess the Authority's most significant local revenue sources.	
Debt Capacity	42
These schedules present information to help the reader assess the affordability of the Authority's current levels of outstanding debt and the Authority's ability to issue additional debt in the future.	
Demographic and Economic Information	46
These schedules offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.	
Operating Information	52
These schedules contain information and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.	

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

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
SCHEDULE OF REVENUES
LAST TEN YEARS
(G.A.A.P. BASIS)**

REVENUE CATEGORY	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Airport Service Revenue:										
Airfield	\$ 601,768	\$ 688,895	\$ 644,949	\$ 656,071	\$ 575,730	\$ 616,142	\$ 651,483	\$ 670,304	\$ 513,373	\$ 695,829
Terminal Aviation	1,219,103	1,272,818	1,168,619	1,325,257	1,107,419	1,323,485	1,226,043	1,194,131	1,137,388	1,127,408
Terminal - Non Aviation	129,513	146,078	142,275	130,016	158,929	168,616	174,273	177,338	194,470	126,296
Concessions	1,056,991	1,087,047	1,234,600	1,152,570	1,176,014	1,056,676	1,174,942	1,217,475	1,144,939	1,266,539
Parking	2,037,467	2,547,340	2,474,598	2,390,249	2,140,480	1,978,445	2,114,621	1,655,499	1,607,879	1,682,453
Fixed Base Operations	407,000	383,730	494,342	227,714	336,559	275,482	287,756	231,271	186,059	158,623
Building and Land Rent	321,511	226,897	241,895	157,287	245,010	250,498	180,257	257,548	335,912	149,976
Airport Service Revenue - Total	5,773,353	6,352,805	6,401,278	6,039,164	5,740,141	5,669,344	5,809,375	5,403,566	5,120,020	5,207,124
Other	10,619	116,289	14,620	99,788	18,507	19,930	307,826	8,250	-	-
Total Airport Service	5,783,972	6,469,094	6,415,898	6,138,952	5,758,648	5,689,274	6,117,201	5,411,816	5,120,020	5,207,124
Nonoperating Revenue:										
Property Taxes	2,702,107	2,909,741	2,681,849	2,782,173	3,504,509	3,211,004	5,351,948	3,045,923	3,007,372	2,706,788
Other Tax Distributions	836,637	618,671	495,964	524,731	-	-	-	-	-	-
Interest Income	61,882	277,387	733,312	420,128	334,694	147,272	103,343	140,570	324,563	352,466
Fuel Farm Cleanup	-	-	-	-	-	-	-	-	23,962	22,424
Other Grants	-	-	-	149,117	-	-	-	349,643	24,500	183,812
Property Management Revenue	328,987	295,774	242,955	257,168	483,473	807,271	-	-	-	-
Gain on Disposal of Fixed Assets	-	65,717	-	-	34,135	75,609	-	44,203	23,268	7,662
Other	122,378	405,017	190,112	200,561	30,108	8,279	124,159	174,612	82,776	93,399
Total Nonoperating Revenue	4,051,991	4,572,307	4,344,192	4,333,878	4,386,919	4,249,435	5,579,450	3,754,951	3,486,441	3,366,551
Total Revenue	\$ 9,835,963	\$ 11,041,401	\$ 10,760,090	\$ 10,472,830	\$ 10,145,567	\$ 9,938,709	\$ 11,696,651	\$ 9,166,767	\$ 8,606,461	\$ 8,573,675

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
SCHEDULE OF EXPENSES AND CHANGES IN NET ASSETS
LAST TEN YEARS
(G.A.A.P. BASIS)**

	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
EXPENSE CATEGORY:										
Operating Expenses:										
Personal Services	\$ 4,810,162	\$ 4,884,616	\$ 4,698,058	\$ 4,282,845	\$ 4,189,818	\$ 3,915,002	\$ 3,851,604	\$ 3,637,335	\$ 3,181,908	\$ 2,980,399
Supplies	808,565	732,590	706,584	597,088	624,271	616,920	567,901	415,534	476,310	652,106
Other Services and Charges	3,134,908	3,074,743	2,602,485	2,021,793	2,618,130	2,105,825	2,172,414	2,139,542	1,820,774	1,814,624
Bad Debt Expense	-	-	-	-	-	-	-	34,915	-	-
Depreciation	3,630,659	3,090,620	2,957,397	2,945,583	2,969,658	3,005,978	3,142,095	2,674,795	2,623,726	2,344,133
Total Operating Expenses	<u>12,384,294</u>	<u>11,782,569</u>	<u>10,964,524</u>	<u>9,847,309</u>	<u>10,401,877</u>	<u>9,643,725</u>	<u>9,734,014</u>	<u>8,902,121</u>	<u>8,102,718</u>	<u>7,791,262</u>
Nonoperating Expenses:										
Interest Expense	675,362	727,662	774,487	170,824	199,594	252,627	314,404	402,478	297,821	178,423
Amortization Expenses	14,628	14,628	14,628	14,628	6,970	30,427	30,428	27,360	14,315	13,982
Premium/Costs early Bond Call	-	-	-	-	-	-	-	37,455	-	-
Property Management Expense	257,044	209,198	285,856	227,526	432,674	391,706	-	-	-	-
Loss on Disposal/Capital Assets	-	-	-	61,363	-	-	1,519	-	-	-
Fuel Farm Cleanup	-	-	-	-	-	-	-	174,851	20,671	30,298
Total Nonoperating Expenses	<u>947,034</u>	<u>951,488</u>	<u>1,074,971</u>	<u>474,341</u>	<u>639,238</u>	<u>674,760</u>	<u>346,351</u>	<u>642,144</u>	<u>332,807</u>	<u>222,703</u>
Total Expenses	<u>\$ 13,331,328</u>	<u>\$ 12,734,057</u>	<u>\$ 12,039,495</u>	<u>\$ 10,321,650</u>	<u>\$ 11,041,115</u>	<u>\$ 10,318,485</u>	<u>\$ 10,080,365</u>	<u>\$ 9,544,265</u>	<u>\$ 8,435,525</u>	<u>\$ 8,013,965</u>
Income Before Contributions	\$ (3,495,365)	\$ (1,692,656)	\$ (1,279,405)	\$ 151,180	\$ (895,548)	\$ (379,776)	\$ 1,616,286	\$ (377,498)	\$ 170,936	\$ 559,710
Capital Contributions	834,428	4,036,643	3,125,639	2,828,377	2,890,293	5,012,824	4,079,935	3,931,456	790,464	790,484
Transfer of Capital Assets	-	-	-	(225,754)	-	-	-	-	-	-
Passenger Facility Charge	820,664	960,513	1,083,989	1,060,891	913,894	1,107,419	1,122,435	1,143,307	1,059,862	1,310,493
Change in Net Assets	<u>\$ (1,840,273)</u>	<u>\$ 3,304,500</u>	<u>\$ 2,930,223</u>	<u>\$ 3,814,694</u>	<u>\$ 2,908,639</u>	<u>\$ 5,740,467</u>	<u>\$ 6,818,656</u>	<u>\$ 4,697,265</u>	<u>\$ 2,021,262</u>	<u>\$ 2,660,687</u>
NET ASSETS AT YEAR END										
Invested in Capital Assets										
Net of Related Debt	78,662,042	79,687,866	76,431,514	74,590,274	67,030,110	61,497,134	59,604,389	56,942,112	51,796,837	49,501,096
Restricted	3,675,234	2,899,552	3,988,252	4,001,528	4,168,173	3,457,316	4,236,216	2,428,599	3,058,940	2,849,522
Unrestricted	5,817,179	7,407,310	6,270,462	5,168,203	8,747,028	12,082,222	7,455,600	5,106,838	4,924,507	5,128,294
Total Net Assets	<u>\$ 88,154,455</u>	<u>\$ 89,994,728</u>	<u>\$ 86,690,228</u>	<u>\$ 83,760,005</u>	<u>\$ 79,945,311</u>	<u>\$ 77,036,672</u>	<u>\$ 71,296,205</u>	<u>\$ 64,477,549</u>	<u>\$ 59,780,284</u>	<u>\$ 57,478,912</u>

