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INDEX

OST-02-11590-34

DEPT. OF TRANSPORTATION
DODKETS

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Grant Application Checklist

Cover Letter

Information about Fort Wayne and surrounding region
Information about Fort Wayne International Airport

Agreement between Fort Wayne-Allen County Airport Authority and the Greater Fort Wayne Chamber of Commerce

Attachment A Map of competing airports

Attachment B Map of surrounding area

Attachment C FWA Route Map, Aircraft and Airline Information

Attachment D Enplanement chart 1998 - present

Project 1 - Proposal - Low Cost Airline Service

Project 2 - Proposal - Non-stop or one stop airline service to New York City Area Airport

Project 3 - Proposal - Non-stop or one stop airline service to Washington, D.C. Area Airport

Airport operating budgets for previous two years

Airport operating budget for current fiscal year

Grant Application Checklist

- ① **Airport and community name**
Address
Contact person w/ phone number

- ① **Additional community members**
Addresses
Contact persons w/ phone numbers

- ① **Project Sponsor** (If different **from** above)
Address
Contact person w/ phone number

① Project Proposal	<u>PROJECT 1</u>	<u>PROJECT 2</u>	<u>PROJECT 3</u>
① Project description			
① Project duration			
① Project elements			
① Project Cost			
■ Local share	\$112,000	\$ 80,000	\$ 80,000
• Public funds			
• Private funds			
State share			
■ Federal share	\$398,000	\$390,000	\$390,000
■ Total Cost	<u>\$510,000</u>	<u>\$470,000</u>	<u>\$470,000</u>

- ① **Proposed evaluation criteria**



April 18, 2002

United States Department of Transportation
Docket Operations and Media Management Division
Room PL-401
400 Seventh Street S.W.
Washington, DC 20590

RE: Small Community Air Service Development Pilot Program Docket OST-2002-11590-1
Issued 2/13/02

We are very pleased at the Fort Wayne-Allen County Airport Authority to submit an application to the FAA for consideration of an air service development initiative here at the Fort Wayne International Airport. The enclosed information relates to a grant request by the Fort Wayne-Allen County Airport Authority, the designated local sponsoring agency for the Fort Wayne International Airport (FWA) for this air service development initiative.

The Fort Wayne International Airport is operated by the Fort Wayne-Allen County Airport Authority and qualifies for and is in need of grant assistance to secure air fares which would be competitive with other area airports so as to stop passenger "leakage" as a result of a current air fare and air fare rule structure which is currently being offered by our existing resident airlines. Additionally, the Airport Authority and the Fort Wayne community is interested in adding non-stop service to our two top origination and destination cities to replace the loss of air service between Fort Wayne International Airport and three hub cities which has occurred over the last 16 months.

Fort Wayne International Airport serves an area within a 50-mile radius of the city of Fort Wayne, which is located in the northeast corner of our state. The population of this area is approximately 1 million residents of which 202,000 are citizens of the City of Fort Wayne and 111,000 reside in the unincorporated areas of Allen County. Other major communities served by FWA include: Warsaw, Wabash, Decatur, Huntington and Angola, all which are cities located in northeast Indiana, as well as Lima, Defiance and Van Wert, which are cities located in the northwest corner of the State of Ohio. (See Attachment B).

Fort Wayne is a commercial, industrial and entertainment center for our region. Access roads to the airport are excellent and include a 4-lane interstate highway, in addition to several 4-lane U.S. Federal and state highways. A new 4-lane connector road, the Airport Expressway, was recently opened between Interstate 69 and FWA. The airport terminal expansion and modernization which was completed in 1996 puts this facility among the very best in the nation for its size and area served.

Fort Wayne-Allen County
Airport Authority
Lt. Paul Baer Terminal
Suite 209
Fort Wayne, IN 46809-3194
Tel: 260.747.4146
Fax: 260.747.1762

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At the present time, travelers to and from FWA receive air service on six airlines to seven hubs - American Eagle/American Connection to Chicago O'Hare, Dallas-Fort Worth and St. Louis; Delta Connection/Comair and Atlantic Southeast Airlines to Cincinnati and Atlanta; Northwest/Northwest Airlink to Detroit; United Express/Atlantic Coast Airlines to Chicago O'Hare; and USAirways Express to Pittsburgh (See Attachment C).

Due to decisions by three former airlines, all non-stop service between Fort Wayne International Airport and the hub cities of Cleveland, Toronto, and Milwaukee was discontinued between December 1,2000 and December 1,2001.

There are six competing airports within a 125-mile distance from Fort Wayne. South Bend is 77 miles northwest; Kalamazoo is 115 northwest; Detroit is 125 miles northeast; Toledo is 84 miles northeast; Dayton, Ohio is 90 southeast and Indianapolis is 104 miles southwest. (See Attachment A).

The region around Fort Wayne International Airport is predicted to maintain a slow but steady growth from a demographic perspective over the next ten years. The population in the area will grow at a 1 to 1 ½ % per year rate.

An economic trend in the next several months that will benefit Fort Wayne and increase air travel is the expected rebound in the heavy manufacturing sector, particularly the truck and automotive industry which is a major contributor to the area economy. Additional major industries in the region include: medical and medical technology, electrical and magnet wire manufacturing, electronics, steel manufacturing and fabrication, and the insurance and banking industry.

The success of attracting a low-cost airline at FWA would, we believe, result in a decrease of average air fares and less restrictive air fare rules by our incumbent carriers. Additionally, new service initiatives for non-stop/one stop service to our two largest origination and destination markets would be expected to increase passenger enplanement activity above the record year of 2000 via these service enhancements. Assistance with funding to facilitate these changes will bring positive results and would reclaim the nearly 15% loss of passengers which was experienced during 2001. Passenger enplanements are presently continuing a downward spiraling trend even over the 2001 result due to non-competitive air fare pricing and restrictive fare rules which the community is presently having to deal with.

The information in our grant request will show the qualifications and need at the Fort Wayne International Airport to invest federal funding as described in the small community air service development pilot program as authorized by the U.S. Congress.

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We anxiously await your review of our air service development grant request and look forward to discussing our proposed funding initiative with you as you evaluate the many proposals you will receive from other communities for this air service development initiative.

In the meantime, should you have any questions or need additional information to assist you with your consideration of our proposal, please do not hesitate to contact me or Mr. Larry Thompson, our air service development manager here at the Fort Wayne International Airport.

Sincerely,

FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY



C. T. "Skip" Miller, *AAE*
Executive Director of Airports

jka

cc: Larry Thompson, Air Service Development

Airport and community name

Fort Wayne International Airport Authority
Fort Wayne Indiana
Lt. Paul Baer Terminal
3801 Ferguson Road
Fort Wayne IN 46809
Charles T. (Skip) Miller, Airport Director
(260) 747-4146

The Fort Wayne-Allen County Airport Authority is identified as the sponsor to serve as a clearinghouse to submit reimbursement requests and receive program funding from the Department. The account will be separate from other Chamber funds in order to ensure that funds will not be diverted for other purposes.

Additional community members

The Greater Fort Wayne Chamber of Commerce
826 Ewing Street
Fort Wayne IN 46802
Larry L. Thompson, Air Service Development
(260) 478-6450

The active community partner with the airport on these projects is the Greater Fort Wayne Chamber of Commerce which has been very active in airport matters for the past several years. This includes assistance securing more jet service on five of the seven routes, and new service to Dallas-Fort Worth, Atlanta, Toronto, and Milwaukee. The Air Service Development Director is a full-time employee of The Chamber and participates in most Chamber events.

The Chamber recently re-organized its Air Service Committee with the revised mission statement:

- Provide a forum for air service issues related to FWA and Northeast Indiana.
 - Provide guidance and actively assist in responding to issues raised and dispel misperceptions regarding air service and the airlines.
 - Explore and facilitate opportunities for new air service providers or new routes.
 - Assist in obtaining justification or support from the community if necessary when pursuing new air service providers or routes.
 - Actively, as a group and individually, promote FWA.

This committee consists of over twenty business and civic leaders and is taking a very active part in providing direction to air service development and promotion in the catchment area.

Chamber Air Service Committee members are:

Jim Beckstein	Mill Supplies, Inc	Tool Wholesaler
Waynette Besser	Bank One	Bank
Tom Borne	Asher Agency	Advertising
Steve Cochren	Lincoln Financial	Insurance
Jim Cook	Bank One	Bank
Bill Elks	Uniroyal Goodrich	Tire Mfr.
Duane Erwin	Parkview Health	Hospital
Mike Flynn	Verizon	Communications
Karen Goldner	City of Fort Wayne	Econ. Dev.
Dave Herr	BAE Systems	Govt.Supplier
Carolyn Juergens	Conference & Travel Services	Travel Agency
Harold Karp	Superior Essex	Wire Mfr.
Sandra Lux	Fort Wayne-Allen County Airport Authority	Airport
Thomas Miller	Lutheran Health Network	Hospital
Kirk Nevins	Franklin Electric	Motor Mfr.
Todd Rash	BAE Systems	Govt.Supplier
Mark Royce	Allen County, Indiana	Planning Dept
Bob Taylor	Do-It-Best	Hardware Wholesaler
Larry Thompson	Greater Ft Wayne Chamber of Commerce	Air Svc. Dev.
Jim Villers	Northwest Airlines	Captain
Al Weimer	Grabill Bank	Bank
Rob Young	The Alliance	Econ. Dev.
Cathy Zehr	Fort Wayne-Allen County Airport Authority	Airport Board

See separate copy (following this section) of "Professional Services Agreement" between Fort Wayne-Allen County Airport Authority and the Greater Fort Wayne Chamber of Commerce.

PROFESSIONAL SERVICES AGREEMENT

AGREEMENT made this 22 day of October, 2001, between **FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY**, an Indiana municipal corporation (the "Authority") and **THE GREATER FORT WAYNE CHAMBER OF COMMERCE** (the "Chamber").

RECITALS

The Authority and the Chamber now desire to enter into a new agreement for professional services in order to supersede the expiring agreement and, upon approval by the Authority, provide professional services in carrying out and effecting the Commercial Air Service Plan and Budget.

IT IS, THEREFORE, AGREED:

1. The Commercial Air Service Plan.

The Chamber agrees to provide the Authority with a Commercial Air Service Plan by December 1, 2001, for 2002 and a related Budget, upon the approval of the Commercial Air Service Plan and Budget by the Authority, to provide professional services in order to carry out and effect the Commercial Air Service Plan and the Budget.

2. Duties.

Upon the approval of the Commercial Air Service Plan and the Budget by the Authority, it shall be the duty of the Chamber to provide professional services in order to carry out the Commercial Air Service Plan and the Budget. In order to perform such services, the Chamber shall employ the following person:

- (a) An "Air Service Coordinator" to provide the professional services described in Exhibit B.

Such person shall constitute the Airport Commercial Air Service Staff (Staff), shall be the employee of the Chamber, and shall be subject to the immediate control and responsibility of the Chief Executive Officer of the Chamber.

—
—
2. Employment and Cooperative Efforts.
—

— In addition to having responsibilities as an employee of the Chamber, this
— position shall further be subject to the supervision of and shall report to the
— Executive Director of Airports. The purpose of the direct reporting method is to
— encourage cooperation efforts between the Authority and the Chamber and the
— execution of the 2002 Commercial Air Service Plan and Budget. The Authority
— and the Chamber shall fully cooperate with each other in the implementation of the
— 2002 Commercial Air Service Plan and the related Budget and both the Authority
— and the Chamber shall have full access to the services of the Staff, and the Staff
— shall have full access to the facilities and the personnel and the business resources
— of both the Authority and the Chamber in order to more fully implement the
— cooperative efforts intended to be pursued by the Authority and the Chamber in
— the implementation of the 2002 Commercial Air Service Plan and the related
— Budget.

— (a) The Authority shall provide office space to the Air Service
— Coordinator.

—
—
4. The Authority's Obligation.
—

— (a) The Authority shall immediately take the 2002 revised
— Commercial Air Service Plan and the related Budget under consideration
— for approval.

— (b) Upon the approval of the 2002 Commercial Air Service Plan
— and the related Budget, as outlined in Exhibit A, the Chamber may submit
— monthly invoices to the Authority for the cost incurred by the Chamber in
— the execution of the 2002 Commercial Air Service Plan and the related
— Budget. Such invoices shall contain a description of the costs and
— expenses incurred by the Chamber, including out-of-pocket expenses,
— travel costs, and travel reimbursements, incurred by the Chamber in
— connection with the execution of the 2002 Commercial Air Service Plan
— and the related Budget. As per Exhibit A, such costs shall include salaries,
— fringe benefits, expenses, reimbursement for out-of-pocket expenses and
— travel costs to the Staff and all obligations incurred by the Chamber in
— carrying out the 2002 Commercial Air Service Plan and the related
— Budget.

— (c) In addition to the monthly invoices, Staff shall submit a
— monthly overview report summarizing the services performed by each
— Staff member during the preceding month in carrying out the 2002

Commercial Air Service Plan and the related Budget. The form of such report shall be in writing, and submitted along with the monthly invoice to be submitted by the Chamber.

(d) Upon the receipt of the invoice for the preceding month by the Chamber and the receipt of the monthly report by the Staff, the Authority shall promptly review and give consideration to and effect the payment of the invoice to the Chamber.

5. Term.

This Agreement shall be for the calendar year 2002 and may be terminated by either party at the close of any month by written notice to the other party at least ten (10) days prior to the close of such month.

6. Renewal.

This Agreement may be renewed upon the same terms and conditions, or upon such amended terms and conditions as shall be from time to time agreed to between the Authority and the Chamber, upon the approval by the Authority of a successive Commercial Air Service Plan and related Budget for such successive year.

7. Assurances.

During the terms of this Agreement, the Authority and the Chamber agree as follows:

(a) Compliance with Regulations: The Chamber shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation (hereinafter "DOT"), Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the "Regulations"), which are herein incorporated by reference and made a part of this Agreement.

(b) Nondiscrimination. The Chamber, with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors including procurements of materials and leases of equipment. The Chamber shall not participate, either directly or indirectly, in the discrimination prohibited by Section 21.5 of the Regulations including employment practices when the Agreement covers a program set forth in Appendix B of the Regulations.

(c) Solicitations for Subcontracts Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Chamber for work to be performed under a subcontract including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Chamber of the Chamber's obligations under this Agreement and the Regulations relative to nondiscrimination on the grounds of race, color, or national origin.

(d) Information and Reports. The Chamber shall provide all information and reports required by the Regulations or directives, issues pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Authority, Indiana State Board of Accounts, or the Federal Aviation Administration to be pertinent to ascertain compliance with such Regulations, order, and instructions. Where any information required of the Chamber is in the exclusive possession of another who fails or refuses to furnish this information, the Chamber shall so certify to the Authority, the Indiana State Board of Accounts, or the Federal Aviation Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

(e) Grant Assurances and Revenue Diversions. The Chamber shall be responsible to see that no diversion of any Authority revenue funds go towards non-aeronautical purposes, and that all the funds generated by the activities of the Staff shall be remitted to and be deposited in the general fund of the Authority.

(f) Limitation of Authority. The sole and only authority of the Staff to act in the completion of the 2002 Commercial Air Service Plan shall be those specific authorities that are granted to the Staff under this Agreement and are described in the 2002 Commercial Air Service Plan and the related Budget and the related Exhibits A and C.

(g) Incorporation of Provisions. The Chamber shall include the provisions of Paragraphs (a) through (d) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations or directives issued pursuant thereto. The Chamber shall take such action with respect to any subcontract or procurements as the sponsor of the Federal Aviation Administration may direct as a means of enforcing such provisions including sanctions for noncompliance.

8. Access to Records.

The Chamber agrees that the Authority, the Federal Aviation Administration, the Comptroller General of the United States, or any of their duly authorized representatives shall have access to the books, documents, papers, and records of the Chamber pertaining only to the Airport cost center charges reimbursed by the Authority for the purpose of making audit, examination, excerpts, and transcriptions. This excludes any records related directly to the Chamber and its related affiliates.

9. Entire Agreement.

This Agreement supersedes all previous agreements between the Chamber and the Authority and contains the entire understanding and agreement between the parties with respect to its subject matter. This Agreement cannot be amended, modified or supplemented in any respect except by a subsequent written agreement entered into by both parties.

10. Notices.

Any notice given hereunder shall be in writing and delivered or mailed by registered or certified mail, return receipt requested:

(a) To the Authority:

Fort Wayne-Allen County Airport Authority
Suite 209, Lt. Paul Baer Terminal
Fort Wayne, Indiana 46809
ATTENTION: Executive Director of Airports

(b) To the Chamber:

The Greater Fort Wayne Chamber of Commerce
826 Ewing Street
Fort Wayne, Indiana 46801
ATTENTION: Chief Executive Officer

Either party may, by notice as provided above, designate a different address. Any such notice shall be effective on the date of receipt.

11. Headings.

Headings in this Agreement are for convenience only and shall not be used to interpret or construe its provisions.

12. Governing Law.

This Agreement shall be construed in accordance with and governed by the laws of the State of Indiana.

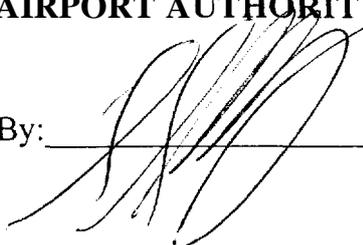
13. Counterparts.