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
CHANGES IN CASH AND CASH EQUIVALENTS
FOR YEARS ENDED DECEMBER 31
(G.A.A.P. BASIS)**

	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Cash Flows From Operating Activities										
Cash Received From Customers and Users	\$ 5,885,644	\$ 6,779,251	\$ 6,304,894	\$ 5,959,038	\$ 5,701,701	\$ 5,537,717	\$ 5,670,619	\$ 5,354,472	\$ -	\$ -
Cash Paid to Suppliers and Contractors	(3,192,577)	(3,850,097)	(3,215,578)	(2,957,093)	(3,012,713)	(2,647,808)	(2,718,638)	(2,563,918)	-	-
Cash Paid to Employees	(4,701,127)	(4,900,605)	(4,601,055)	(4,212,974)	(4,190,903)	(4,038,683)	(3,746,521)	(3,627,115)	-	-
Other Cash Received	122,378	256,898	238,355	395,621	-	-	124,158	299,633	82,776	92,554
Operating Loss	-	-	-	-	-	-	-	-	(2,982,698)	(2,584,138)
Depreciation	-	-	-	-	-	-	-	-	2,623,726	2,344,133
Fuel Farm Clean Up	-	-	-	-	-	-	-	-	3,291	(7,874)
Net Change in Assets and Liabilities	-	-	-	-	-	-	-	-	(16,827)	24,861
Net Cash Provided By Operating Activities	(1,885,682)	(1,714,553)	(1,273,384)	(815,408)	(1,501,915)	(1,148,774)	(670,382)	(536,928)	(289,732)	(130,464)
Cash Flows From Noncapital Financing Activities										
Loan Principal Repayments	-	-	-	-	229,640	31,028	28,402	25,999	23,798	-
Loan Interest Repayments	-	-	-	-	3,377	21,892	24,519	26,921	29,122	-
Loan principal disbursed	-	-	-	-	-	-	-	-	(1,400)	-
Loan to Fixed Base Operator	-	-	-	-	-	-	-	-	-	(350,000)
Principal From Loan	-	-	-	-	-	-	-	-	-	11,133
Interest From Loan	-	-	-	-	-	-	-	-	-	15,327
Federal and State Grants	250,000	-	-	-	-	-	-	-	24,500	183,812
Property and County Income Taxes	5,427,794	1,421,755	3,177,813	3,306,904	4,496,507	2,667,381	5,208,979	3,126,149	2,934,585	2,706,788
Property Management Activity	35,220	-	-	-	10,246	330,996	-	-	-	-
Fuel Farm and Pollution Clean Up	-	-	-	-	-	-	-	(174,851)	-	-
Other Nonoperating Receipts	-	-	-	-	30,108	-	364,874	176,012	-	-
Net Cash Provided By Noncapital Financing Activities	5,713,014	1,421,755	3,177,813	3,306,904	4,769,878	3,051,297	5,626,774	3,180,230	3,010,605	2,567,060
Cash Flows From Capital and Related Financing Activities										
Proceeds From Capital Debt	-	-	-	-	-	-	-	14,706,312	1,835,215	-
Passenger Facility Charges	820,664	960,513	1,111,775	1,044,598	941,002	1,068,818	1,132,485	1,149,156	1,110,195	1,243,170
Capital Contributions	834,428	4,036,643	3,768,140	5,069,832	5,042,177	512,525	3,613,926	4,048,896	920,634	897,607
Acquisition and Construction of Capital Assets	(3,081,985)	(5,944,930)	(7,651,783)	(9,150,964)	(6,684,959)	(6,787,203)	(4,686,647)	(8,234,098)	(5,569,335)	(4,001,150)
Principal Paid on Capital Debt	(1,375,000)	(1,275,000)	(1,200,000)	(1,125,000)	(1,040,000)	(1,925,000)	(1,495,000)	(2,315,000)	(1,350,000)	(1,300,000)
Interest Paid on Capital Debt	(658,588)	(710,888)	(757,713)	(801,006)	(840,720)	(303,155)	(988,908)	(385,479)	(417,099)	(479,251)
Proceeds From Sale of Land	-	-	-	-	-	-	-	-	-	-
Proceeds from Sales of Capital Assets	-	170,457	-	-	82,656	145,050	-	37,068	-	-
Refund of Capital Asset Disbursements	-	363,400	-	230,643	-	-	-	-	-	-
Bond Issue Costs	-	-	-	-	-	-	(66,197)	(102,895)	(42,096)	-
Net Cash Used by Capital and Related Financing Activities	(3,460,481)	(2,399,805)	(4,729,581)	(4,731,897)	(2,499,844)	(7,288,965)	(2,490,341)	8,903,960	(3,512,486)	(3,639,624)
Cash Flows From Investing Activities										
Interest Received	61,882	277,387	733,312	898,955	606,005	195,266	166,425	113,649	295,441	445,802
Investments Purchased	-	-	-	-	-	-	-	-	-	(13,695,000)
Investments Sold	-	-	-	-	-	-	-	-	-	13,695,000
Net Cash Provided by Investing Activities	61,882	277,387	733,312	898,955	606,005	195,266	166,425	113,649	295,441	445,802
Net Increase in Cash and Cash Equivalents	428,733	(2,415,216)	(2,091,840)	(1,341,446)	1,374,124	(5,191,176)	2,632,476	11,660,911	(496,172)	(757,226)
Cash and Cash Equivalents, January 1	11,779,476	14,194,692	16,286,532	17,627,978	16,253,854	21,445,030	18,812,554	7,151,643	7,647,815	8,405,041
Cash and Cash Equivalents, December 31	\$ 12,208,209	\$ 11,779,476	\$ 14,194,692	\$ 16,286,532	\$ 17,627,978	\$ 16,253,854	\$ 21,445,030	\$ 18,812,554	\$ 7,151,643	\$ 7,647,815