This Agreement may be executed in several or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written.

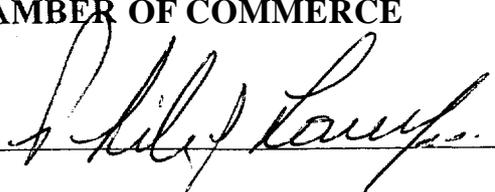
**FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY**

"AUTHORITY"

By:  _____

**THE GREATER FORT WAYNE
CHAMBER OF COMMERCE**

"CHAMBER"

By:  _____
Its Chief Executive Officer

**AIR SERVICE DEVELOPMENT
2002 BUDGET**

**Greater Fort Wayne Chamber of Commerce
Airport Budget 2002
Detailed Spending Analysis**

Air Service Development

Salaries and Benefits	58,500.00	
Sub-total - Salaries & Benefits		58,500.00

Advertising		
Asher	118,000.00	
Business People Magazine	12,000.00	
Potential New Airline Service	7,475.00	
Sub-total - Advertising		137,475.00

Air Service Development & Retention

ATA- Indianapolis 5 trips	625.00	
American - Dallas/Ft Worth	1,000.00	
United - Chicago 2 trips	400.00	
Northwest - Minneapolis - 1 trip	850.00	
US AIRWAYS / ACA - Wash DC	1,000.00	
Delta - Atlanta 1 trip	700.00	
Potential New Service	5,000.00	
Sub-total - Airline Promotional Travel		9,575.00

Promotional

Bomber Jackets	1,000.00	
Cookies	7,000.00	
DeBrand	1,500.00	
Meet Me at Five	2,000.00	
Business Expo Booth	600.00	
Sub-total - Promotional		12,100.00

Associations

Air Carriers Association - Regl. Airlines	1,000.00	
		1,000.00

Office Supplies

Supplies	1,000.00	
Mailings	1,000.00	
Telephone (Cell phones)	450.00	
Dues/Subscriptions	150.00	
AIRS Reports	1,000.00	
GG Tauber - Computer Calendars	250.00	
Miniature Billboards	500.00	
Christmas Party	2,000.00	
Sub-total - Office Supplies		6,350.00

GRAND TOTAL

\$ 225,000.00

CERTIFICATION

The undersigned hereby certifies that they are the duly authorized and acting officer of the Chamber, and in charge of keeping records with respect to the execution of the Airport 2002 Commercial Air Service Plan and related Budget, and that all of the above and foregoing charges are true and accurate, and have been expended or paid by the Chamber in the period indicated, and that the Chamber has in its possession, evidence of such payments, and receipts and certifications with respect to all expenses and costs incurred and paid by the Chamber as itemized above.

Dated this _____ day of _____, 2001.

EXHIBIT "A"

TO: FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY ("AUTHORITY")
Room 209, Lt. Paul Baer Terminal
Fort Wayne, Indiana 46809

FROM: THE GREATER FORT WAYNE
CHAMBER OF COMMERCE ("CHAMBER")
826 Ewing Street
Fort Wayne, Indiana 46801

INVOICE

Pursuant to the 2002 Commercial Air Service Plan and the related 2002 Budget, the Chamber hereby certifies that it has incurred and paid the following expenses for the month of _____, 2002.

EXHIBIT B

GREATER FORT WAYNE CHAMBER OF COMMERCE
AIR SERVICE DEVELOPMENT DIRECTOR

Definition

Receives direction from the President of the Chamber and from the Executive Director of Airports. Responsible for working with current airline tenants and prospects in order to retain acceptable levels of air service and increase service to new destinations. Garner regional community support to increase passenger enplanements. Serves as liaison between Airport Authority, Chamber and Community Leaders.

Examples of Duties

Collect and analyze airline data relating to air fares, on-time and cancellation performance and report to Airport Authority Board. Establish and maintain personal contacts with airline planners in order to retain current air service, secure new air service and more competitive airfares. Advise airline planners of changes in the regional community to show them of the opportunities in our region for new or increased service.

In concert with the Authority's Information System Administrator, provide and maintain information on the Web Site so it is current, applicable and helpful to Web visitors. Compile information on Web Site usage to determine effectiveness. Explore and assist in implementation of new features.

Assist in the development of advertising program with Authority's advertising agency.

Provide programs of interest to area organizations as part of the Authority's Speakers Bureau. Continue to update PowerPoint presentation to be current and appropriate for the audience.

Organize, manage and assist the Chamber's Air Service Committee, which will be a major support group for airport marketing programs and assist in procuring new or additional air service.

Education and Experience

Some higher education is helpful, particularly in written and spoken communications. Additionally a background and interest in compiling, analyzing and presenting statistics is necessary. Needs to have worked in the airline and travel industry to be aware of historical and current trends.

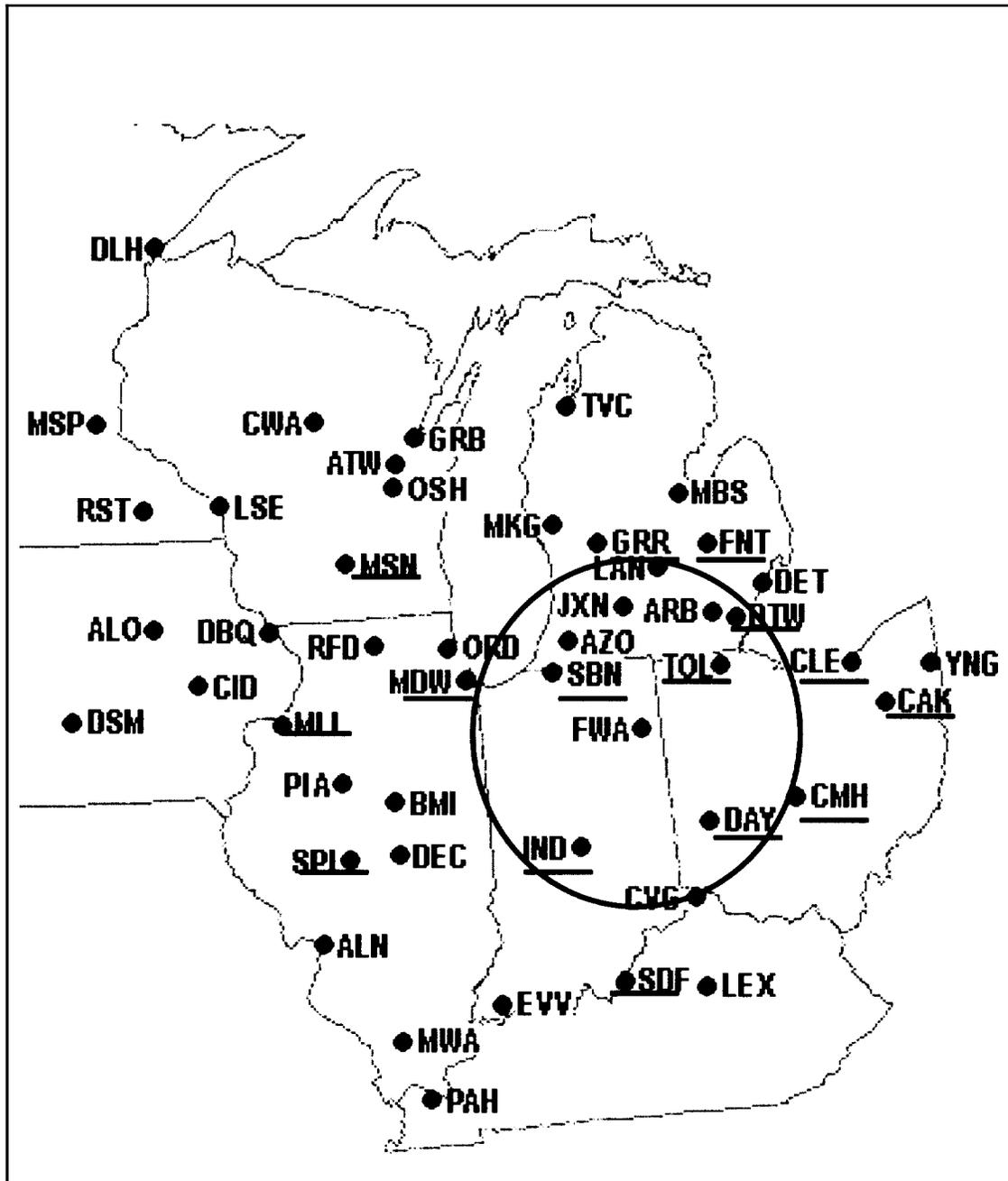
Knowledge and Abilities

Must be well informed on airline dynamics, route and fare structures. Public speaking and negotiating skills are necessary in working with airline planners and also in giving talks and PowerPoint presentations to various groups.

Special Requirements

Have the interest and skills in working on various computer programs including word-processing, data base management, spreadsheet design and artistic ability to compose interesting presentations. Demonstrate a strong loyalty to the Fort Wayne Tri-State regional community and particularly, Fort Wayne International Airport and have a passionate desire to contribute to the air service program in order to increase passenger enplanements and facilitate increases in air service.

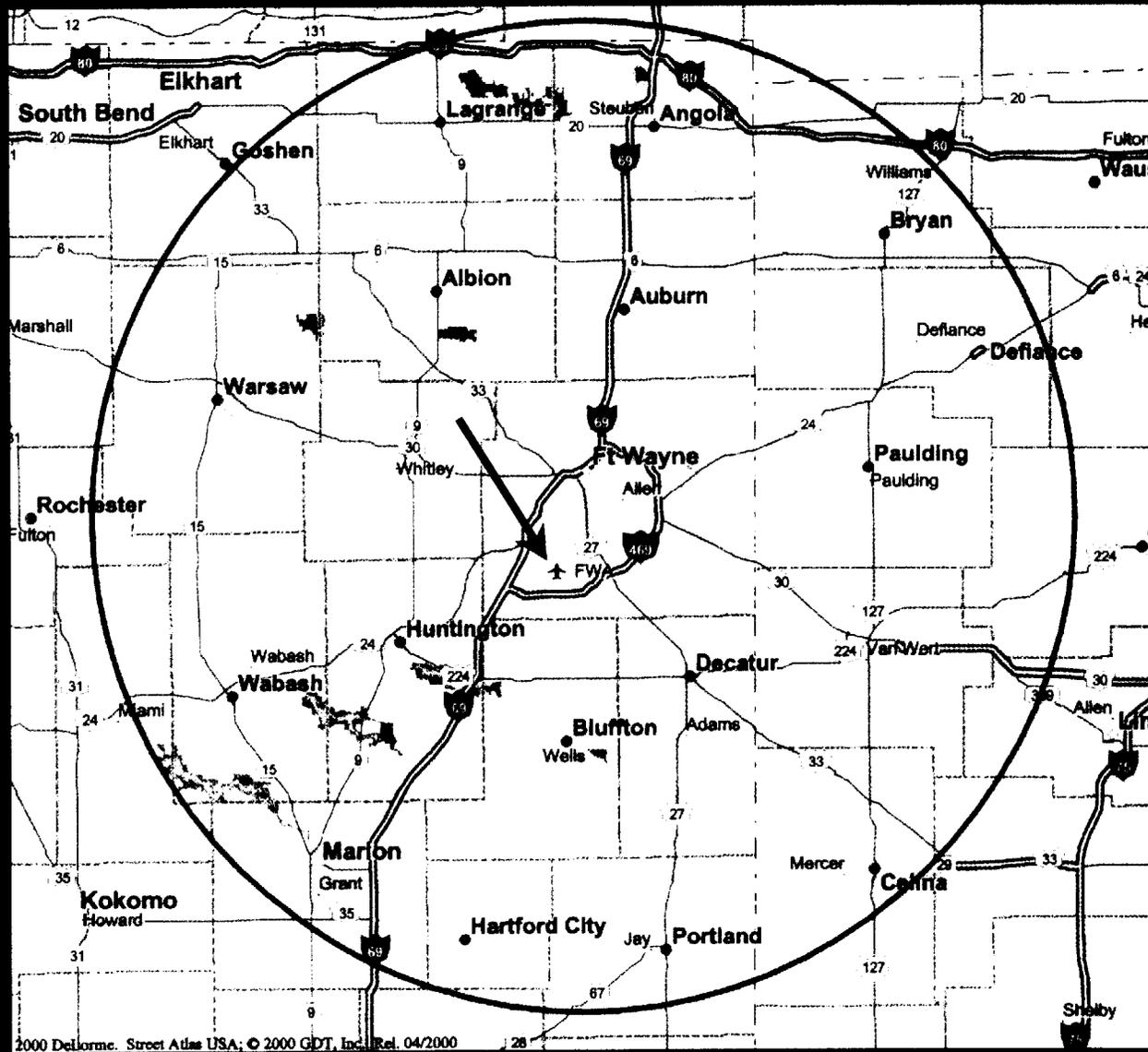
Attachment A



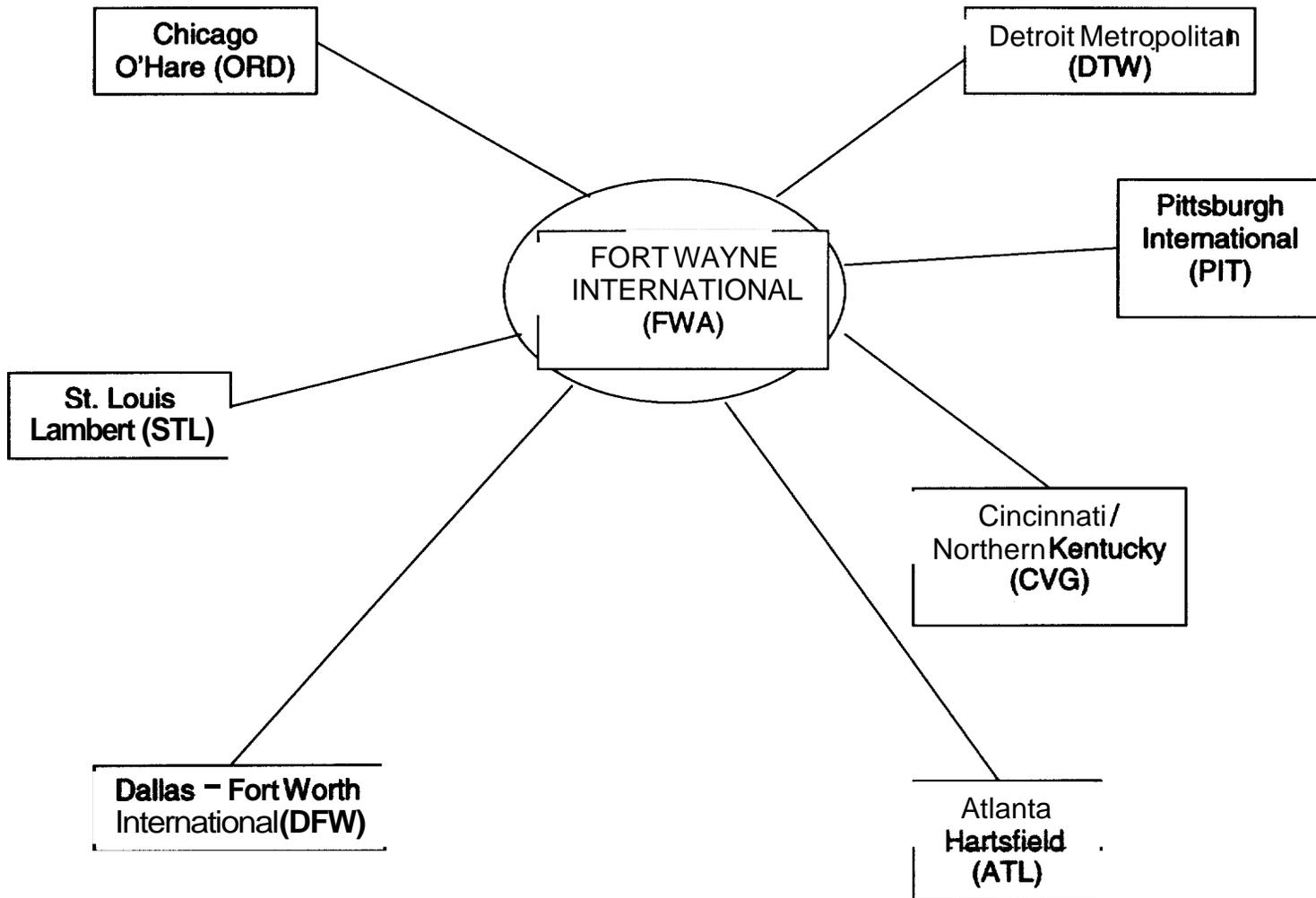
Airports underlined in red have at least one low cost airline as of 4/16/02

The circle indicates approximately 150 mile radius from FWA

50-Mile Radius of Fort Wayne, Indiana



Attachment C



Current Airline Service (weekdays):

- American Eagle – 4 daily ERJ flights to Chicago O'Hare - 200 o.w. seats
- United Express/Air Wisconsin – 4 daily CRJ flights to Chicago O'Hare - 200 o.w. seats
- American Conn/Trans States – 2 daily Jetstream Turboprop flights to St. Louis – 68 o.w. seats
- American Eagle – 2 daily ERJ Jet flights to Dallas – Fort Worth – 100 o.w. seats
- Delta Connection ASA – 3 daily CRJ Jet flights to Atlanta – 150 o.w. seats
- Delta Connection Comair – 6 daily CRJ Jet flights to Cincinnati – 300 o.w. seats
- U S Airways Express – 5 daily SAAB 340 Turboprop flights to Pittsburgh – 170 o.w. seats
- U S Airways Express – 2 daily Domier 328 Turboprop flights to Pittsburgh – 64 o.w. seats
- Northwest Airlin/Mesaba – 3 daily SAAB 340 Turboprop flights to Detroit – 104 o.w. seats
- Northwest Airline/Express 1 – 1 daily CRJ Jet flight to Detroit – 50 o.w. seats
- Northwest Airlin/Mesaba – 3 daily ARJ Jet flights to Detroit – 207 o.w. seats

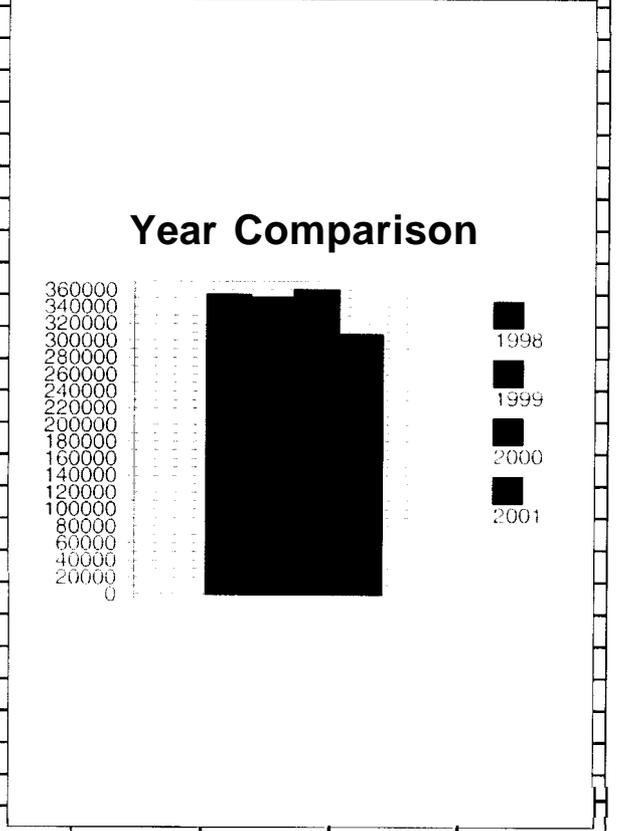
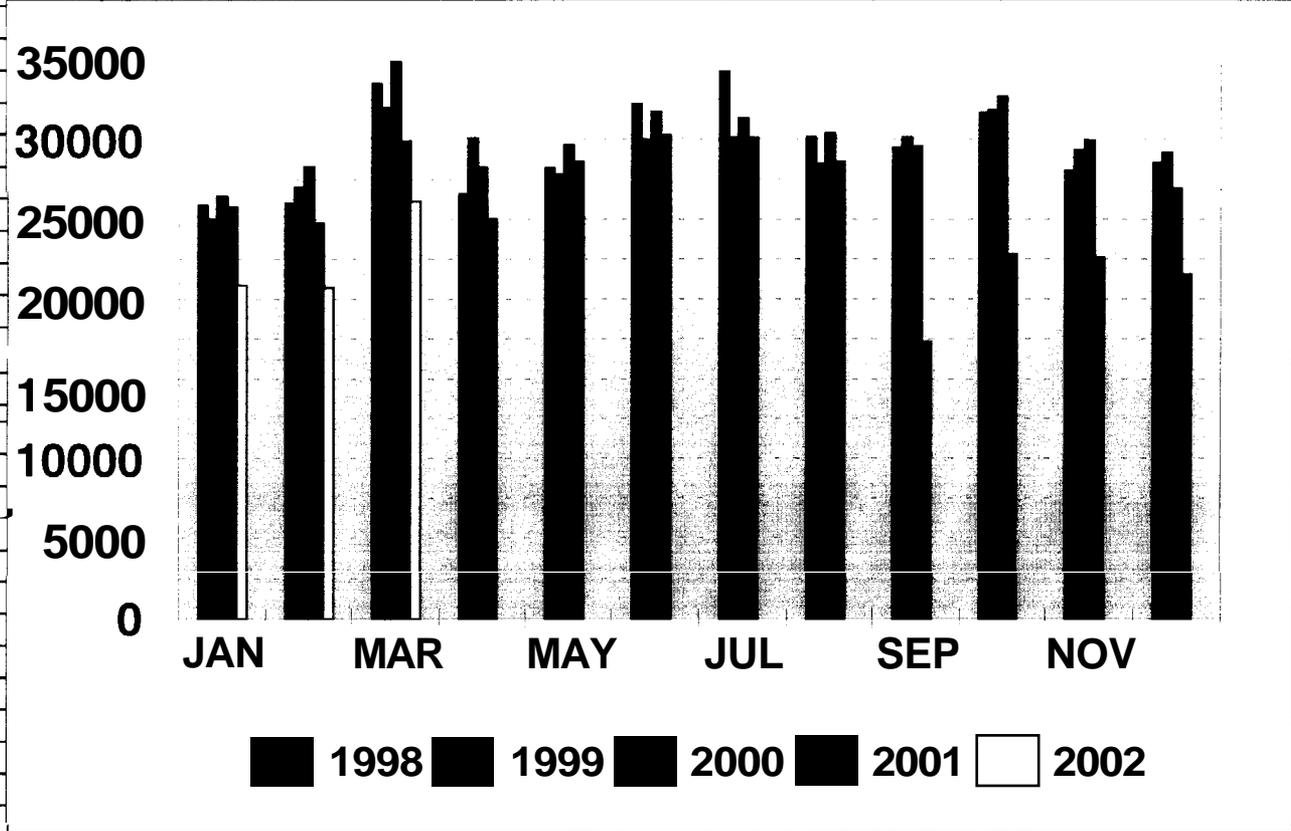
Total number of daily one way seats (weekdays): 1613

Total number of daily one way flights (weekdays): 35;
7 are on turboprop aircraft, 28 on jet aircraft.

as of 4/16/02

Attachment D- FWA ENPLANEMENTS 1998 - PRESENT

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YR TTL	
1998	25856	26022	33478	26613	28204	32224	34283	30128	29482	31667	28047	28537	354541	
1999	24993	27017	31968	30086	27792	29978	30079	28469	30132	31839	29331	29167	350851	
2000	26425	28279	34851	28263	29629	31736	31311	30357	29589	32701	29930	26939	360010	
2001	25815	24746	29858	25012	28629	30229	30115	28581	17341	22801	22587	21531	307245	
2002	20886	20708	26127											



PROJECT 1

GRANT REQUEST TO U S DEPARTMENT OF TRANSPORTATION TO ATTRACT A LOW FARE AIR CARRIER TO THE FWA MARKET

Criteria for participation in grant awarding:

- Non-competitive air fares
- Highly restrictive air fare rules
- Insufficient discount / leisure fare seat availability

Basis of need:

Fort Wayne International Airport has higher than average air fares when compared to similar communities in our region primarily because no low cost airlines currently serve Fort Wayne.

Seven out of the eight airports within a two and a half hour driving distance have **low** cost airline service. The airlines serving those airports are Southwest at Indianapolis, American Trans Air at Indianapolis, South Bend, and Dayton, Air Tran at Dayton and Toledo, Pan Am at Gary, Delta Express at Indianapolis and Frontier at Indianapolis (just announced). The estimate of the passenger leakage that reside within fifty mile radius of Fort Wayne is 60% or translated in passenger numbers is 700,000 passengers annually (enplanements). See attachment "A" which is an indication of how FWA is surrounded by airports with **low** cost airline service.

Among all the airports mentioned above, Fort Wayne has the highest average fare and the second highest yield, according to the AIRS Report, which uses U.S. Department of Transportation figures. The numbers come from a count of every tenth ticket. FWA is also much higher than the national average figures. Comparison of figures for the twelve month period ending June 30, 2001:

	<u>Average Air Fare</u>	<u>Percent of difference from FWA</u>	<u>Travel Distance from FWA (miles)</u>
Fort Wayne international Airport	\$192		
Dayton	162	-15.63 %	90
Toledo Express Airport	144	-29.17	04
Indianapolis International Airport	149	-22.33	104
South Bend Regional Airport	170	-10.42	77
Gary	91	-52.60	123
Chicago Midway	104	-45.83	146
Detroit Metropolitan	159	-16.15	140
<i>Nationwide Average</i>	<i>157</i>	<i>-17.19</i>	

In a study conducted over the past twelve months, Fort Wayne consistently had the highest fare to nine out of sixteen top origination and destination cities and the second highest fare to five out of sixteen cities. Efforts to appeal to the current airline pricing departments have been ignored.

There are additional factors involved in determining air fares paid by our travelers. The air fare rules affecting the length of stay usually require a round trip purchase, a Saturday night stayover at the destination, advance purchase of up to twenty one days in advance and number of seats allocated to the lower tier of prices. These are much more restrictive for those who compare fares at FWA with the other airports. One example is the advance purchase requirement. The norm for FWA is fourteen days. Anyone purchasing an airline ticket less than thirteen days in advance is charged a higher fare. The competing airports offer no advance, three day advance and seven day advance purchase low fares.

This particularly penalizes travelers who need to travel due to bereavement or serious illness of relatives. The no advance purchase fares offered at other airports are often much lower priced for this traveler than even bereavement fares at FWA. Since bereavement and illness are not foreseeable, this traveler is penalized heavily at a time when they have to make unplanned trips in order to take care of personal business and grief.

Conclusion:

From all sources available, air fares charged to passengers departing from Fort Wayne International Airport are considerably more expensive than nearby competing airports. The difference of almost eighteen percent between Fort Wayne fares and the national average air fare is also a strong indication of the disparity that exists. The high fares are causing passengers to drive an additional two to three hours to other airports or congested hubs which have low cost airline service to begin or end their travel. An undue burden is also placed on business travelers who have to add extra time to their business day and to take the risk incurred in driving seventy to one hundred twenty extra miles. Leisure travelers also have to face the same trip but will do so because of the wide gap in available fares. Students at the ten area colleges and universities are forced to make arrangements to be taken to other airports.

Enplanements for the year 2000 reached a record high with 360,010 passengers. Those numbers dropped 14.66 percent in 2001 to the lowest number since 1991 with 307, 255 passengers. In addition to the disaster on September 11th, 2001, the full effect of **low** cost airline service at South Bend and Toledo was felt each month since January 2001. Both South Bend and Toledo received low cost airline service in the fall of 2000.

Objective:

Through the use of marketing funds, subsidies and incentives, target American Trans Air Connection service between Fort Wayne and Chicago Midway airports.

This proposal is the most logical solution to the problem of higher than average air fares and the resulting loss of passengers to close-by competing airports and hubs. ATA Connection service to Chicago Midway is the best choice available at this time. The aircraft size, thirty-four passenger turboprop aircraft do not flood the market with a large number of seats. American Trans Air is the only low cost airline with such a well-developed regional system. They also serve sixteen of the top twenty FWA origination/destination markets. Most Fort Wayne area travelers are well acquainted with ATA and the need for extensive, expensive marketing would be minimized. Besides being a hub, Chicago Midway would be a new destination for RNA passengers due to the proximity to downtown Chicago. Travelers who currently are driving to Chicago would become airline passengers instead.

In continuing discussions with ATA, we have found that ATA Connection is interested in adding new stations who offer incentives for their type of service and demonstrate the need for and which will support their service beyond the initial start up period.

Surveys will be taken to show that business travelers will fly from RNA if air fares become more competitive. ATA would make connections through Chicago Midway to business destinations of New York, Washington, D.C., Denver, Minneapolis and Philadelphia for those travelers.

Parking lot surveys before and after the survey would be necessary to see the outreach effectiveness of pulling regional travelers, particularly those living in the catchment area.

Additional survey information from leisure travelers will be gathered to explore the possibility that families will prefer to fly from their nearby home town airport if the air fares are competitive. ATA destinations include Florida, California and Las Vegas, which are all RNA leisure traveler destinations.

One of the consultant responsibilities would be to evaluate the effect on current airline service if a low cost airline would enter the market. The theory is the current FWA airlines would likely match lower fares and more liberal fare rules for a small percentage of their seats. These moves would help eliminate the perception and reality that FWA always has the highest air fares.

With an estimated annual loss of 700,000 travelers in the catchment area who drive to other departure airports to use other low cost airlines including Southwest and Air Tran, the annual maximum number of seats which ATA connection would likely provide the market would be less than 45,000.

Marketing funds will be necessary to advertise the new service to the one million catchment area residents. Radio, newspaper, television, Internet and direct mail would be used for this purpose.

Funding would not be required for physical improvements. There is immediate availability of counter, office and ramp space. Jetways are also not a requirement for ATA Connection and thus would eliminate expense of terminal renovation or expansion.

Studies will be made six months after the start of the new service to discover the basis FWA passengers used to make their decision to fly from Fort Wayne. Such questions would be centered on marketing effectiveness, decision-making, loyalty to the current airlines, determination if these are new airline travel passengers or if they are leakage passengers.

Interim and long range measurement of the success of the project:

Acquire ATA Connection service between Fort Wayne and Chicago Midway Airport.

After the start of service, provide the Department of Transportation with reports giving the following information:

Semi-annually:

Compare passenger enplanement figures on a comparative month/year basis and chart showing increase/decrease in passenger numbers. Compiled from required station reports.

Compare parking lot surveys on a quarterly basis to determine increase or decrease in cars from various parts of catchment area (and outside of catchment area). Compiled by airport Hospitality Hosts or Indiana University-Purdue University college students.

Evaluate and compose comparison report on average Fort Wayne air fares versus competing airports. Include yield per passenger to indicate profitability factor before and after adding service.

Annually for two year period after start of service:

Compile survey of area residents to determine effectiveness of marketing new service and to explore overall attitudes toward Fort Wayne International Airport.

Contact with ATA officials to determine success of Fort Wayne service including profitability, passenger numbers increased service.

Fort Wayne International Airport

Proposed costs of Project 1: Campaign to bring ATA to Fort Wavne International Airport:

Consultant to conduct investigation of start-up and continuing costs, profitability model and market sustainability of new service	\$ 25,000.
Consultant to prepare presentation to low cost airline	10,000.
Parking lot studies & preparation of reports	5,000.
Passenger surveys & preparation of reports	15,000.
Community Support for Start-up and Sustainability Campaign	20,000.
Marketing Fund to be used by airline in acquainting community with low cost airline service to assure sustainability of such service	115,000.
Subsidy to American Trans Air for purposes including, but not limited to airport counter and office space rental, ramp and landing fees for twelve month initial start-up period	<u>320,000.</u>
Proposed Project Total Cost	\$ 510,000.

Participation in providing funds for proposed Project 1:

Community participation on Project 1	
Fort Wayne – Allen County Airport Authority	53,500.
City of Fort Wayne	53,500.
Chamber Foundation	2,500.
The Alliance	2,500.
	<u>(112,000.)</u>
Department of Transportation Grant Request	\$398,000.

Due to current State of Indiana budget situation, no state funds would be requested.

PROJECT 2

GRANT REQUEST TO U.S. DEPARTMENT OF TRANSPORTATION TO SECURE NON-STOP SERVICE BETWEEN FORT WAYNE INTERNATIONAL AIRPORT AND A NEW YORK AREA AIRPORT

Criteria for participation in grant awarding:

- Improvement of air service
- Underserved airport in regards to non-stop service
- Access to national air transportation system is limited

Basis of need:

According to the U.S. Department of Transportation statistical data for the one year period ending June 30, 2001, the top origination/destination city for Fort Wayne International Airport travelers is New York City area. This information was compiled from Data Base Products, Inc. AIRS report. The report is a ten percent ticket lift compilation.

The report shows that 13,280 outbound passengers (translated from the 10% report figure) or 27,400 outbound and inbound passengers traveled between FWA and New York area airports for the twelve month period indicated above. This number represents four and six-tenths of all FWA passengers.

For the past several years no airline has offered non-stop or one-stop service to the New York area. All travelers are currently required to change aircraft at one of several hub airports including Detroit, Pittsburg, Cincinnati or Chicago O'hare thus increasing the travel time and increasing the inconvenience for the passengers. The possibility of missing a connection due to various uncontrollable factors such as weather or air traffic delays at connecting airports always exists for FWA passengers.

The increasing use and availability of regional jets has opened up new hubs and destinations for regional airports due to the longer range of the new jets.

Connections usually add at least an hour in total journey length and this either decreases the amount of time spent in the destination cities or requires additional expense of hotel stays due to flight schedules. A number of our area passengers will avoid flying from Fort Wayne International Airport to New York but will instead drive three hours to other airports to take advantage of non-stop flights or to save an overnight hotel. These are lost passengers to our airport.

Conclusion:

Having non-stop service between Fort Wayne and New York City, enplanement figures would show an increase. Non-stop service to New York City is available at Indianapolis and Dayton, but is not available at South Bend or Toledo and would be utilized by passengers from those areas.

Trip costs for traveling to New York would decrease as a result of requiring less hotel and dining costs. Increased travel would result as it became easier to make a same day trip.