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
PRINCIPAL REVENUE SOURCES, COST PER ENPLANED PASSENGER AND
SCHEDULED AIRLINE RATES AND CHARGES
LAST 10 YEARS ENDED DECEMBER 31
(G.A.A.P. BASIS)**

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	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
PRINCIPAL REVENUE SOURCES										
AVIATION-RELATED REVENUES										
Airfield	\$ 601,768	\$ 688,895	\$ 644,949	\$ 656,071	\$ 575,730	\$ 616,142	\$ 651,483	\$ 670,304	\$ 513,373	\$ 695,829
Terminal Aviation	1,219,103	1,272,818	1,168,619	1,325,257	1,107,419	1,323,485	1,226,043	1,194,131	1,137,388	1,127,408
Fixed Base Operations	<u>407,000</u>	<u>383,730</u>	<u>494,342</u>	<u>227,714</u>	<u>336,559</u>	<u>275,482</u>	<u>287,756</u>	<u>231,271</u>	<u>186,059</u>	<u>158,623</u>
TOTAL AVIATION-RELATED REVENUES	2,227,871	2,345,443	2,307,910	2,209,042	2,019,708	2,215,109	2,165,282	2,095,706	1,836,820	1,981,860
Percent of Total Revenues	22.7%	21.2%	21.4%	21.1%	19.9%	22.3%	18.5%	22.9%	21.3%	23.1%
NON-AVIATION REVENUES										
Terminal - Non Aviation	129,513	146,078	142,275	130,016	158,929	168,616	174,273	177,338	194,470	126,296
Concessions	1,056,991	1,087,047	1,234,600	1,152,570	1,176,014	1,056,676	1,174,942	1,217,475	1,144,939	1,266,539
Parking	2,037,467	2,547,340	2,474,598	2,390,249	2,140,480	1,978,445	2,114,621	1,655,499	1,607,879	1,682,453
Other	10,619	116,289	14,620	99,788	18,507	19,930	307,826	8,250	-	-
Building and Land Rent	<u>321,511</u>	<u>226,897</u>	<u>241,895</u>	<u>157,287</u>	<u>245,010</u>	<u>250,498</u>	<u>180,257</u>	<u>257,548</u>	<u>335,912</u>	<u>149,976</u>
TOTAL NON-AVIATION REVENUES	3,556,101	4,123,651	4,107,988	3,929,910	3,738,940	3,474,165	3,951,919	3,316,110	3,283,200	3,225,264
Percent of Total Revenues	36.2%	37.3%	38.2%	37.5%	36.9%	35.0%	33.8%	36.2%	38.1%	37.6%
NON-OPERATING REVENUES										
Property Taxes	2,702,107	2,909,741	2,681,849	2,782,173	3,504,509	3,211,004	5,351,948	3,045,923	3,007,372	2,706,788
Other Tax Distributions	836,637	618,671	495,964	524,731	-	-	-	-	-	-
Interest Income	61,882	277,387	733,312	420,128	334,694	147,272	103,343	140,570	324,563	352,466
Other	122,378	405,017	190,112	200,561	30,108	8,279	124,159	174,612	82,776	93,399
Fuel Farm Cleanup	-	-	-	-	-	-	-	-	23,962	22,424
Other Grants	-	-	-	149,117	-	-	-	349,643	24,500	183,812
Property Management Revenue	328,987	295,774	242,955	257,168	483,473	807,271	-	-	-	-
Gain on Disposal of Fixed Assets	<u>-</u>	<u>65,717</u>	<u>-</u>	<u>-</u>	<u>34,135</u>	<u>75,609</u>	<u>-</u>	<u>44,203</u>	<u>23,268</u>	<u>7,662</u>
TOTAL NON-OPERATING REVENUES	4,051,991	4,572,307	4,344,192	4,333,878	4,386,919	4,249,435	5,579,450	3,754,951	3,486,441	3,366,551
Percent of Total Revenues	41.2%	41.4%	40.4%	41.4%	43.2%	42.8%	47.7%	41.0%	40.5%	39.3%
TOTAL REVENUES	\$ 9,835,963	\$ 11,041,401	\$ 10,760,090	\$ 10,472,830	\$ 10,145,567	\$ 9,938,709	\$ 11,696,651	\$ 9,166,767	\$ 8,606,461	\$ 8,573,675
Enplaned Passengers	314,745	354,015	389,562	367,750	348,364	390,106	402,088	409,001	373,137	434,322
TOTAL REVENUE PER ENPLANED PASSENGER	\$ 31.25	\$ 31.19	\$ 27.62	\$ 28.48	\$ 29.12	\$ 25.48	\$ 29.09	\$ 22.41	\$ 23.07	\$ 19.74
CONTRACT AIRLINE RATES										
Landing Fee (per 1,000 lbs)	\$0.96	\$0.93	\$0.90	\$0.87	\$0.84	\$0.82	\$0.80	\$0.78	\$0.76	\$0.74
Terminal Counter Rental Rates (per sq. foot)	32.56	31.60	30.68	29.79	28.92	28.08	27.26	26.47	25.70	24.95
Airline Cost per Enplanement	\$5.79	\$5.54	\$4.66	\$5.39	\$4.83	\$4.97	\$4.67	\$4.56	\$4.42	\$4.20

**ST. JOSEPH COUNTY, INDIANA
 ASSESSED AND ESTIMATED ACTUAL VALUE OF TAXABLE PROPERTY
 LAST TEN FISCAL YEARS (1) (2) (3) (4)**

Year	Real Property		Personal Property			Total	
	<u>Assessed Value</u>	<u>Estimated Actual Value</u>	<u>Assessed Value</u>	<u>Estimated Actual Value</u>	<u>Assessed Value</u>	<u>Total Direct Tax Rate</u>	<u>Estimated Actual Value</u>
2009	(3) (4)	\$ 7,407,382,632	(3) (4)	\$ 998,084,354	(3) (4)	\$4.4039	\$ 8,405,466,986
2008	(3) (4)	8,914,568,570	(3) (4)	1,050,299,685	(3) (4)	4.9224	9,964,868,255
2007	(3) (4)	8,866,005,036	(3) (4)	1,099,718,445	(3) (4)	4.8540	9,965,723,481
2006	(3) (4)	7,711,827,652	(3) (4)	1,500,017,115	(3) (4)	5.1204	9,211,844,767
2005	(3) (4)	7,630,792,983	(3) (4)	1,605,819,866	(3) (4)	4.8230	9,236,612,849
2004	(3) (4)	7,581,872,043	(3) (4)	1,482,955,629	(3) (4)	4.8918	9,064,827,672
2003	(3) (4)	7,849,824,374	(3) (4)	1,707,136,607	(3) (4)	4.5845	9,556,960,981
2002	(3)	4,437,501,585	(3)	1,532,298,415	(3)	6.2258	5,969,800,000
2001	\$1,445,200,628	4,335,601,884	\$499,036,372	1,497,109,116	\$1,944,237,000	18.5588	5,832,711,000
2000	\$1,331,552,444	3,994,657,332	\$492,492,001	1,477,476,003	\$1,824,044,445	17.7442	5,472,133,335