Objective:

Seek and secure two round trip daily non-stop flights between Fort Wayne International Airport and a New York City Airport, preferably Newark, LaGuardia or Kennedy. Because of the increased comfort and stage length afforded by regional jet aircraft versus turboprop service, new hubs and destinations have now become possible for flights of less than one thousand miles.

Methods for achieving objective:

Hire a consultant to investigate and report on the long term viability of such service. Include the impact such new service would have on current airline tenants and on the enplanement numbers at Fort Wayne International. Determine impact on air fares and total cost of travel with the implementation of such service.

Work with local university groups to conduct survey of area travelers to discover interest in such service. Include requests for information considering travel patterns of business and leisure passengers.

The most logical airline which would first be approached for this routing is Continental Express. Continental Express formerly serviced Fort Wayne with a Fort Wayne - Cleveland routing with Beechcraft 1900D aircraft until March of 2001. Continental's stated reasons for eliminating many regional feeder flights into Cleveland was due to Cleveland hub congestion. Load factors were excellent for the service. Fort Wayne was one of many communities to lose this service. With Continental's presence in LaGuardia and Newark and with Continental Express converting to regional jets, this airline would appear to offer the best possibility for new service on this routing. A side benefit with Continental could also be the eventual re-instatement of Fort Wayne to Cleveland service.

U S Airways Express would also be a strong possibility for this routing when labor agreements allow them to add regional jet service. Negotiations are continuing at this time for that to become a possibility in the foreseeable future.

U S Airways Express already has a presence in Fort Wayne with seven daily round trip flights to Pittsburgh.

If non-stop service would not be a possibility, the possibilities of teaming with other regional airports to team up in a one-stop flight; that one-stop could be either between Fort Wayne and New York such as Akron-Canton (CAK), Toledo (TOL) or a Pennsylvania airport such as Scranton-Wilkes Barre or an upper New York state airport such as Rochester or Buffalo or an airport west or south of Fort Wayne such as Evansville or Springfield, IL.

Prior to inauguration of service, develop and perform marketing campaign to assure public awareness of non-stop or one-stop service to New York City including the advantages of using the service.

Continue marketing for a twelve month period of time to assure maintaining acceptable load factors on the route.

Interim and long range measurement of success of this project:

The successful inauguration and sustainability of non-stop or one-stop service between Fort Wayne International Airport and one of the New York City area airports.

After the start of service, provide the Department of Transportation with reports giving the following information:

Semi-annually:

Using DOT information as available in the AIRS reports, compare month to month figures and annual figures to evaluate the success of the routing.

Evaluate information to compare average air fares between Fort Wayne and New York City to determine impact. Include yield per passenger information to see if routing is profitable.

Annually for two year period after inauguration of service:

Compile survey of area residents to determine effectiveness of marketing program.

Contact airline officials for their evaluation of success and profitability of new route and possible expansion possibilities including increased frequency, larger aircraft.

Fort Wayne International Airport

Proposed costs of Project 2: Seeking non-stop or one-stop service between Fort Wayne and a New York City airport:

Consultant to conduct investigation of start-up and continuing costs, profitability model and market sustainability of new service	\$25,000.
Consultant to prepare presentation to airline	10,000.
Passenger Surveys	15,000.
Explore one-stop possibilities, including travel and conferences with "sister city"	10,000.
Marketing Fund to be used by airline in acquainting community with low cost airline service to assure sustainability of such service	110,000.
Subsidy to affected airline for purposes including airport counter and office space rental, ramp and landing fees for initial twelve month start-up period	<u>300,000.</u>
Proposed Project Total Cost:	\$470,000.

City of Fort Wayne	50,000.	
Chamber Foundation	2,500.	
The Alliance	2,500.	
Airport co-operative advertising fund	25,000.	
		<u>(80,000.)</u>

Department of Transportation Grant Request **\$390,000**

Due to current State of Indiana budget situation, no state funds would be requested.

PROJECT 3

GRANT REQUEST TO U.S. DEPARTMENT OF TRANSPORTATION TO SECURE NON-STOP SERVICE BETWEEN FORT WAYNE INTERNATIONAL AIRPORT AND A WASHINGTON, D.C. AREA AIRPORT

Criteria for participation in grant awarding:

- Improvement of air service
- Underserved airport in regards to non-stop or one-stop service to Washington, D.C.
- Access to national air transportation system at Washington, D.C. is limited

Basis of need:

According to the U.S. Department of Transportation statistical data for the one-year period ending June 30, 2001, the number two origination/destination city is Washington, D.C. This information was compiled from Data Base Products, Inc. AIRS report. The report is a ten percent ticket lift compilation.

13,310 outbound passengers or 26,630 outbound and inbound passengers traveled between RNA and Washington area airports for the same twelve-month period of time. The percentage of the total is four and four-tenths percent.

For the past several years no airline served any Washington, D.C. area airport with a non-stop or one-stop configuration. All travelers are currently required to change aircraft at one of several hub airports thus increasing the travel time and increasing the inconvenience for the passengers. The possibility of missing a connection due to various uncontrollable factors always exists for FWA passengers.

The increasing **use** and availability of regional jets has opened up new hubs and destinations for regional airports due to the longer range of the new jets.

Connections usually add at least an hour in total journey length and this either decreases the amount of time spent in the destination cities or requires additional expense of hotel stays due to flight schedules. A number of area passengers will avoid flying from FWA to Washington, D.C. but will instead drive three hours to other competing airports to utilize non-stop flights or to save an extra overnight stay coming or going or to take advantage of lower, non-restrictive air fares. These leakage passengers are lost passengers for Fort Wayne International Airports.

Proposed solutions:

Seek two round trip daily non-stop flights between Fort Wayne International Airport and either Washington Dulles or Washington Reagan National Airport. Because of the increased comfort and stage length afforded by regional jet aircraft, new hubs and destinations have now become possible for flights of less than 1000 miles.

United Express / Atlantic Coast Airlines (ACA) would be the most logical airline to service this routing particularly with their hub service at Dulles Airport. United has established loyalty with their United frequent flyer program and this would be the core of travelers on the routing. ACA will begin flying the United Express routing from Fort Wayne to Chicago O'Hare on May 1, 2002 so will have an established presence at Fort Wayne International Airport. No additional terminal fees will be needed as a result of adding service to new destinations. United Express has not requested jetways for their regional jets and would likely continue to ground board the regional jets, which would eliminate the need to add more jetways or terminal space to accommodate same.

If initial attempts to secure non-stop service is not successful, contact will be made to other airports which would be interested in teaming up to secure one-stop service to Washington, D.C. This would involve visits to those airports and then preparing a joint proposal to possible airlines and making the presentation to the airline. Assistance with securing the service from the destination airport would also be sought.

Methods for achieving objective:

Hire a consultant to investigate and report on the long term viability of such service. Include the impact such new service would have on current airline tenants and on the enplanement numbers at Fort Wayne International. Determine impact on air fares and total cost of travel with the implementation of such service.

Work with local university groups to conduct survey of area travelers to discover interest in such service. Include requests for information considering travel patterns of business and leisure passengers.

U S Airways Express would also be a strong possibility for this routing when labor agreements allow them to add regional jet service. Negotiations are continuing at this time for that to become a possibility in the foreseeable future.

U S Airways Express already has a presence in Fort Wayne with seven daily round trip flights to Pittsburgh.

If non-stop service would not be a possibility, the possibilities of teaming with other regional airports to team up in a one-stop flight; that one-stop could be either between Fort Wayne and Washington, D.C. such as Akron-Canton (CAK), Toledo or a Pennsylvania airport such as Scranton-Wilkes Barre or an airport west or south of Fort Wayne such as South Bend, Evansville, IN or Springfield, IL.

Prior to inauguration of service, develop and execute marketing campaign to assure public awareness of non-stop or one-stop service to Washington, D.C. including the advantages of using the service.

Continue marketing for a twelve month period of time to assure maintaining acceptable load factors on the route.

Interim and long range measurement of success of this project:

The successful inauguration and sustainability of non-stop or one-stop service between Fort Wayne international Airport and one of the Washington, D. C. area airports.

After the start of service, provide the Department of Transportation with reports giving the following information:

Semi-annually:

Using DOT information as available in the AIRS reports, compare month to month figures and annual figures to evaluate the success of the routing.

Evaluate information to compare average air fares between Fort Wayne and Washington, D.C. to determine impact of new service. Include yield per passenger information to see if routing is profitable.

Annually for two year period after inauguration of service:

Compile survey of area residents to determine effectiveness of marketing program.

Contact airline officials for their evaluation of success and profitability of new route and possible expansion possibilities including increased frequency, larger aircraft.

Fort Wayne International Airport

Proposed costs of Project 3: Seeking non-stop or one-stop service between Fort Wayne and Washington D C area airport:

Consultant to conduct investigation of start-up and continuing costs, profitability model and market sustainability of new service	\$25,000.
Consultant to prepare presentation to airline	10,000.
Passenger Surveys	15,000.
Explore one-stop possibilities, including travel and conferences with "sister city"	10,000.
Marketing Fund to be used by airline in acquainting community with low cost airline service to assure sustainability of such service	110,000.
Subsidy to affected airline for purposes including airport counter and office space rental, ramp and landing fees for initial twelve month start-up period	<u>300,000.</u>
Proposed Project Total Cost:	\$470,000.

City of Fort Wayne	50,000.	
Chamber Foundation	2,500.	
The Alliance	2,500.	
Airport co-operative advertising fund	25,000.	
		<u>(80,000.)</u>

Department of Transportation Grant Request \$390,000

Due to current State of Indiana budget situation, no state funds would be requested.

Fund Report

0260960

12/07/00

COUNTY WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

11:28AM

F y 2001

	FUND: 8101	FUND: 8180	FUND: 8190
1. Budget Estimate	15,688,240	0	0
2. Expenditures J1-Dec	14,921,271	245,172	0
3. Add App J1 - Dec	0	1,697	0
4A. Temporary Loans	0	0	0
4B. Loans Not Paid 12/31	0	0	0
5. TOTAL EST EXP	30,609,511	246,869	0
6. Cash Balance June 30	13,967,685	124,695	0
7. Dec Tax Collection	1,971,240	111,530	0
8A. Misc Rev Jan - Dec	8,153,381	13,454	0
8B. Misc Rev Total	13,765,999	0	42,878
9. TOTAL FUNDS	37,858,305	249,679	42,878
10. NET AMT REQ	(7,248,794)	(2,810)	(42,878)
11. Operating Balan	9,478,725	2,810	360,080
12. TOTAL (10+11)	2,229,931	0	317,202
13. PTRC	0	0	0
14. NET AMNT TO RAISE	2,229,931	0	317,202
15. Levy Excess	0	0	0
16. TAX LEVY	2,229,931	0	317,202
TAX RATE	0.0703	0.0000	0.0100

	FUND	ASSESSED	RATE	LEVY	CTL
8101	SPECIAL AIRPORT GENERAL	\$3,172,021,007	0.0703	2,229,931	UT
8180	SPECIAL AIRPORT DEBT SERVICE	\$3,172,021,007	0.0000	0	0
8190	SPECIAL AIRPORT CUMULATIVE BUILI	\$3,172,021,007	0.0100	317,202	UT
	TOTAL		0.0803	\$2,547,133	

- UNIT

Normal Max Levy:	2,885,904	Normal Max Levy:	2,885,984
Minus Levy Excess:	0	Minus Levy Excess:	0
Plus Fin Inst Tax:	0	Plus Fin Inst Tax:	0
Plus Misc Changes:	(22,977)	Plus Misc Changes:	(22,977)
Working Maximum	2,869,158	Working Maximum	2,869,158

CTL	UT	Working MAX	\$2,869,158	Under Max by	\$322,025
CTL	UT	Working MAX	\$2,869,158	Under Max by	\$322,025

STATE BOARD OF TAX COMMISSIONERS
2001 APPROPRIATION REPORT

12/7/2000
11:27AM

0260960 FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORIT

8101 SPECIAL AIRPORT GENERAL

0000 NO DEPARTMENT

10000	Personal Services	3,841,460
20000	Supplies	1,018,377
30000	Other Services & Charges	5,803,803
40000	Capital Outlay	5,024,600
	DEPARTMENTTOTAL	15,688,240
	FUND TOTAL	15,688,240

8180 SPECIAL AIRPORT DEBT SERVICE

0000 NO DEPARTMENT

10000	Personal Services	0
20000	Supplies	0
30000	Other Services & Charges	0
40000	Capital Outlay	0
	DEPARTMENTTOTAL	0
	FUND TOTAL	0

8190 SPECIAL AIRPORT CUMULATIVE BUILDING

0000 NO DEPARTMENT

10000	Personal Services	0
20000	Supplies	0
30000	Other Services & Charges	0
40000	Capital Outlay	0
	DEPARTMENTTOTAL	0
	FUND TOTAL	0

BUDGET REPORT FOR

504 2001 FORT WAYNE - ALLEN COUNTY AIRPORT AUTHORITY ALLEN COUNTY
 ID YEAR CO TYPE KEY TAXING UNIT COUNTY

ORIGINAL PUBLISHED BUDGET APPROPRIATION	AMOUNT APPROVED BY		FINAL BUDGET AFTER REDUCTION ORDERED BY STATE BOARD OF TAX COMMISSIONERS
	LOCAL COUNCIL OR BOARD	TAX ADJUSTMENT BOARD	

100000 PERSONAL SERVICES
 200000 SUPPLIES
 300000 OTHER SERVICES AND CHARGES
 400000 CAPITAL OUTLAY
 9999 TOTAL

3,841,460	3,841,460		
1,018,377	1,018,377		
5,803,803	5,803,803		
5,024,600	5,024,600		
15,688,240	15,688,240		

FUND: CUMULATIVEBUILDING
 100000 PERSONAL SERVICES
 200000 SUPPLIES
 300000 OTHER SERVICES AND CHARGES
 400000 CAPITAL OUTLAY
 9999 TOTAL

DEPARTMENT: _____ FUNCTION: _____

0	0		

FUND: _____
 100000 PERSONAL SERVICES
 200000 SUPPLIES
 300000 OTHER SERVICES AND CHARGES
 400000 CAPITAL OUTLAY
 9999 TOTAL

DEPARTMENT: _____ FUNCTION: _____

FUND _____ TOTAL _____
 (ONLY IF DEPARTMENTALIZED)

CITY OR TOWN OF Fort Wayne-Allen County Airport Authority, Allen COUNTY, INDIANA

ESTIMATE OF MISCELLANEOUS REVENUE--Operating FUND
 FROM SOURCES OTHER THAN GENERAL PROPERTY TAXES
 FOR USE IN PREPARATION OF ESTIMATE OF FUNDS TO BE RAISED

	ESTIMATED AMOUNTS TO BE RECEIVED			
	-A- July 1, 2000 to Dec 31, 2000	-X- State Board of Tax Commissioners	-B- Jan 1, 2001 to Dec 31, 2001	-X- State Board of Tax Commissioners
OTHER TAXES:				
0201 Intangibles Tax-Banks and Building and Loan.....	28,094		26,877	
0202 Auto and Aircraft Excise Tax.....	193,375		247,446	
0203 CAGIT Certified Shares.....				
0204 CAGIT Property Tax Replacement Credit.....				
0212 County Option Income Tax (COIT).....	250,053		519,537	
LICENSES AND PERMITS:				
3101 Dog Licenses.....				
3201 Building Permits.....				
3202 Street and Curb Cut Permits.....				
INTERGOVERNMENTAL REVENUE:				
1300 Federal Payments in Lieu of Taxes.....				
1121 Federal Matching Funds.....	2,415,912		2,700,000	
1501 Liquor Excise Tax Distributions.....				
1502 Alcoholic Beverage Gallonage Tax Distribution.....				
1503 Cigarette Tax Distributions-General.....				
1504 Cigarette Tax to CCIF.....				
1506 Cigarette Tax-Police Pension Fund.....				
1506 Cigarette Tax-Fire Pension Fund.....				
1416 Motor Vehicle Highway Distributions.....				
1417 Local Road and Street.....				
1600 State Payments in Lieu of Taxes.....				
CHARGES FOR SERVICES:				
2206 Fire Protection Contracts.....				
2501 Dog Pound Receipts.....				
Milk Inspection Fees.....				
FINES AND FORFEITURES:				
4101 Court Docket Fees.....				
4104 Ordinance Violations.....	375		500	
MISCELLANEOUS REVENUE:				
6100 Interest on Investments.....	236,568		540,000	
6200 Rental Property.....	1,682,899		3,075,202	
OTHER FINANCING SOURCES:				
5201 Transfer From Parking Meter Fund.....				
5202 Transfer From CCIF.....				
5205 Transfer From Utility.....				
Private Grants.....				
4106 User Fees-Landing.....	1,276,907		2,662,316	
4106 User Fees-Misc.....	35,858		61,480	
2302 Commissions-Parking.....	958,152		1,700,000	
6200 Commissions-Other.....	446,849		1,049,047	
1412 State Grants.....	167,500		150,000	
6500 Passenger Facility Charges.....	443,988		956,592	
9999 Total Columns A and B	8,136,530		13,688,998	

NOTE: Col. A is for the period from July 1 to December 31 of the present year.
 Col. B is for the period from January 1 to December 31 of the incoming year.
 Cols. X are reserved for the State Board of Tax Commissioners adjustments.
 (CAGIT) means County Adjusted Gross Income Tax.