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- Notes:** (1) Source: Indiana State Department of Local Government Finance and the St. Joseph County Auditor.
- (2) From 2000 to 2001 assessed values were established by the County Assessor on March 1 or each year at 33 1/3 % of the true cash value of the property.
- (3) Effective in 2002, 2001 payable 2002 tax rates were converted by state legislation from 33% to 100% of assessed valuation. The conversion has no affect on total dollars. Assessed values were increased and tax rates were decreased accordingly.
- (4) Reassessment of real property was undertaken in 2002 for taxes payable in 2003. Its goal was to assess property at market value versus replacement value, which had been the previous method used.

ST. JOSEPH COUNTY, INDIANA
PROPERTY TAX RATES - DIRECT AND OVERLAPPING GOVERNMENTS
(PER \$100 OF ASSESSED VALUE) (1) (2)
LAST TEN FISCAL YEARS

<u>Year</u>	<u>State</u>	<u>County</u>	<u>Township(s)</u>	<u>School District(s)</u>	<u>Library(s)</u>	<u>Cities and Towns</u>	<u>South Bend Transportation</u>	<u>Airport Authority</u>	<u>Total</u>
2009	\$.0000	\$5.693	\$.0537	\$1.0297	\$.2257	\$2.4081	\$.0821	\$.0353	\$4.4039
2008	.0024	.7576	.0482	1.5417	.2216	2.2396	.0821	.0292	4.9224
2007	.0024	.8711	.0285	1.5419	.1957	2.1046	.0821	.0277	4.8540
2006	.0024	.9899	.0269	1.6033	.2027	2.1795	.0856	.0301	5.1204
2005	.0024	.7831	.0276	1.5969	.1854	2.1148	.0831	.0297	4.8230
2004	.0024	.7652	.0923	1.6201	.1830	2.1115	.0827	.0346	4.8918
2003	.0033	.7366	.1122	1.4792	.1686	1.9606	.0768	.0472	4.5845
2002	.0033	.9473	.0382	2.1725	.2496	2.6664	.1079	.0406	6.2258
2001	.01	3.1402	.1123	6.3673	.7366	7.7513	.3150	.1261	18.5588
2000	.01	3.1142	.2256	5.9365	.7059	7.3307	.2994	.1219	17.7442

Notes: (1) Source: St. Joseph County Auditor

(2) From 2000 to 2001 assessed values were established by the County Assessor on March 1 or each year at 33 1/3 % of the true cash value of the property.

Effective in 2002, 2001 payable 2002 tax rates were converted by state legislation from 33% to 100% of assessed valuation. The conversion has no affect on total dollars. Assessed values were increased and tax rates were decreased accordingly.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
COMPUTATION OF LEGAL DEBT MARGIN
LAST 10 FISCAL YEARS (1)**

	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Actual Assessed or Adjusted Value (2)	\$2,801,822,329	\$3,321,622,752	\$3,321,907,827	\$3,070,614,922	\$3,078,870,950	\$3,021,609,224	\$3,185,653,660	\$5,969,800,000	\$1,944,237,000	\$1,824,044,445
Debt Limit Percentage	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.667%	2.0%	2.0%
Debt Limit	\$ 56,036,447	\$ 66,432,455	\$ 66,438,157	\$ 61,412,298	\$ 61,577,419	\$ 60,432,184	\$ 63,713,073	\$ 39,818,566	\$ 38,884,740	\$ 36,480,889
Bonds Outstanding	<u>12,695,000</u>	<u>14,070,000</u>	<u>15,345,000</u>	<u>16,545,000</u>	<u>17,670,000</u>	<u>18,710,000</u>	<u>20,635,000</u>	<u>22,130,000</u>	<u>9,445,000</u>	<u>8,955,000</u>
Subtotal	\$ 43,341,447	\$ 52,362,455	\$ 51,093,157	\$ 44,867,298	\$ 43,907,419	\$ 41,722,184	\$ 43,078,073	\$ 17,688,566	\$ 29,439,740	\$ 27,525,889
Amount Available in Debt Service Fund	<u>497,709</u>	<u>64,279</u>	<u>589,636</u>	<u>655,517</u>	<u>622,147</u>	<u>96,419</u>	<u>1,046,744</u>	<u>18,327</u>	<u>138,780</u>	<u>108,622</u>
Legal Debt Margin	<u>\$ 42,843,738</u>	<u>\$ 52,298,176</u>	<u>\$ 50,503,521</u>	<u>\$ 44,211,781</u>	<u>\$ 43,285,272</u>	<u>\$ 41,625,765</u>	<u>\$ 42,031,329</u>	<u>\$ 17,670,239</u>	<u>\$ 29,300,960</u>	<u>\$ 27,417,267</u>

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- Notes: (1) The General Obligation Debt Limit for the Airport Authority is two percent (2%) of the Actual Assessed or Adjusted Value of Taxable property in St. Joseph County.
- (2) From 2000 to 2001, Assessed Values were established as 33 1/3% of the True Cash Value of property. Effective in 2002 2001 payable 2002 tax rates were converted by state legislation from 33% to 100% of assessed valuation. This conversion had no effect on total dollars. Assessed values increased to 100% of the True Cash Value of property and tax rates decreased accordingly.
- Per Indiana Statute, the adjusted value is now defined as being equal to one-third (1/3) of the actual assessed value.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
RATIO OF ANNUAL DEBT SERVICE FOR BONDED DEBT
TO TOTAL GENERAL EXPENDITURES (1) (2)**

Year	Principal	Interest	Total Debt Service	Total Expenses	Less Depreciation	Add Principal	Total General Expenditures	Ratio of Debt Service to Total General Expenditures
2009	\$ 1,375,000	\$ 658,588	\$ 2,033,588	\$ 13,331,328	\$ 3,630,659	\$ 1,375,000	\$ 11,075,669	18.4%
2008	1,275,000	710,888	1,985,888	12,734,057	3,090,620	1,275,000	10,918,437	18.2%
2007	1,200,000	757,713	1,957,713	12,039,495	2,957,397	1,200,000	10,282,098	19.0%
2006	1,125,000	801,006	1,926,006	10,321,650	2,945,583	1,125,000	8,501,067	22.7%
2005	1,040,000	840,720	1,880,720	11,041,115	2,969,658	1,040,000	9,111,457	20.6%
2004	1,925,000	303,155	2,228,155	10,318,485	3,005,978	1,925,000	9,237,507	24.1%
2003	1,495,000	988,908	2,483,908	10,080,365	3,142,095	1,495,000	8,433,270	29.5%
2002	2,315,000	385,479	2,700,479	9,544,265	2,674,795	2,315,000	9,184,470	29.4%
2001	1,350,000	417,099	1,767,099	8,435,525	2,623,726	1,350,000	7,161,799	24.7%
2000	1,300,000	479,251	1,779,251	8,051,182	2,344,133	1,300,000	7,007,049	25.4%

Notes: (1) General Expenditures do not include capital outlays.
(2) Interest is net of interest capitalized.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
RATIO OF NET BONDED DEBT TO ASSESSED VALUE AND NET BONDED DEBT PER CAPITA
LAST TEN FISCAL YEARS**

<u>Year</u>	<u>Population (1)</u>	<u>Assessed Value (2) (3)</u>	<u>Gross Bonded Debt (4)</u>	<u>Debt Service Monies Available</u>	<u>Net Bonded Debt</u>	<u>Percentage of Net Bonded Debt To Assessed Value (5)</u>	<u>Net Bonded Debt Per Capita</u>
2009	265,559	\$ 8,405,466,986	\$ 12,695,000	\$ 497,709	\$ 12,197,291	.1451%	\$45.93
2008	265,559	9,964,868,255	14,070,000	64,279	14,005,721	.1406%	52.74
2007	265,559	9,965,723,481	15,345,000	589,636	14,755,364	.1481%	55.56
2006	265,559	9,211,844,767	16,545,000	655,517	15,889,483	.1725%	59.83
2005	265,559	9,236,612,849	17,670,000	622,147	17,047,853	.1846%	64.20
2004	265,559	9,064,827,672	18,710,000	96,419	18,613,581	.2053%	70.09
2003	265,559	9,556,960,981	20,635,000	1,046,744	19,588,256	.2050%	73.76
2002	265,559	5,969,800,000	22,130,000	18,327	22,111,673	.3704%	83.26
2001	265,559	1,944,237,000	9,445,000	138,780	9,306,220	.4787%	35.04
2000	265,559	1,824,044,045	8,955,000	108,622	8,846,378	.4850%	33.31

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- Notes:** (1) Source: Indiana Department of Workforce Development Services
2000 Population estimate applicable to years 2000 through 2009
- (2) From 2000 to 2001 assessed values were established by the County Assessor on March 1 of each year at 33 1/3% of the true cash value of the property. Effective with 2002, assessed values were established at 100% of the true cash value of the property.
- (3) A reassessment of real property was undertaken in 2002 for taxes payable in 2003. Its goal was to assess property at market value versus replacement value, which had been the previous method used.
- (4) Effective 2000, includes funds held by fiscal agent on December 31 payable January 1 of the following year.
- (5) See **Note 2**

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
COMPUTATION OF DIRECT AND OVERLAPPING DEBT (1) (2) (3)
AS OF DECEMBER 31, 2009**

<u>DIRECT DEBT</u>	<u>Total Amount</u>	<u>Applicable to St. Joseph County Percent</u>	<u>Amount</u>
St. Joseph County Airport Authority	\$ 12,695,000	100.00%	<u>\$ 12,695,000</u>
<u>OVERLAPPING DEBT</u>			
Schools (4)			
South Bend Community School Corporation	\$ 217,657,480	100.00%	\$ 217,657,480
School City Mishawaka	57,993,638	100.00%	57,993,638
Penn Harris Madison School Corporation	74,018,737	100.00%	74,018,737
John Glenn School Corporation	18,690,319	61.69%	11,529,308
New Prairie United School Corporation	43,090,000	33.05%	14,243,378
Union North United School Corporation	778,855	43.80%	341,172
Total Schools			<u>\$ 375,783,713</u>
Other than Schools:			
St. Joseph County	\$ 15,105,000	100.00%	\$ 15,105,000
City of South Bend	237,813,272	100.00%	237,813,272
Olive Township- New Carlisle Library	4,080,000	100.00%	4,080,000
City of Mishawaka	8,485,000	100.00%	8,485,000
Mishawaka-Penn-Harris Public Library	7,090,000	100.00%	7,090,000
Public Library of St. Joseph County	13,170,000	100.00%	<u>13,170,000</u>
Total Other			<u>\$ 285,743,272</u>
Total Overlapping Debt			<u>661,526,985</u>
Total Direct and Overlapping Debt			<u>\$ 674,221,985</u>

Notes:

- (1) Source: St. Joseph County Auditor and Governmental Agencies
- (2) Includes General Obligation Bonded Debt and Capital Leases.
- (3) Overlapping debt percentages are based on 2008 payable 2009 final assessed valuations.
- (4) Includes school building corporation bonds, common schoolhouse fund loans, and veterans memorial loans.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
DEMOGRAPHIC AND ECONOMIC STATISTICS
LAST TEN FISCAL YEARS**

<u>Year</u>	<u>St. Joseph County Personal Income (in Thousands) (1)</u>	<u>St. Joseph County Per Capita Income (1)</u>	<u>St. Joseph County Unemployment (2)</u>	<u>St. Joseph County Labor Force (2)</u>	<u>Area in Square Miles (3)</u>
2009	(4)	(4)	11.2%	128,404	461
2008	\$9,466,916	\$35,363	6.6%	132,758	461
2007	9,396,281	34,636	5.1%	134,771	461
2006	9,008,220	33,739	5.1%	136,217	461
2005	8,519,179	32,354	5.2%	135,084	461
2004	8,294,939	31,174	5.1%	133,412	461
2003	7,886,846	29,927	5.3%	132,350	461
2002	7,670,796	28,742	5.3%	132,940	461
2001	7,426,414	28,098	4.5%	133,370	461
2000	7,049,317	27,536	3.1%	135,040	461

- Notes:** (1) Source: U.S. Department of Commerce, Bureau of Economic Analysis
(2) Source: Indiana Department of Workforce Development Services
(3) Source: Michiana Area Council of Governments
(4) Information not available for 2009