536 2001 3
 ID YEAR CO TYPE KEY

CITY OR TOWN OF Fort Wayne-Allen County Airport Authority, Allen COUNTY, INDIANA

ESTIMATE OF MISCELLANEOUS REVENUE--CUMULATIVE BUILDING FUND
 FROM SOURCES OTHER THAN GENERAL PROPERTY TAXES
 FOR USE IN PREPARATION OF ESTIMATE OF FUNDS TO BE RAISED

	E. ESTIMATED AMOUNTS TO BE RECEIVED			
	-A-	-X-	-B-	-X-
	July 1, 2000 July 1p2000 Dec 31, 2000	State Board of Tax Commissioners	Jan 1,2001 to Dec 31,2001	State Board of Tax Commissioners
OTHER TAXES:				
0201 Intangibles Tax-Banks and Building and Loan.....			3,698	
0202 Auto and Aircraft Excise Tax.....			35,198	
0203 CAGIT Certified Shares.....				
0204 CAGIT Property Tax Replacement Credit.....				
0212 County Option Income Tax (COIT).....				
LICENSES AND PERMITS:				
3101 Dog Licenses.....				
3201 Building Permits.....				
3202 Street and Curb Cut Permits.....				
INTERGOVERNMENTAL REVENUE:				
1300 Federal Payments in Lieu of Taxes.....				
1121 Federal Matching Funds.....				
1501 Liquor Excise Tax Distributions.....				
1502 Alcoholic Beverage Gallonage Tax Disribution.....				
1503 Cigarette Tax Distributions-General.....				
1504 Cigarette Tax to CCIF.....				
1506 Cigarette Tax-Police Pension Fund.....				
1506 Cigarette Tax-Fire Pension Fund.....				
1416 Motor Vehicle Highway Distributions.....				
1417 Local Road and Street.....				
1600 State Payments in Lieu of Taxes.....				
CHARGES FOR SERVICES:				
2206 Fire Protection Contracts.....				
2501 Dog Pound Receipts.....				
Milk Inspection Fees.....				
FINES AND FORFEITURES:				
4101 Court Docket Fees.....				
4 104 Ordinance Violations.....				
MISCELLANEOUS REVENUE:				
6100 Interest on Investments.....				
6200 Rental Property.....				
OTHER FINANCING SOURCES:				
5201 Transfer From Parking Meter Fund.....				
5202 Transfer From CCIF.....				
5205 Transfer From Utility.....				
Private Grants.....				
4106 User Fees-Landing.....				
4106 User Fees-Misc.....				
2302 Commissions-Parking.....				
6200 Commissions-Other.....				
1412 State Grants.....				
9999 Total Columns A and B	0		38,896	

NOTE: Col. A is for the period from July 1 to December 31 of the present year.
 Col. B is for the period from January 1 to December 31 of the incoming year.
 Cols. X are reserved for the State Board of Tax Commissioners adjustments.
 (CAGIT) means County Adjusted Gross Income Tax.

Fund Report

0260960

PORT WAYNE-ALLEN COUNTY AIRPORT AUTHO
May 2002

01/09/02

3:20PM

	FUND: 8101	FUND: 8190	
1. Budget Estimate	17,151,253	0	
2. Expenditures J1-Dec	10,062,328	0	
- 3. Add App J1 - Dec	0	0	
4A. Temporary Loans	0	0	
4B. Loans Not Paid 12/31	0	0	
- 5. TOTAL EST EXP	27,213,581	0	
6. Cash Balance June 30	14,895,833	65,592	
7. Dec Tax Collection	1,876,592	266,940	
8A. Misc Rev Jan - Dec	8,847,013	33,892	
- 8B. Misc Rev Total	14,933,435	54,157	
9. TOTAL FUNDI	40,552,873	420,581	
10. NETAMT REQ	(13,339,292)	(420,581)	
- 11. Operating Balance	15,694,628	750,085	
12. TOTAL (10+11)	2,355,336	329,504	
- 13. PTRC	0	0	
14. NET AMNT TO RAISE	2,355,336	329.504	
15. Levy Excess	18,852	0	
- 16. TAX LEVY	2,336,484	329,504	
TAX RATE	0.0234	0.0033	

	FUND	ASSESSEDVALUE	RATE	L E W	CTL
8101	SP AIRPORT GEN	\$9,984,972,264	0.0234	2,336,484	UT
190	SP AIR CUM BLDG	\$9,984,972,264	0.0033	329,504	0
	TOTAL		0.0267	\$2,665,988	

UNIT

Normal Max Levy:	3,006,157
Minus Levy Excess:	18,852
Plus Fin Inst Tax:	0
Plus Misc Changes:	0
Working Maximum	2,992,949

CTL UT Working **MAX** \$2,992,949 Under Max by \$656,465

STB BUDGET PROGRAM CERTIFIED
APPROPRIATIONS FOR YEAR ENDING
2002

3

12/20/2001
11:33:13PM

		Certified Appropriations
0260960	FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORIT	
8101	SP AIRPORT GEN	
0000	NO DEPARTMENT	
10000	Personal Services	4,136,557
20000	Supplies	1,089,211
30000	Other Serv ices & Charges	5,817,185
40000	Capital Outlay	6,108,300
	Department Total	17,151,253
	Fund Total	17,151,253
8190	SP AIR CUM BLDG	
0000	NO DEPARTMENT	
10000	Personal Services	0
20000	Supplies	0
30000	Other Serv ices & Charges	0
40000	Capital Outlay	0
	Department Total	0
	Fund Total	0

ORIGINAL PUBLISHED BUDGET APPROPRIATION	AMOUNT APPROVED BY		FINAL BUDGET AFTER REDUCTION ORDERED BY STATE BOARD OF TAX COMMISSIONERS
	LOCAL COUNCIL OR BOARD	TAX ADJUSTMENT BOARD	

8 | 1 | 0 | 1

FUND: OPERATING

||||

- 100000 PERSONAL SERVICES
- 200000 SUPPLIES
- 300000 OTHER SERVICES AND CHARGES
- 400000 CAPITAL OUTLAY
- 9999 TOTAL

DEPARTMENT: _____ FUNCTION: _____

4,136,557	4,136,557		
1,089,211	1,089,211		
5,817,185	5,817,185		
6,108,300	6,108,300		
17,151,253	17,151,253		

|||||

FUND: ~~CUMULATIVE BUILDING~~

|||||

- 100000 PERSONAL SERVICES
- 200000 SUPPLIES
- 300000 OTHER SERVICES AND CHARGES
- 400000 CAPITAL OUTLAY
- 9999 TOTAL

DEPARTMENT: _____ FUNCTION: _____

0	0		

|||||

FUND: _____

|||||

- 100000 PERSONAL SERVICES
- 200000 SUPPLIES
- 300000 OTHER SERVICES AND CHARGES
- 400000 CAPITAL OUTLAY
- 9999 TOTAL

DEPARTMENT: _____ FUNCTION: _____

FUND _____ TOTAL _____
(ONLY IF DEPARTMENTALIZED)

506 2002 3
 ID YEAR CO TYPE KEY

CITY OR TOWN OF Fort Wayne-Allen County Airport Authority, Allen COUNTY, INDIANA

ESTIMATE OF MISCELLANEOUS REVENUE--OPERATING FUND
 FROM SOURCES OTHER THAN GENERAL PROPERTY TAXES
 FOR USE IN PREPARATION OF ESTIMATE OF FUNDS TO BE RAISED

	ESTIMATED AMOUNTS TO BE RECEIVED			
	-A- July 1, 2001 to Dec 31, 2001	-X- State Board of Tax Commissioners	-B- Jan 1, 2002 to Dec 31, 2002	-X- State Board of Tax Commissioners
OTHER TAXES				
0201 Intangibles Tax-Banks and Building and Loan.....	25,680		25,680	
0202 Auto and Aircraft Excise Tax.....	185,649		248,820	
0203 CAGIT Certified Shares.....				
0204 CAGIT Property Tax Replacement Credit.....				
0212 County Option Income Tax (COIT).....	284,712		604,508	
LICENSES AND PERMITS:				
3101 Dog Licenses.....				
3201 Building Permits.....				
3202 Street and Curb Cut Permits.....				
INTERGOVERNMENTAL REVENUE:				
1300 Federal Payments in Lieu of Taxes.....				
1121 Federal Matching Funds.....	3,420,929		3,690,000	
1501 Liquor Excise Tax Distributions.....				
1502 Alcoholic Beverage Gallonage Tax Distribution...				
1503 Cigarette Tax Distributions-General.....				
1504 Cigarette Tax to CCIF.....				
1506 Cigarette Tax-Police Pension Fund.....				
1506 Cigarette Tax-Fire Pension Fund.....				
1416 Motor Vehicle Highway Distributions.....				
1417 Local Road and Street.....				
1600 State Payments in Lieu of Taxes.....				
CHARGES FOR SERVICES:				
2206 Fire Protection Contracts.....				
2501 Dog Pound Receipts.....				
Milk Inspection Fees.....				
FINES AND FORFEITURES:				
4101 Court Docket Fees.....				
4104 Ordinance Violations.....	160		600	
MISCELLANEOUS REVENUE:				
6100 Interest on Investments.....	485,100		852,580	
6200 Rental Property.....	1,562,144		3,511,333	
OTHER FINANCING SOURCES:				
5201 Transfer From Parking Meter Fund.....				
5202 Transfer From CCIF.....				
5205 Transfer From Utility.....				
Private Grants.....				
4106 User Fees-Landing.....	1,429,052		2,759,143	
4106 User Fees-Misc.....	53,360		141,007	
2302 Commissions-Parking.....	848,219		1,700,000	
6200 Commissions-Other.....	521,505		1,070,699	
1412 State Grants.....	175,969		205,000	
6500 Passenger Facility Charges.....	475,524		924,706	
9999 Total Columns A and B	9,468,003		15,734,076	

NOTE: Col. A is for the period from July 1 to December 31 of the present year.
 Col. B is for the period from January 1 to December 31 of the incoming year.
 Cols. X are reserved for the State Board of Tax Commissioners adjustments.
 (CAGIT) means County Adjusted Gross Income Tax.

506 2002 3
 ID YEAR CO TYPE KEY

CITY OR TOWN OF Fort Wayne-Allen County Airport Authority, Allen COUNTY, INDIANA

ESTIMATE OF MISCELLANEOUS REVENUE--CUMULATIVE BUILDING FUND
 FROM SOURCES OTHER THAN GENERAL PROPERTY TAXES
 FOR USE IN PREPARATION OF ESTIMATE OF FUNDS TO BE RAISED

	ESTIMATED AMOUNTS TO BE RECEIVED			
	-A- July 1, 2001 to Dec 31, 2001	-X- State Board of Tax Commissioners	-B- Jan 1, 2002 to Dec 31, 2002	-X- State Board of Tax Commissioners
OTHER TAXES:				
0201 Intangibles Tax-Banks and Building and Loan.....	3,653		3,653	
0202 Auto and Aircraft Excise Tax.....	26,408		35,394	
0203 CAGIT Certified Shares.....				
0204 CAGIT Property Tax Replacement Credit.....				
0212 County Option Income Tax (COIT).....				
LICENSES AND PERMITS:				
3101 Dog Licenses.....				
3201 Building Permits.....				
3202 Street and Curb Cut Permits.....				
INTERGOVERNMENTAL REVENUE:				
1300 Federal Payments in Lieu of Taxes.....				
1121 Federal Matching Funds.....				
1501 Liquor Excise Tax Distributions.....				
1502 Alcoholic Beverage Gallonage Tax Distribution.....				
1503 Cigarette Tax Distributions-General.....				
1504 Cigarette Tax to CCIF.....				
1506 Cigarette Tax-Police Pension Fund.....				
1506 Cigarette Tax-Fire Pension Fund.....				
1416 Motor Vehicle Highway Distributions.....				
1417 Local Road and Street.....				
1600 State Payments in Lieu of Taxes.....				
CHARGES FOR SERVICES:				
2206 Fire Protection Contracts.....				
2501 Dog Pound Receipts.....				
Milk Inspection Fees.....				
FINES AND FORFEITURES:				
4101 Court Docket Fees.....				
4104 Ordinance Violations.....				
MISCELLANEOUS REVENUE:				
6100 Interest on Investments.....	2,400		12,420	
6200 Rental property.....				
OTHER FINANCING SOURCES:				
5201 Transfer From Parking Meter Fund.....				
5202 Transfer From CCIF.....				
5205 Transfer From Utility.....				
Private Grants.....				
4106 User Fees-Landing.....				
4106 User Fees-Misc.....				
2302 Commissions-Parking.....				
6200 Commissions-Other.....				
1412 State Grants.....				
9999 Total Columns A and B	32,461		51,467	

NOTE: Col. A is for the period from July 1 to December 31 of the present year.
 Col. B is for the period from January 1 to December 31 of the incoming year.
 Cols. X are reserved for the State Board of Tax Commissioners adjustments.
 (CAGIT) means County Adjusted Gross Income Tax.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
A COMPONENT UNIT OF ALLEN COUNTY
FORT WAYNE, INDIANA



COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED DECEMBER 31, 1999

**FORT WAYNE - ALLEN COUNTY AIRPORT AUTHORITY
A COMPONENT UNIT OF ALLEN COUNTY
FORT WAYNE, INDIANA**

**COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED DECEMBER 31,1999**

Prepared by:

**Keith R. Spitler
Director of Finance & Administration / Treasurer
Fort Wayne-Allen County Airport Authority**

**Ronnie C. Portis, CPA
Controller
Fort Wayne-Allen County Airport Authority**

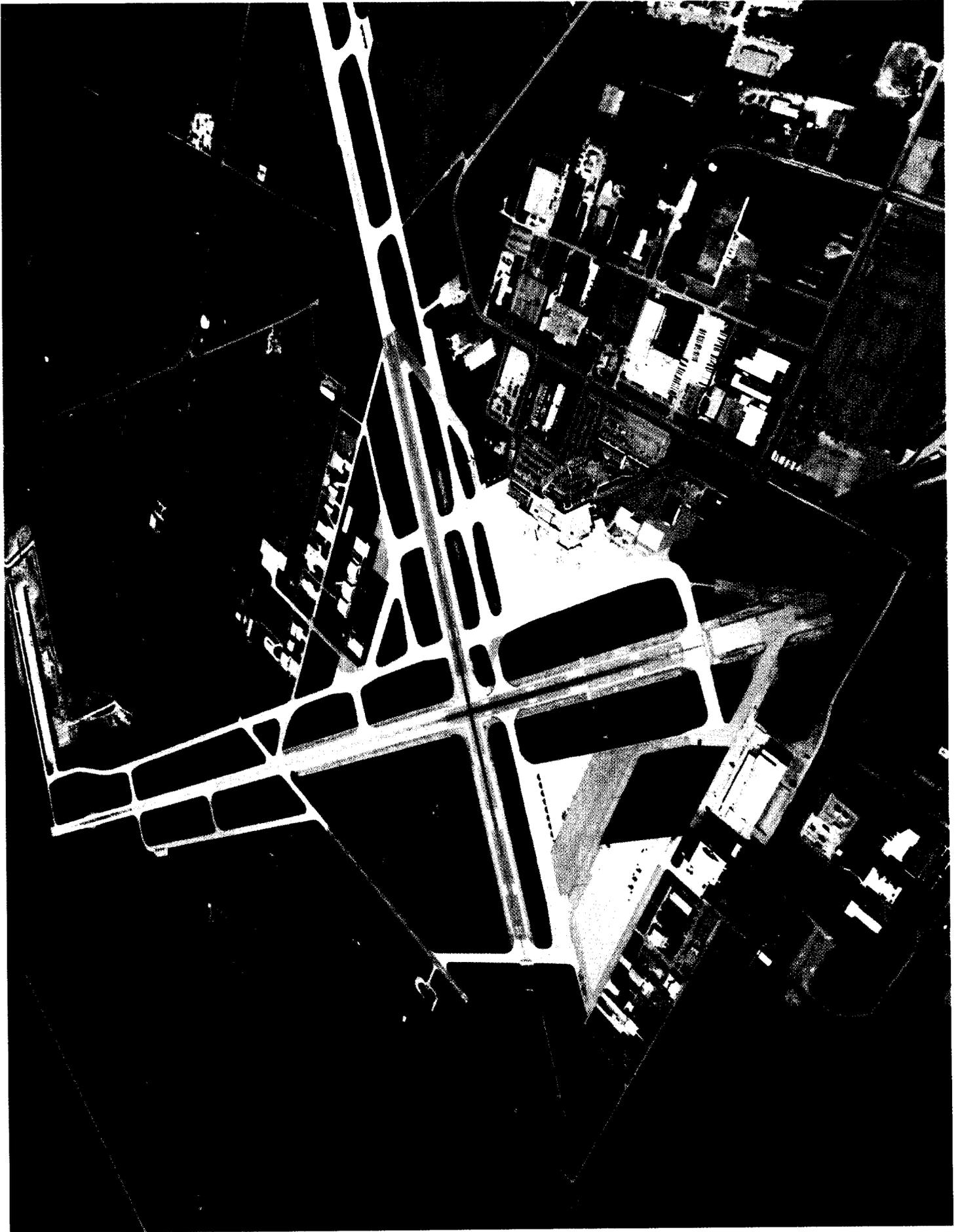
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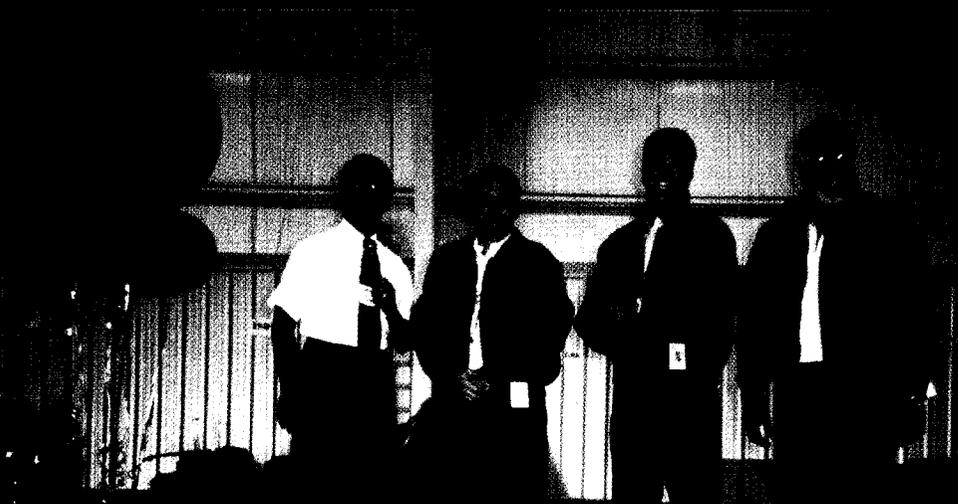


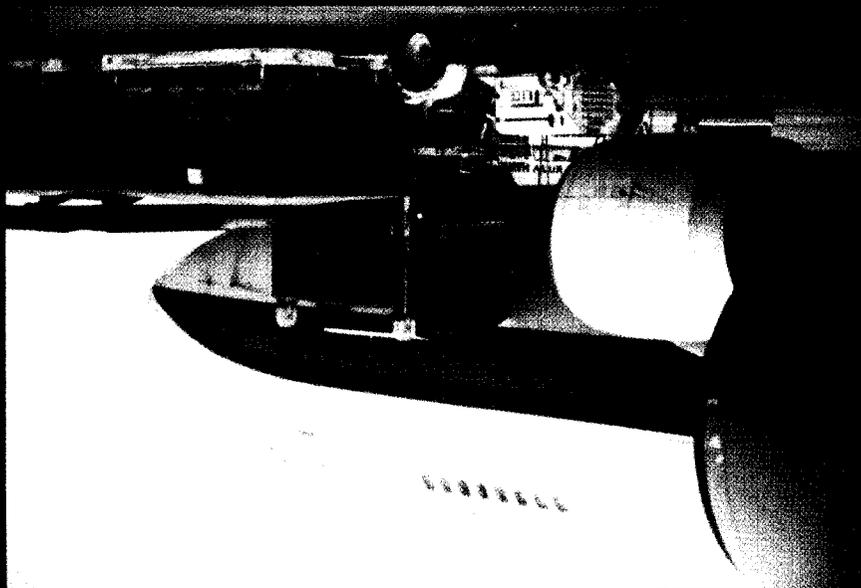
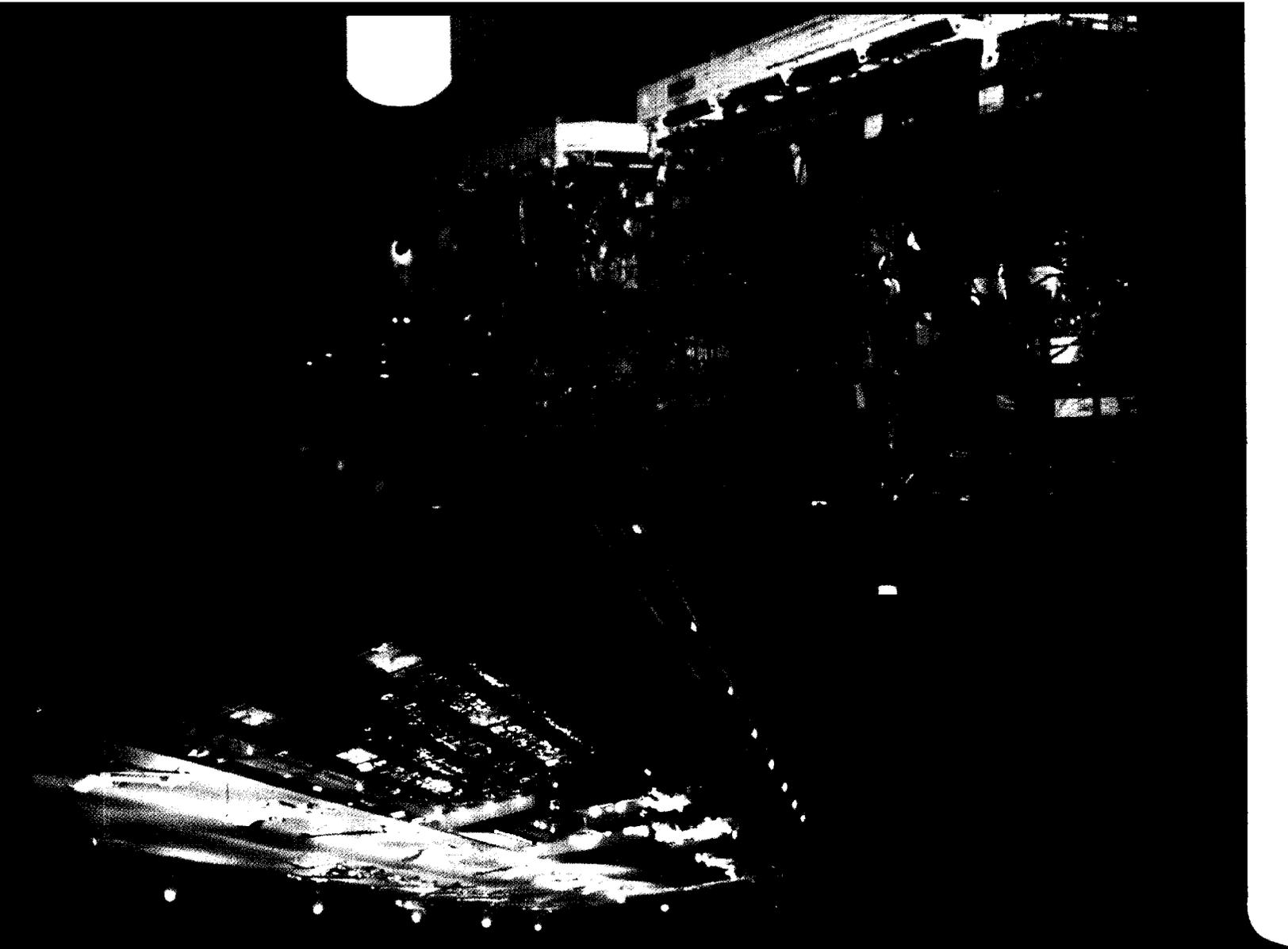
FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

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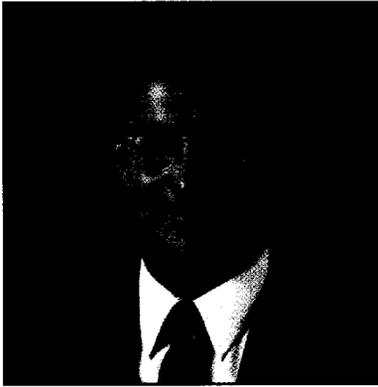




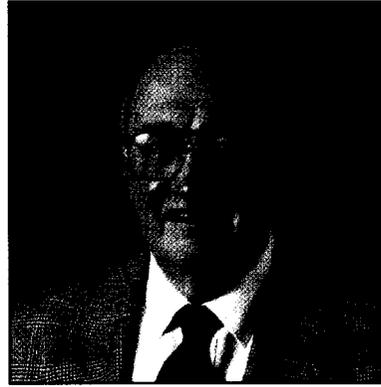
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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

BOARD



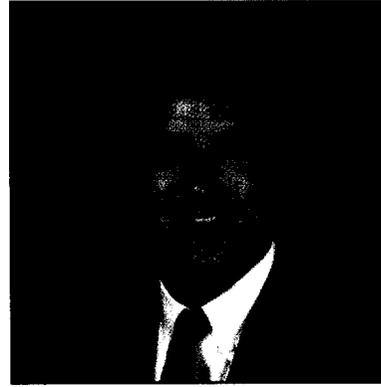
Daniel F. Weaver
President



Charles M. Henry
Vice President



Timothy J. Haffner
Secretary



Richard A. Magley
Member



Michael S. Gouloff
Member



Cathy A. Zehr
Member



March 31, 2000

To the Members of the Board:

The Comprehensive Annual Financial Report (CAFR) of the Fort Wayne-Allen County Airport Authority, a component unit of Allen County, Indiana (the Authority), for the fiscal year ended December 31, 1999 is submitted with this letter. This report was prepared by the Authority's financial staff.

Responsibility for the accuracy of the data, the completeness and fairness of the presentation, including all disclosures, rests solely with the Authority. We believe the data and exhibits, as presented, are accurate in all material respects. We believe that the CAFR is presented in such a manner as to reasonably and fairly disclose all material aspects of the operations and financial activities of the Authority and to enable the reader to gain a solid understanding of those activities.

This report has been prepared following the guidelines recommended by the Government Finance Officers Association (GFOA) of the United States and Canada. The GFOA awards Certificates of Achievement to those governments whose annual financial reports are judged to conform substantially with the high standards of public financial reporting, including generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). It is our belief that the accompanying 1998 CAFR meets program standards, and it will be submitted to the GFOA for review.

In accordance with the above-mentioned guidelines, the accompanying report consists of three parts:

- (1) Introductory section, which is unaudited, includes this letter of transmittal, organizational chart, and principal officials and management.
- (2) Financial section, includes combined and combining financial statements and supplementary information of the Authority accompanied by our independent auditors' report.
- (3) Statistical section, which is unaudited, includes a number of tables of data depicting the financial history of the Authority for the past ten years, information on overlapping government units, and demographic and other miscellaneous information.

The Reporting Entity

The Authority is an Indiana Municipal Corporation established July 1, 1985 under authority granted by Indiana Statute (IC 8-22-3-1). As detailed in the statute, the Authority was established for the general purpose of acquiring, maintaining, operating, and financing airports in and bordering on Allen County, Indiana. The Authority is empowered to, among other things, issue general obligation and revenue bonds and levy taxes in accordance with statutory provisions. The Authority manages an airport system in Allen County, Indiana composed of Fort Wayne International Airport, a small hub air carrier airport, located in southwest Allen County, and Smith Field Airporr, a general aviation reliever airport, located in the north central part of the County.

The Authority's Board consists of six members. Three are appointed by the Mayor of the City of Fort Wayne and three are appointed by the Allen County Commissioners. The appointments are non-authoritative in nature. That is, there is no continuing linkage between the appointing authority and the board member. Board members cannot be removed without cause, and Indiana law provides an impeachment procedure to be utilized in the event that there is reasonable cause for removal of a board member.

The Allen County Council may review and modify the Authority's operating budget and the tax levy to support it. Also, issuance of general obligation bonds must be approved by the County Council and revenue bonds must be approved by the County Commissioners.

Based upon the degree of fiscal dependency and resulting financial accountability exercised by the Allen County Council and Commissioners, the Authority is considered a component unit of Allen County, Indiana, under the criteria set forth by the GASB. These criteria, as they specifically apply to the Authority, are detailed on pages 29 and 30 of the notes to the combined financial statements.

The Authority's component units, the Fort Wayne International Airport Building Corporation (FWIABC) and the Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC), are autonomous quasi-governmental units. Although FWIABC and FWIAATCBC are legally separate from the Authority, they are reported as if they were part of the Authority because their sole purpose is to finance construction projects for the Authority. FWIABC and FWIAATCBC sold tax exempt bonds to finance the Terminal Building Modernization, Local Access Roads and Parking Facilities, and Air Trade Center Buildings and Facilities projects. These bonds will be retired through lease payments from the Authority. Since FWIABC and FWIAATCBC are so intertwined with the Authority, their balances and transactions are blended with the Authority's balances and transactions, and included in the combined financial statements.

Accounting System and Budgetary Control

The Authority, the FWIABC and the FWIAATCBC are structured as enterprise funds. All combined and combining financial statements, are presented on the accrual basis of accounting. State law requires the Authority to annually adopt a

budget. For this purpose and for internal management purposes, budgetary spending reports are prepared monthly and annually on an encumbrance basis. Budgetary control is maintained at the major expense category level by the encumbrance of purchase orders against available legally adopted appropriations. Open purchase orders or encumbrances at the end of the fiscal year are automatically added to the subsequent year's budget under state law. For budget purposes, expenses are recognized in the year encumbered. For financial statement purposes, expenses are recognized when incurred.

The annual budgetary sequence of events contains several possible review points. The annual budget of the Authority is prepared by the staff and adopted by ordinance of the Board. By law, the Allen County Council may choose to review the Authority's budget. Finally, the budget is reviewed and approved by the State Board of Tax Commissioners. Public hearings are held at each stage of the review process and notice of the hearings is published in accordance with state law.

In developing and evaluating the Authority's accounting system, consideration is given to the adequacy of the internal control structure. The internal control structure is designed to provide reasonable, but not absolute, assurance regarding: (1) the safety of assets against loss from theft, unauthorized use or disposition; and (2) the reliability of financial records for preparing combined financial statements in conformity with generally accepted accounting principles. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the evaluation of costs and benefits require estimates and judgments by management.

Evaluations of the Authority's internal control structure occur within the above framework. We believe the Authority's internal control structure adequately safeguards assets and provides reasonable assurance for the proper recording of financial transactions.

Additionally, as a recipient of federal and state financial assistance, the Authority is also responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. This internal control structure is subject to periodic evaluation by management of the Authority.

As a part of the Authority's annual single audit, required in conformity with provisions of the Single Audit Act of 1984, and Single Audit Act Amendments of 1996 (which substantially revised various provisions of the 1984 Act) and U.S. Office of Management and Budget Circular A-133, Audits of States, Local Governments and Non-Profit Organizations, tests were made to determine the adequacy of the internal control structure, including that portion related to federal financial assistance programs, as well as to determine that the Authority has complied with applicable laws and regulations. The results of the Authority's single audit for the year ended December 31, 1999, disclosed no instances of material weaknesses in the internal control structure or material violations of laws and regulations.

Financial Highlights (a)

	December 31		Increase (Decrease)	
	1999	1998	Amount	Percent
Current assets.....	\$ 13,204	\$ 9,901	\$ 3,303	33
Restricted assets.....	7,360	21,304	(13,994)	(66)
Property and equipment, net.....	118,880	112,914	5,966	5
Other assets.....	866	975	(109)	(11)
Total assets.....	\$ 140,260	\$ 145,094	\$ (4,834)	(3)
Current liabilities.....	\$ 622	\$ 916	\$ (294)	(32)
Liabilities payable from restricted assets.....	4,052	6,543	(2,491)	(38)
Bonds and other long-term liabilities.....	53,797	56,108	(2,311)	(4)
Equity.....	81,789	81,527	262	0
Total liabilities and equity.....	\$ 140,260	\$ 145,094	\$ (4,834)	(3)

	Year ended December 31			
	1999	1998		
Operating revenues.....	\$ 8,369	\$ 6,548	\$ 1,821	28
Operating expenses (b)	11,787	11,224	563	5
Loss from operations.....	(3,418)	(4,676)	1,258	(27)
Other revenues.....	5,270	5,430	(160)	(3)
Other expenses.....	(2,780)	(1,893)	(887)	47
Net loss	\$ (928)	\$ (1,139)	\$ 211	(19)
Assessed valuation.....	\$ 3,007,390	\$ 2,935,244	\$ 72,146	2
Debt limit (2%).....	\$ 60,148	\$ 58,705	\$ 1,443	2
Less: Long-term debt (c).....	345	710	(365)	(51)
Gross debt margin	\$ 59,803	\$ 57,995	\$ 1,808	3

- (a) All dollar amounts are expressed in thousands.
(b) Includes depreciation expense.
(c) General obligation, tax-supported debt only.

Analysis of Revenues and Expenses by Function (a)

	Year ended December 31		Increase (Decrease)	
	1999	1998	Amount	
Revenues:				
Airfield.....	\$ 2,321	\$ 1,676	\$ 645	38
Buildings and grounds.....	1,747	634	1,113	176
Terminal.....	2,427	2,507	(80)	(3)
Parking.....	1,814	1,674	140	8
Reliever airport.....	59	57	2	4
Interest income.....	968	992	(24)	(2)
Local tax revenues.....	3,361	3,486	(125)	(4)
Passenger facility charge.....	942	951	(9)	(1)
Gain on disposal of fixed assets.....	0	1	(1)	(100)
Total revenues.....	13,639	11,978	1,661	14
Expenses (b):				
Airfield.....	5,852	5,726	126	2
Buildings and grounds.....	803	723	80	11
Terminal.....	2,417	2,383	34	1
Parking.....	833	643	190	30
Reliever airport.....	123	125	(2)	(2)
Administration.....	1,759	1,624	135	8
Loss on disposal of fixed assets.....	5	0	5	N/A
Interest expense.....	2,775	1,893	882	47
Total expenses.....	14,567	13,117	1,450	11
Net loss.....	\$ (928)	\$ (1,139)	\$ 211	(19)

(a) All dollar amounts are expressed in thousands.