**ST. JOSEPH COUNTY, INDIANA
PRINCIPAL EMPLOYERS (1)
CURRENT YEAR AND NINE YEARS AGO (2)**

<u>Employer</u>	<u>Type of Business</u>	<u>2008</u>		
		<u>Employees</u>	<u>Rank</u>	<u>Percentage of Total County Employment (3)</u>
University of Notre Dame	Colleges/Universities	4707	1	3.55%
Memorial Health System	Hospitals	3545	2	2.67%
South Bend Community School Corporation	Public Schools	3212	3	2.42%
AM General	Manufacturing/Assembly	2400	4	1.81%
Saint Joseph Regional Medical Center Inc.	Hospitals	2123	5	1.60%
City of South Bend	Government	1361	6	1.03%
1st Source Bank	Banks/Financial Institution	1257	7	0.95%
Martin's Supermarkets	Retail (Groceries)	1092	8	0.82%
Wal-Mart	Retail - Dept.	1031	9	0.78%
Penn-Harris-Madison School Corporation	Public Schools	998	10	0.75%
School City of Mishawaka	Public Schools	986	11	0.74%
Indiana University South Bend	Colleges/Universities	900	12	0.68%
St. Joseph County	Government	900	13	0.68%
Madison Center	Counseling/Mental Health	871	14	0.66%
Honeywell	Manufacturing	777	15	0.59%
Bayer Corporation	Manufacturing	700	16	0.53%
U.S. Postal Service	Postal Service	678	17	0.51%
South Bend Medical Foundation, Inc.	Health Care/Medical Services	633	18	0.48%
Meijer, Inc.	Retail (Groceries/Dept. Store)	631	19	0.48%
Press Ganey Associates, Inc.	Marketing/Public Relations (Healthcare Measurement)	619	20	0.47%
The Diocese of Fort Wayne - South Bend	Private/Parochial Schools	613	21	0.46%
City of Mishawaka	Government	584	22	0.44%
Liberty Mutual Insurance Company	Insurance	574	23	0.43%
Robert Bosch Corporation	Manufacturing	558	23	0.42%
Steel Warehouse Company, Inc.	Manufacturing - Steel	556	25	0.42%
South Bend Clinic	Health Care/Medical Services	545	26	0.41%
I/N Tek - I/N Kote	Manufacturing - Metal	531	27	0.40%
Gurley Leep	Automobile Dealership	<u>500</u>	28	<u>0.38%</u>
		33,882		25.52%

- Notes:** (1) Source: The Chamber of Commerce of St. Joseph County
(2) Detailed information for 2009 is not available. Information prior to 2006 is not available including information for 1999.
(3) St. Joseph County total workforce in 2008 was 132,758. 2009 total workforce was 128,404 (estimated).

ST. JOSEPH COUNTY, INDIANA
 PRINCIPAL PROPERTY TAXPAYERS (1)
 DECEMBER 31, 2009

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<u>Taxpayer</u>	<u>2009</u>			<u>2000</u>		
	<u>Taxable Assessed Value</u>	<u>Rank</u>	<u>Percentage of Total Taxable Assessed Value (2)</u>	<u>Taxable Assessed Value</u>	<u>Rank</u>	<u>Percentage of Total Taxable Assessed Value (3)</u>
Edward Rose of Indiana (housing)	136,881,300	1	1.63%	45,211,410	8	0.83%
American Electric Power (utility)	117,968,110	2	1.40%	90,984,300	3	1.66%
AM General (manufacturing)	88,688,180	3	1.06%	29,461,470	10	0.54%
Wal Mart (retail)	78,414,300	4	0.93%	-	-	0.00%
Memorial Hospital (health care)	69,673,080	5	0.83%	-	-	0.00%
University Park Mall (retail)	65,250,400	6	0.78%	-	-	0.00%
Bosch/ Honeywell (manufacturer)	52,655,240	7	0.63%	72,429,780	4	1.32%
I/N TEK (steel)	43,718,920	8	0.52%	130,183,950	1	2.38%
NIPSCO (utility)	43,234,350	9	0.51%	56,955,690	6	1.04%
I/N KOTE (steel)	43,188,140	10	0.51%	127,906,140	2	2.34%
Total	739,672,020		8.80%	553,132,740		10.11%

Notes: (1) Source: St. Joseph County Auditor and Municipal Finance Consulting Services
 (2) 2008 Payable 2009 Valuation \$8,405,466,986
 (3) 1999 Payable 2000 Valuation \$5,472,133,335

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
OPERATIONAL STATISTICS INCLUDING PASSENGER ENPLANEMENTS
LAST TEN FISCAL YEARS**

<u>Year</u>	<u>Airline Passengers</u>		<u>Cargo in Pounds</u>		<u>Flight Operations (1)</u>			<u>Number of Airlines (2)</u>
	<u>Enplaned</u>	<u>Deplaned</u>	<u>On</u>	<u>Off</u>	<u>Passenger Carriers</u>	<u>Cargo</u>	<u>General Aviation</u>	
2009	314,745	310,332	9,502,502	11,707,558	15,720	1,526	19,782	9
2008	354,015	350,403	16,357,020	19,138,828	19,919	2,638	21,093	13
2007	389,562	389,722	20,049,901	21,034,841	20,050	2,868	25,405	13
2006	367,750	361,869	18,837,867	22,377,252	20,704	2,940	33,218	13
2005	348,364	345,311	15,728,245	19,755,496	22,038	3,334	38,883	13
2004	390,106	389,927	13,779,325	17,674,620	26,874	3,804	34,670	11
2003	402,088	400,103	12,757,739	17,403,293	27,126	5,248	32,726	10
2002	409,001	403,079	11,072,612	15,597,998	27,636	3,340	44,022	9
2001	373,137	366,270	11,052,464	12,841,371	27,146	2,886	44,100	10
2000	434,322	423,418	13,967,006	14,924,616	29,612	3,024	42,325	10

Notes: (1) An operation is defined as a take off or landing.

(2) This represents the number of companies with regularly scheduled service. In some cases, more than one company contracted with a national carrier to provide service to a particular hub.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
INSURANCE IN FORCE ON DECEMBER 31, 2009**