(b) Includes depreciation expense.

Financial Results

The following information explains significant changes in the Combined Balance Sheet and Combined Statement of Revenues, Expenses and Changes in Retained Earnings from 1998 to 1999.

Current assets increased 33 percent due to increases in cash, cash equivalents and investments. These increases were due to reimbursements received from the 1998 Revenue Bond proceeds. Prior to the sale of the Bonds, the Authority initially used local funds for project construction.

Restricted assets decreased 66 percent from the prior year due to expenditures paid with cash, cash equivalents and investments on constructions projects within the Air Trade Center.

Other assets decreased 11 percent due to amortization of bond issuance costs.

Property and equipment increased due to an increase fixed assets related to construction activities in the Air Trade Center.

Current liabilities decreased 32 percent due to a decrease in accounts payable related to construction projects.

Current liabilities payable from restricted assets decreased due to a decrease in accounts payable related to the construction of the Air Trade Center.

Bonds and other long-term liabilities decreased due to payments of principal to retire bonds and other long term debt.

The decreases in loss from operations and net loss resulted primarily from an increase in landing revenues from cargo aircraft, and rental fees in the Air Trade Center.

Per the Authority's Use and Lease Agreement with the airlines, the landing fees and terminal rates are determined annually based upon the cost recovery requirements of applicable cost centers. Landing fees and terminal rents were \$1.81 per 1,000 pound unit and \$22.68 per square foot; and \$1.88 per 1,000 pound unit and \$24.13 per square foot in 1999 and 1998, respectively.

Airfield revenues increased 38 percent due an increase in landing fees from cargo aircraft.

Building and grounds revenue increased 176 percent due to lease revenues from our tenant in the Air Trade Center.

Parking revenue increased due to an increase in the number of parking customers, and an increase in the Authority's share of parking fees. The increase in the Authority' share of parking fees was in effect for all of 1999 compared to only 6 months in 1998.

Buildings and grounds expense increased because of an increase in airport marketing expenses.

Parking expenses increased 30 percent due to increases in contracted repairs and maintenance repairs on parking and road facilities.

Other expense increased due to a 47 percent increase in interest expense on the 1998 bonds. In 1993, the Authority had interest expense for a full year on these bonds, compared to interest expense for less than 6 months in 1938.

Audit Function

The Authority is audited annually by an independent firm of certified public accountants. In addition, the Authority is audited for state law compliance by the Indiana State Board of Accounts. The Authority's independent accountant also audits for compliance with Office of Management and Budget Circular A-133, relative to federal financial assistance received from the Federal Aviation Administration.

Funds

The combined financial statements consist of three enterprise funds: the Authority, the FWIABC and the FWIAATCBC. Combining financial statements, pages 56 through 59, are included to show transactions and balances of each enterprise fund. Capital lease balances and transactions between the Authority and its component units, the FWIABC and FWIAATCBC, have been eliminated in the combined and combining financial statements. Within these funds, amounts are restricted for debt service and, when applicable, for construction purposes.

Pension

The Authority is a member of the Public Employees' Retirement Fund of Indiana (PERF). PERF is the public employees retirement system for substantially all of the state and local governmental employees in the State of Indiana. The plan has both a defined benefit and a defined contribution component. For the defined benefit component, the Authority contributes a percentage (currently 6.25 percent) of employee payroll which is established annually by PERF based upon the actuarial funding needs of the plan. Employees are required to contribute 3 percent of their gross pay to their annuity savings account which represents the defined contribution component of the plan. Under state law, a governmental unit may choose to pay the employee portion, and the Authority has elected to pay that portion. Pension expense for the defined benefit and defined contribution components for was \$214,223, and \$211,666 in 1999 and 1998, respectively.

Risk Management

The Authority carries property insurance in the aggregate amount of \$44,034,400 on all airport property and buildings. In addition, the Authority carries liability insurance of \$50,000,000. Officers are covered by a \$1,003,003 directors and officers liability policy. The Treasurer of the Authority is covered by a \$30,000 public officials bond, as required by the

Board. Full details of all property and liability insurance coverage held by the Authority are disclosed on pages 92 and 93 of this report. On July 1, 1997, the Authority became self-insured up to certain limits for health care benefits. The health care plan provides for annual aggregate coverage up to a maximum of \$246,765 as well as an individual limit of \$10,000. The Authority contracts with a commercial insurance carrier to provide stop loss coverage to employees for claims exceeding the above amounts. For more details on health insurance, see page 34 of this report.

Cash Management

All cash temporarily idle during 1999 was invested by the Director of Finance and Administration and the Controller of the Authority in short-term investments to attain the highest possible return consistent with the Authority's liquidity needs and desired level of risk. All investments are in compliance with the laws of the State of Indiana governing the investment of public funds. All cash receipts are deposited daily into interest-bearing accounts. The investment media used in 1999 were: (1) nonnegotiable certificates of deposit with Allen County banks, (2) repurchase agreements, and (3) interest-bearing depository accounts. The range of rates on the nonnegotiable certificates of deposit in 1999 was 5.11 to 6.54 percent. The effective annual rate of return on the repurchase agreements ranged from 3.80 to 4.35 percent. The average rate on interest-bearing depository accounts was 4.79 percent.

The restricted cash in the various bond accounts were invested by the Bond Trustees. The Trustees used short-term government mutual funds and an investment contract. In 1999, the average rate on the short-term government mutual funds was 4.65 percent, and the interest rate on the investment contract was 5.5 percent.

Capital Projects and Capital Assets

Capital projects are capitalized at cost. Capital projects of the Authority have been funded using a variety of financing techniques, including Federal Aviation Administration and Department of Defense grants supplemented with state grants and local funds, general obligation bond issues, revenue bond issues, certificates of participation, and airport revenues. The total investment in property and equipment at December 31, 1999 was \$166,166,360.

Long-Term Debt

The outstanding long-term debt of the Authority at December 31, 1999 was \$55,188,925. Details of the long-term debt of the Authority are included in the notes to the combined financial statements on pages 43 through 48 of this report.

The General Obligation debt limit for the Authority is 2 percent of the assessed valuation of Allen County. The current assessed valuation is \$3,007,390,136; the debt limit is \$60,147,803; and the outstanding General Obligation debt is \$345,000.

The Authority continues to seek other avenues of financing via grants from the State of Indiana, the Federal Aviation Administration and the Department of Defense (National Guard Bureau) for reconstruction of runway and taxiway pavements and other eligible projects.

Commitments and Contingencies

Certain airport capital improvements which are funded through Federal Aviation Administration (FAA), and Indiana Department of Transportation (IDOT) grants are subject to audit and acceptance by the granting agency. At December 31, 1999, there were two FAA and IDOT grant projects under construction: Public Use Ramp in the Air Trade Center and Northwest Perimeter Road. The Authority was obligated for completion of these projects and other projects under commitments of approximately \$338,062 of which an estimated \$209,096 is eligible for reimbursement at 95 percent from the FAA and State of Indiana.

The Fort Wayne International Airport Air Trade Center, currently under construction, has commitments of \$174,353 under contracts existing at December 31, 1999.

Passenger Facility Charge (PFC)

The Authority received approval from the FAA to impose and use a PFC of \$3 per enplaned passenger beginning July 1, 1993, not to exceed \$26,563,457. For further details see page 33 of this report.

Local Economy

During 1999, unemployment in Allen County averaged 3 percent. The Allen County Building department issued 2,022 building permits which was an increase of 4.4 percent when compared to 1998. The number of building permits also exceeded the record of 1,951 building permits set 21 years ago, in 1978. Even though job growth slowed in Allen County and the Fort Wayne metropolitan area, the area economy has continued to perform well. However, the Fort Wayne area began to follow the trend of manufacturing jobs nationally as the number of manufacturing jobs decreased by 1,000 in the Fort Wayne metropolitan area. In addition, wholesale and retail trade employment declined by 600 jobs from 64,400 to 63,800 by September 1999. These jobs were largely offset by an increase of 1,300 in the business and personal services employment category. The job data above is an indication that local officials have been somewhat successful in building a more diverse economy by attracting more non-manufacturing industries to the local area, and thus reducing the risk of over-reliance on the manufacturing industry.

In addition, the economic data on page 83 of this report demonstrates that property values continue to increase. The schedule on page 84 of this report details further the strength of the local economy, as the area is not dependent on the fortunes of a single employer. The ten largest employers in Allen County make up only 9 percent of total employment. On the same page, it can be discerned that local government is not dependent on a single taxpayer or group of taxpayers for its revenue base. The top ten taxpayers in Allen County provide only 10.1 percent of property tax revenues.

We feel that the above indicators signal continued improvement to the local economy, but at a slower pace, in 2000.

Future Prospects

The Fort Wayne and Allen County area is a growing and economically diverse area. Its strategic location in the Midwest provides the opportunity to continue to develop as a transportation hub. The Authority hopes to capitalize on this geographic asset in the years to come.

We have a United States Customs Service with a local customs broker. We have plans to expand the local office by adding two additional brokers to increase services in the Air Trade Center. We also have an existing 12,000 foot runway, an advanced Category II Instrument Landing System, and in 1999, construction of cargo facilities within the 600 acre Air Trade Center were substantially completed and placed into service. This Air Trade Center also includes 50 acres designated as a Foreign Trade Zone. In addition to these major improvements, Fort Wayne is a geographic crossroad to Chicago and Detroit, and from Lansing to Indianapolis. The Authority, therefore, has the assets needed to meet the demands of the aviation industry and now markets the airport to both domestic and foreign interests.

Certificate of Achievement

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to the Fort Wayne-Allen County Airport Authority for its comprehensive annual financial report for the fiscal year ended December 31, 1998. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report whose contents conform to program standards. Such a 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. Fort Wayne-Allen County Airport Authority has received a Certificate of Achievement for the last 10 consecutive years (fiscal years ended 1989 through 1998). We believe our 1999 report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to the GFOA.

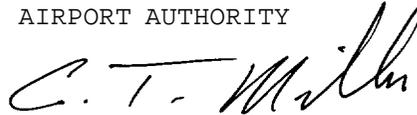
Acknowledgments

Without the strong commitment of the Authority Board to the highest standards of financial reporting, disclosure, and professionalism, this report would not have been possible. Our sincerest appreciation is expressed to all of you. The Director of Finance and Administration/Treasurer and the Controller of the Authority are not able to produce a report of this type alone. A number of people helped make this report possible. We acknowledge the assistance of

PricewaterhouseCoopers, Certified Public Accountants; Thomas Felger, CPA, Indiana State Board of Accounts; Therese Brown, Allen County Auditor; Renee Burkholder, Allen County Auditor's office; Thomas L. Guthrie, Ph.D., Indiana University-Purdue University at Fort Wayne; Sabrina P. Driver and Janice Tubbs, Authority Accounting Department; Walter W. Prasuhn, Senior Operations Manager; Sandra Lux, Public Relations; Administrative Services Department; and the entire Authority staff for helping to make this financial presentation possible.

Respectfully submitted,

FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY



C.T. "Skip" Miller, A.A.E.
Executive Director of Airports

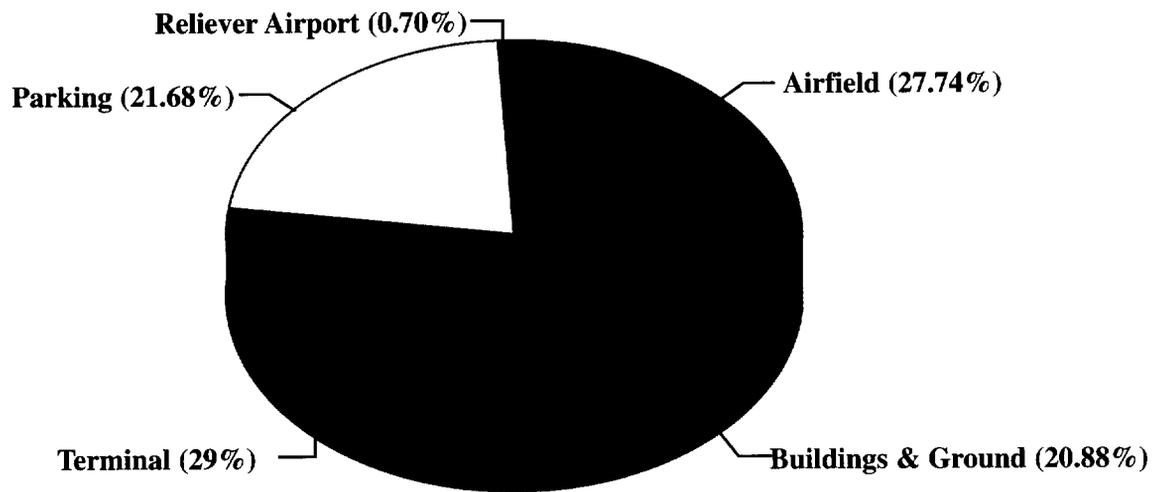


Keith R. Spitler
Director of Finance and
Administration/Treasurer

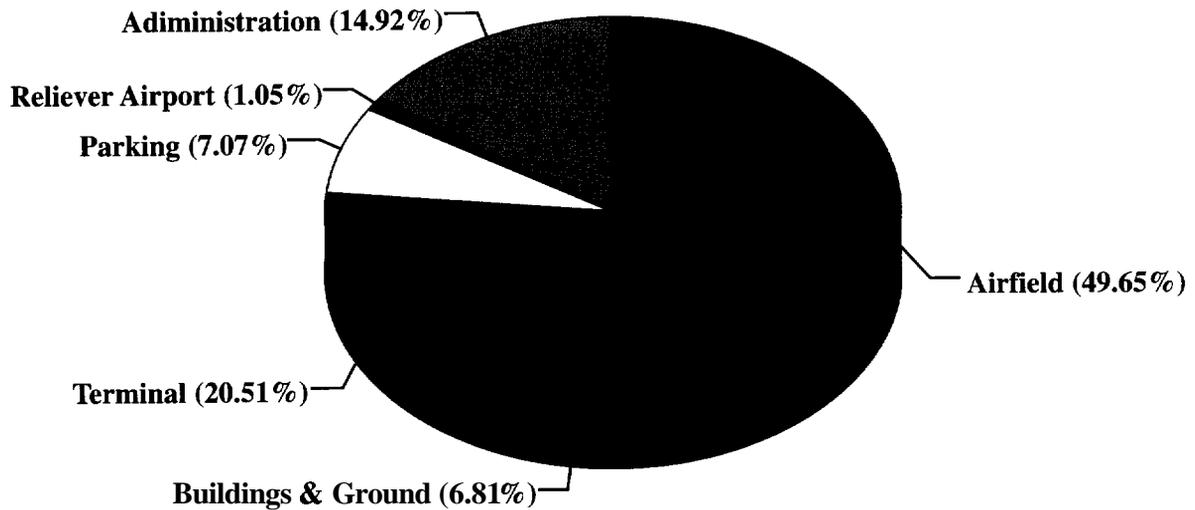


Ronnie C. Portis, CPA
Controller

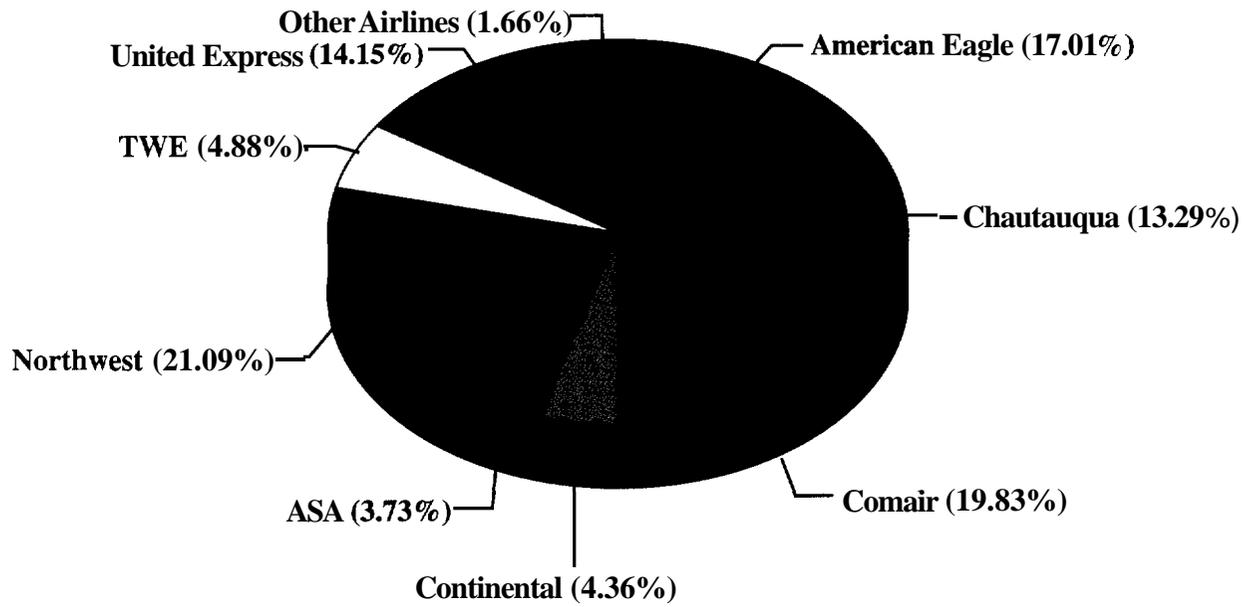
1999 COMPOSITION OF THE OPERATING REVENUE DOLLAR