<u>Name of Carrier</u>	<u>Policy Number</u>	<u>Policy Period</u>	<u>Description of Coverage</u>	<u>Liability Limits</u>	<u>Annual Premium</u>
Ace Property & Casualty	NO 219921A	7-01-09 to 7-01-10	General Liability \$5,000,000 Hangars Keepers	\$1,000 Medical Expense \$5,000 Each Occurrence	\$35,800.00
Auto Owners	42-365-347-00	7-01-09 to 7-01-10	Business Auto Liability BI PD-Licensed Vehicles	\$1,000,000 Liability/\$1,000/Ded/Comprehensive \$1,000/Ded/Collision \$5,000 Medical \$1,000,000 Uninsured Motorist	13,753.19
Liberty Mutual	WCI A21-968486-019	8-15-09 to 8-15-10	Workers Compensation	BI by Accident - \$1 million each Accident BI by Disease - \$1 million each Employee BI by Disease - \$1 million Policy Limit	49,101.00
Fidelity Deposit	CCP0029470 10	7-01-09 to 7-01-10	Crime/Employee Dishonesty	\$100,000 Employee Dishonesty Computer Fraud \$1,000.00 Deductible per Occurrence	1,400.00
Western Surety	70242749	1-28-09 to 1-28-10	Treasurer's Public Official Bond	\$60,000 Limit Liability	425.00
Travelers Insurance	63922J356A	9-01-09 to 9-01-10	Property Fire, DIC, & In-Transit and All Licensed Vehicles	Value \$52,048,380 \$10,000 Deductible per Incident Extra Expense - \$250,000.00	56,281.00
CNA Security Co/Western Surety	70353441N00 70399235N00 70297587N00	8-22-08 to 10-08-15	Notary Public	Notary Bonds	150.00
CRC Insurance Services, Inc.	STJ65632	7-01-09 to 7-01-10	Director's & Officers Liability Coverage	\$5 million \$250,000 Deductible/ Incident	28,600.00
St. Paul/Travelers	Binder 061525	7-21-09 to 7-21-10	Fiduciary Dishonesty Coverage	\$250,000 Annual	698.00
					\$186,208.19

Quick Reference Information

Effective March 22, 2010

South Bend Regional Airport
 Operated by the St. Joseph County Airport Authority
 4477 Progress Drive
 South Bend, IN 46628

John C. Schalliol, A.A.E., Executive Director
 574/282-4590 Fax 574/239-2585 Email info@sbnair.com Website http://www.sbnair.com

Runways:

9R/27L - 8,412 ft. long x 150 ft. wide; 9L/27R - 4,300 ft. long x 75 ft. wide; 18/36 - 7100 ft. long x 150 ft. wide

Elevation: 799'

Latitude: 41 42' 15.6"N

Longitude: 86 18' 55.1"W (degrees, minutes, seconds)

Based Aircraft: 45

Design Aircraft: 757- (Dimensions) 727 - 200 (Weight)

	Weekly	Initial			Max	Weekly	Avg. Daily
Passenger Airlines	Departures	Destination	Equipment Used	Seating	Seating	Lift	Lift
Allegiant Air	6	Clearwater/St. Pete	MD80	150	150	900	
Allegiant Air	2	Las Vegas	MD80	150	150	300	
Allegiant Air	5	Sanford/Orlando	MD80	150	150	750	
Continental Connection	17	Cleveland	Q200	37	37	629	
Delta Connection	13	Atlanta	FRJ	50	50	650	
Delta Connection	20	Cincinnati	FRJ/CRJ	50	50	1,000	
Delta Connection	7	Minneapolis	CRJ	50/44	50	350	
Delta Connection	35	Detroit	CRJ/SAAB	50/34	50	1,750	
United	34	ORD/Chicago	CRJ/EMB	50	50	1,700	
Total	139					8,029	1,148

Fixed Base Operator Services available

Atlantic Aviation
 574/233-8285

Charter Service, flight instruction, aircraft maintenance- engine overhaul, propellor overhaul, structural repair, line service
 Avionics- maintenance/installation

Air Cargo- Daily Pickup of air cargo provided by:

Federal Express
 Mountain Air Cargo
 UPS

Delta Air Lines
 Express Mail- USPS
 Towne Air Freight

Bus Service- On Airport

Coach USA to O'Hare, Midway; Greyhound; TRANSCO

Rail Service- On Airport

NICTD (South Shore) - Direct to downtown Chicago, 5 daily & 9 weekends

Rail Service- Off Airport

Amtrak- 2 trains daily E/W Conrail- 25 trains daily E/W Grand Trunk Western Railroad Norfolk Southern Corp.- 1 daily N/S

ST. JOSEPH COUNTY AIRPORT AUTHORITY
 FULL TIME EQUIVALENT EMPLOYEES BY FUNCTION
 LAST TEN FISCAL YEARS

Full-time Equivalent Employees as of December 31, 2009

<u>FUNCTION</u>	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Administration	10	10	10	9	9	11	11	10	10	8
Operations	8	8	8	8	8	8	6	8	3	5
Maintenance										
Terminal	10	10	10	10	10	10	11	11	11	10
Airfield	13	13	13	14	14	14	13	11	14	14
Public Safety	17	17	17	17	17	16	15	16	16	16
<u>TOTAL</u>	58	58	58	58	58	59	56	56	54	53

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
OPERATING INDICATORS BY FUNCTION
LAST TEN FISCAL YEARS (1)**

<u>FUNCTION</u>	<u>Fiscal Year</u>									
	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Operations										
Field Condition Reports	516	684	668	N/A						
Notice to Airmen (NOTAMs)	165	271	246	N/A						
Field Checks	1,405	1,685	1,568	N/A						
Terminal Checks	1,068	1,156	1,129	N/A						
Perimeter Checks	2,104	2,198	2,132	N/A						
Maintenance										
Terminal										
Square Footage Maintained	150,584	150,584	150,584	N/A						
Work Orders Processed	623	571	525	N/A						
Airfield										
Vehicles - Hours of Operation										
Blowers	332	665	537	N/A						
Brooms	1,538	2,507	1,570	N/A						
Loaders	709	1,227	298	N/A						
Plows	444	544	600	N/A						
Total Snow Equipment - Hours	3,023	4,943	3,005	N/A						
Public Safety										
Aircraft and Other Fire Calls	22	41	37	N/A						
Medical Responses	30	26	34	N/A						
Arrests	18	10	14	N/A						
Various Additional Reports	16	43	19	N/A						
Airport Ordinance Violations	482	429	344	N/A						
State Citations/Tickets	16	17	15	N/A						
Approximate Calls for Service	2,850	2,800	2,700	N/A						

Note: (1) Information is not available for years 2000 through 2006.

**ST. JOSEPH COUNTY AIRPORT AUTHORITY
CAPITAL ASSET STATISTICS BY FUNCTION
LAST TEN FISCAL YEARS (1)**

Function	Fiscal Year									
	<u>2009</u>	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>2005</u>	<u>2004</u>	<u>2003</u>	<u>2002</u>	<u>2001</u>	<u>2000</u>
Operations										
Pick-Up Trucks	2	2	2	N/A						
Maintenance										
Terminal										
Pick-Up Trucks	4	4	4	N/A						
Cargo Van	1	1	1	N/A						
Loaders	1	1	1	N/A						
Sweepers	1	1	1	N/A						
Airfield										
Blowers/Jet Air Blowers	4	4	4	N/A						
Brooms	5	5	3	N/A						
Loaders	2	2	2	N/A						
Back Hoe Loader	1	1	1	N/A						
Plows	3	3	3	N/A						
Pick-Up Trucks	5	5	5	N/A						
Mowers	4	4	4	N/A						
Lighting Trucks	1	1	1	N/A						
Sweepers	1	1	1	N/A						
Public Safety										
Stations	1	1	1	N/A						
Patrol Units	4	4	4	N/A						
ARFF Vehicles	4	4	3	N/A						
Buses	1	1	1	N/A						

Note: (1) Information is not available for years 2000 through 2006.

**SUPPLEMENTAL AUDIT OF
FEDERAL AWARDS**



STATE OF INDIANA
AN EQUAL OPPORTUNITY EMPLOYER

STATE BOARD OF ACCOUNTS
302 WEST WASHINGTON STREET
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REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS

TO: THE OFFICIALS OF THE ST. JOSEPH COUNTY AIRPORT AUTHORITY,
ST. JOSEPH COUNTY, INDIANA

We have audited the financial statements of the St. Joseph County Airport Authority (Airport Authority), as of and for the year ended December 31, 2009, and have issued our report thereon dated May 27, 2010. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Airport Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Airport Authority's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Airport Authority's internal control over financial reporting.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Airport Authority's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be significant deficiencies or material weaknesses, as defined above.

REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON
COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS
PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS
(Continued)

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Airport Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grants agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under Government Auditing Standards.

This report is intended solely for the information and use of the Airport Authority's management, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties. In accordance with Indiana Code 5-11-5-1, this report is a part of the public records of the State Board of Accounts and of the office examined.

STATE BOARD OF ACCOUNTS

May 27, 2010



STATE OF INDIANA
AN EQUAL OPPORTUNITY EMPLOYER

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO PASSENGER FACILITY CHARGE PROGRAM AND TO EACH MAJOR PROGRAM
AND INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH THE PASSENGER
FACILITY CHARGE AUDIT GUIDE FOR PUBLIC AGENCIES AND OMB CIRCULAR A-133

TO: THE OFFICIALS OF THE ST. JOSEPH COUNTY AIRPORT AUTHORITY,
ST. JOSEPH COUNTY, INDIANA

Compliance

We have audited the compliance of the St. Joseph County Airport Authority (Airport Authority) with the types of compliance requirements described in the Passenger Facility Charge Audit Guide for Public Agencies (Guide), issued by the Federal Aviation Administration for its passenger facility charge program, and in U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement that are applicable to its major federal program for the year ended December 31, 2009. The Airport Authority's major federal program is identified in the Summary of Auditor's Results section of the accompanying Schedule of Findings and Questioned Costs. Compliance with the requirements of laws, regulations, contracts and grants applicable to its major federal program is the responsibility of the Airport Authority's management. Our responsibility is to express an opinion on the Airport Authority's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of the Airport Authority's compliance with those requirements.

In our opinion, the Airport Authority complied in all material respects with the requirements referred to above that are applicable to its passenger facility charge program and its major federal program for the year ended December 31, 2009.

Internal Control Over Compliance

The management of the Airport Authority is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts and grants applicable to the passenger facility charge program and federal programs. In planning and performing our audit, we considered the Airport Authority's internal control over compliance with requirements that could have a

INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE WITH REQUIREMENTS
APPLICABLE TO PASSENGER FACILITY CHARGE PROGRAM AND TO EACH MAJOR PROGRAM
AND INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH THE PASSENGER
FACILITY CHARGE AUDIT GUIDE FOR PUBLIC AGENCIES AND OMB CIRCULAR A-133
(Continued)

direct and material effect on a major federal program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the A's internal control over compliance.

A control deficiency in the Airport Authority's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect noncompliance with a type of compliance requirement of a federal program on a timely basis. A significant deficiency is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to administer a federal program such that there is more than a remote likelihood that noncompliance with a type of compliance requirement of a federal program that is more than inconsequential will not be prevented or detected by the entity's internal control.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a type of compliance requirement of a federal program will not be prevented or detected by the entity's internal control.

Our consideration of the internal control over compliance was for the limited purpose described in the first paragraph of this section and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be significant deficiencies or material weaknesses, as defined above.

This report is intended solely for the information and use of the Airport Authority's management, and federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties. In accordance with Indiana Code 5-11-5-1, this report is a part of the public records of the State Board of Accounts and of the office examined.

STATE BOARD OF ACCOUNTS

May 27, 2010

ST. JOSEPH COUNTY AIRPORT AUTHORITY
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
For The Year Ended December 31, 2009

Federal Grantor Agency/Pass-Through Entity Program Title/Project Title	Federal CFDA Number	Pass-Through Entity (or Other) Identifying Number	Total Federal Awards Expended
<u>U.S. DEPARTMENT OF TRANSPORTATION</u>			
Direct Grant:			
Airport Improvement Program	20.106	AIP-03-18-0079-35	\$ 184,314
		AIP-03-18-0079-36	351,280
		AIP-03-18-0079-37	103,385
		AIP-03-18-0079-38	<u>266,018</u>
Total for program			<u>904,997</u>
<u>U.S. DEPARTMENT OF HOMELAND SECURITY</u>			
Direct Grant:			
Law Enforcement Officer Reimbursement Agreement Program	97.090	HSTS0208HSLR091	76,714
	97.090	HSTS0805HSLR091	<u>38,943</u>
Total for program			<u>113,657</u>
Total federal awards expended			<u>\$ 1,018,654</u>

The accompanying note is an integral part of the Schedule of Expenditures of Federal Awards.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
NOTE TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS

Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the St. Joseph County Airport Authority (Airport Authority) and is presented in accordance with the requirements of OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations. Accordingly, the amount of federal awards expended is based on when the activity related to the award occurs. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
SCHEDULE OF FINDINGS AND QUESTIONED COSTS

Section I – Summary of Auditor's Results

Financial Statements:

Type of auditor's report issued: Unqualified

Internal control over financial reporting:

Material weaknesses identified?	no
Significant deficiencies identified that are not considered to be material weaknesses?	none reported

Noncompliance material to financial statements noted?	no
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Federal Awards:

Internal control over major programs:

Material weaknesses identified?	no
Significant deficiencies identified that are not considered to be material weaknesses?	none reported

Type of auditor's report issued on compliance for major programs: Unqualified

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133?	no
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Identification of Major Programs:

<u>CFDA Number</u>	<u>Name of Federal Program or Cluster</u>
20.106	Airport Improvement Program

Dollar threshold used to distinguish between Type A and Type B programs:	\$300,000
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Auditee qualified as low-risk auditee?	yes
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Section II – Financial Statement Findings

No matters are reportable.

Section III – Federal Award Findings and Questioned Costs

No matters are reportable.

ST. JOSEPH COUNTY AIRPORT AUTHORITY
SUMMARY SCHEDULE OF PRIOR AUDIT FINDINGS

No matters are reportable.

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