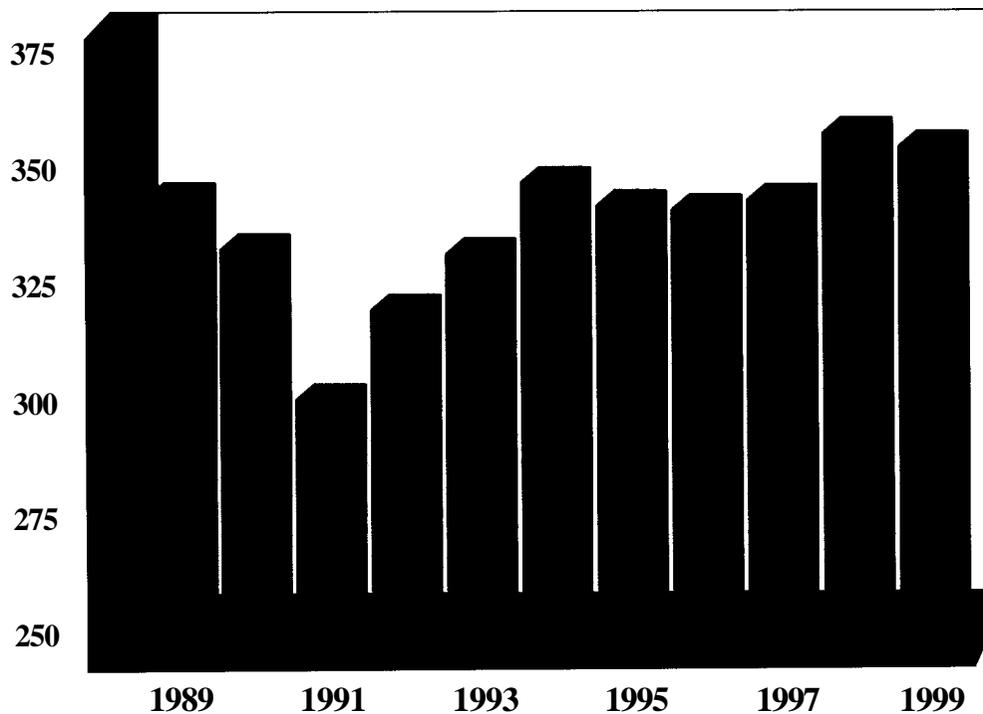
1999 COMPOSITION OF THE OPERATING EXPENSE DOLLAR



1999 AIR CARRIER MARKET SHARE



ENPLANED PASSENGER ACTIVITY (THOUSANDS)



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Certificate of Achievement for Excellence in Financial Reporting

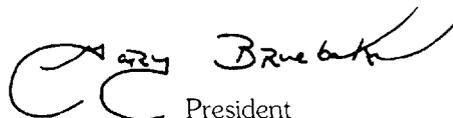
Presented to

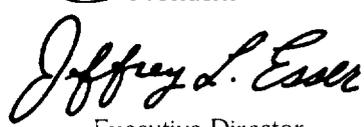
Fort Wayne-Allen County
Airport Authority,
Indiana

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 1998

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.

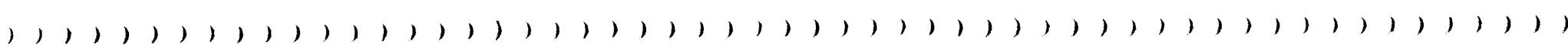
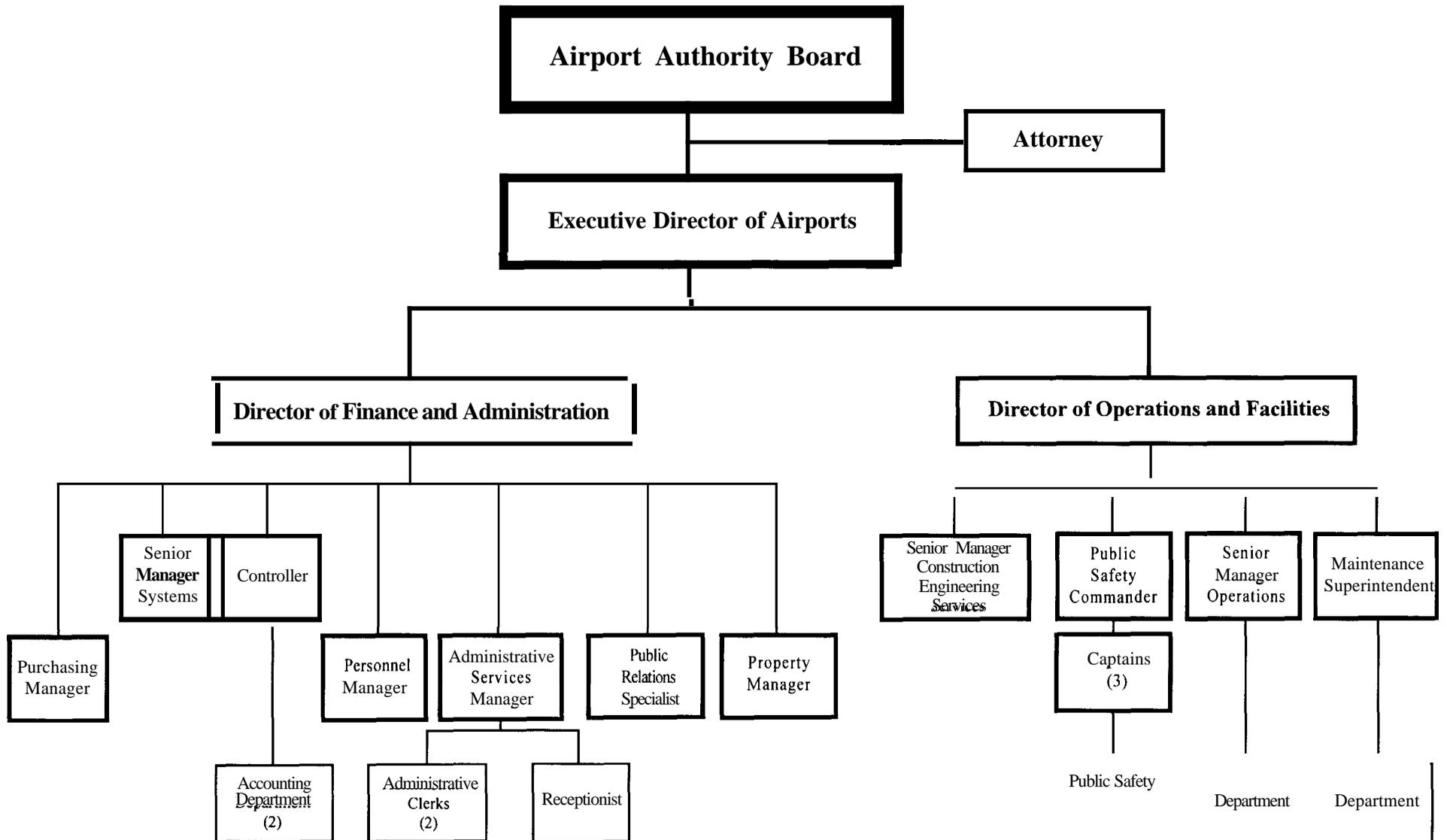



President


Executive Director

FORT WAYNE - ALLEN COUNTY AIRPORT AUTHORITY

1999 ORGANIZATIONAL CHART



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

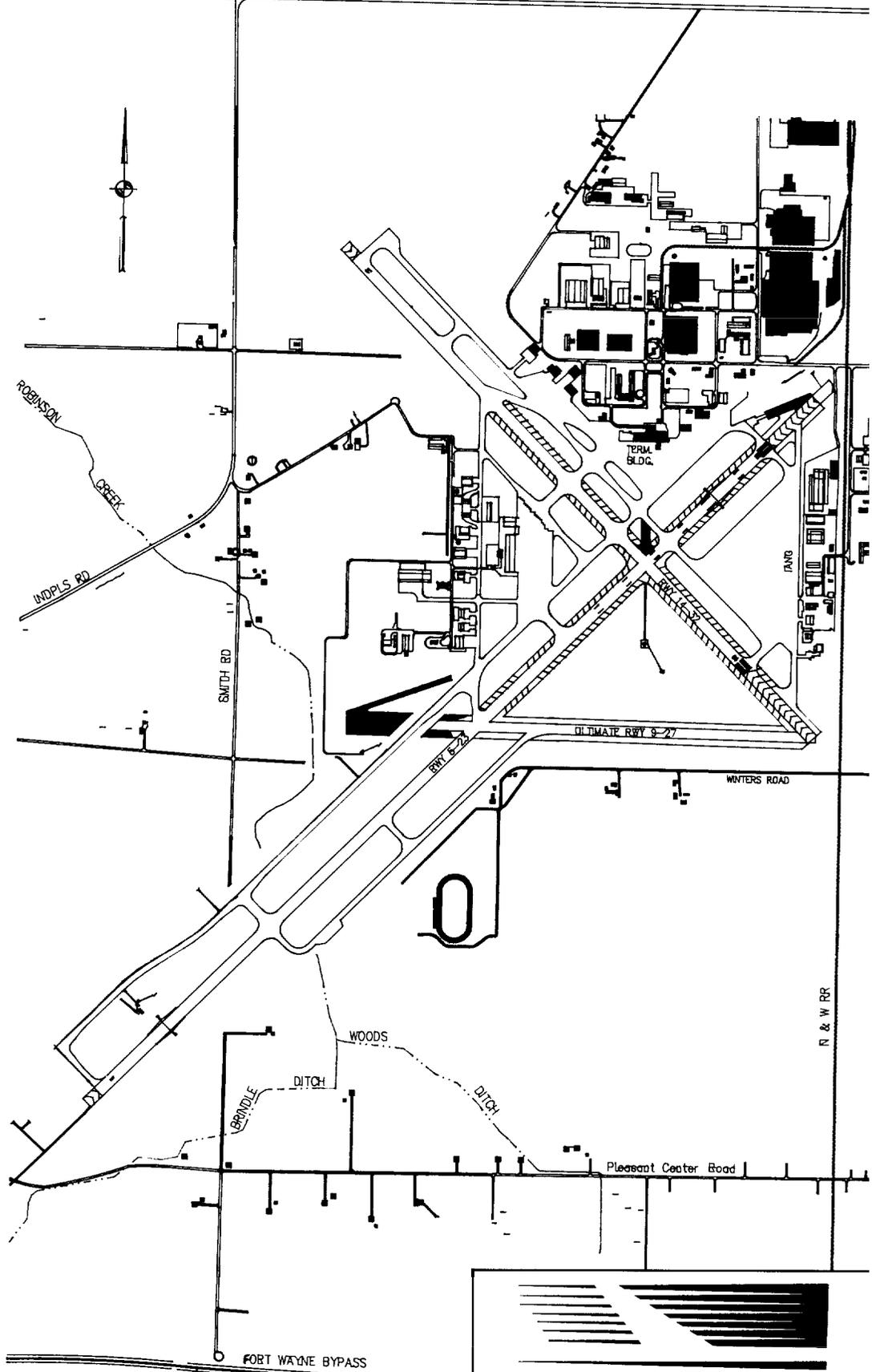
Principal Officials and Management

NAME	TITLE	YEARS OF SERVICE
BOARD		
Daniel F. Weaver	President	15
Charles M. Henry	Vice President	15
Timothy Haffner	Secretary	6
Richard A. Magley	Member	7
Michael S. Gouloff	Member	3
Cathy A. Zehr	Member	1
STAFF		
C.T. "Skip" Miller, AAE	Executive Director of Airports	16
Eric J. Frankl. AAE	Director of Operations and Facilities	1
Keith R. Spitler	Director of Finance and Administration /Treasurer	14
Ronnie C. Portis, CPA	Controller	8
ATTORNEYS		
Rothberg & Logan		9
CERTIFIED PUBLIC ACCOUNTANTS		
Pricewaterhousecoopers LLP		2

FORT WAYNE INTERNATIONAL AIRPORT

BAER FIELD THROWAWAY

AIRPORT LAYOUT MAP



FORT WAYNE INTERNATIONAL AIRPORT

FORT WAYNE BYPASS

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**DESCRIPTION OF SERVICE CAPACITY AT
FORT WAYNE INTERNATIONAL AIRPORT**

Airport Classification: Primary Commercial Service Airport
Airfield Size: 2,945 Acres Owned Fee Simple

<u>Runway System</u>	<u>Orientation</u>	<u>Length</u>
Primary Runway - 5/23	Southwest to Northeast	12,000 Feet
Secondary Runway - 14/32	Southeast to Northwest	8,000 Feet
Secondary Runway - 09/27	East to West	4,000 Feet

Instrument Landing System

Runway - 5/23	FAA Category II - Runway 5
Runway - 14/32	FAA Category I - Runway 32

Terminal Complex

Terminal Size	Total Space -- 114,813 Square Feet Rentable Space -- 104,505 Square Feet
---------------	---

Gates	Total Gates -- 8 Jetways -- 4
-------	----------------------------------

Passenger Service	Passenger Airlines -- 8 Daily Departures -- 43
-------------------	---

Parking	Total Spaces -- 1,490
---------	-----------------------

Ancillary Services

Air Freight Service	Cargo Airlines -- 3
---------------------	---------------------

Airpark	Buildings Owned -- 31
---------	-----------------------

General Aviation	Fixed Base Operators -- 3 Based Aircraft -- 75
------------------	---

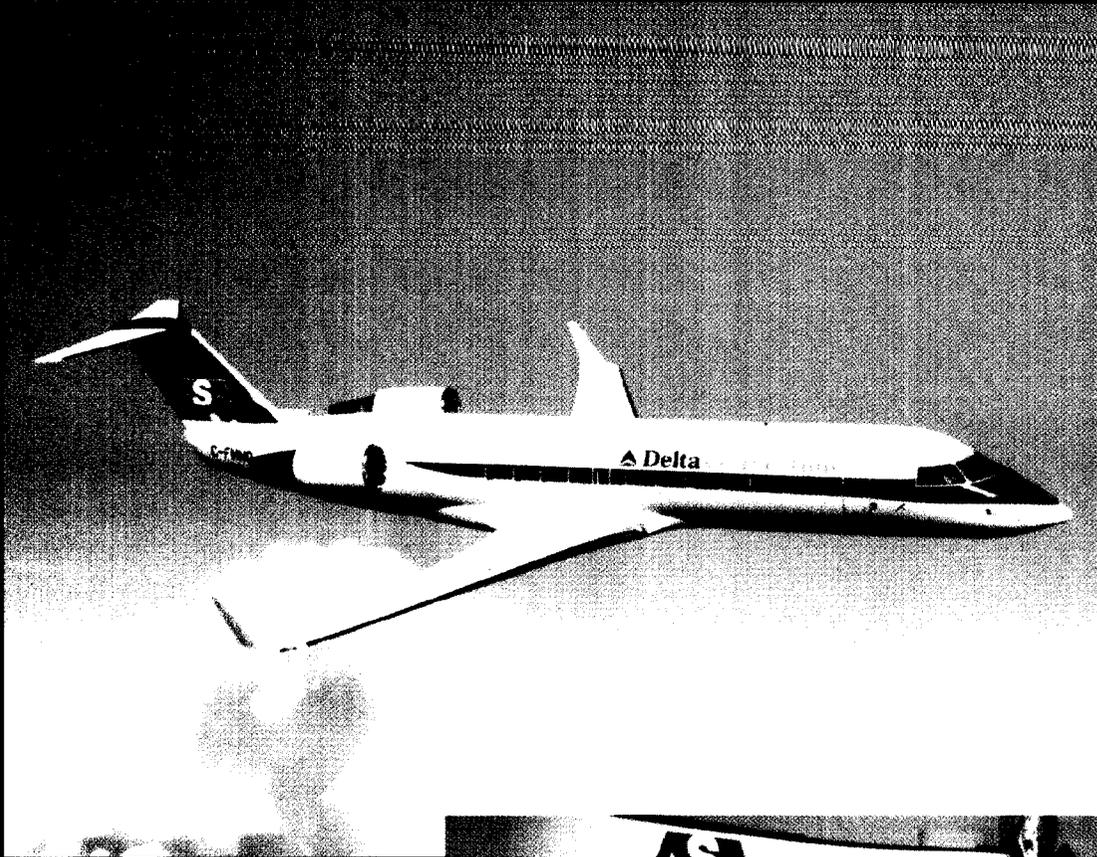
Ground Transportation	Car Rental Firms in Terminal -- 4
-----------------------	-----------------------------------

Military	Based Aircraft -- 15
----------	----------------------

(Note: Fort Wayne International Airport is headquarters for the 122nd Fighter Wing of the Indiana Air National Guard.)

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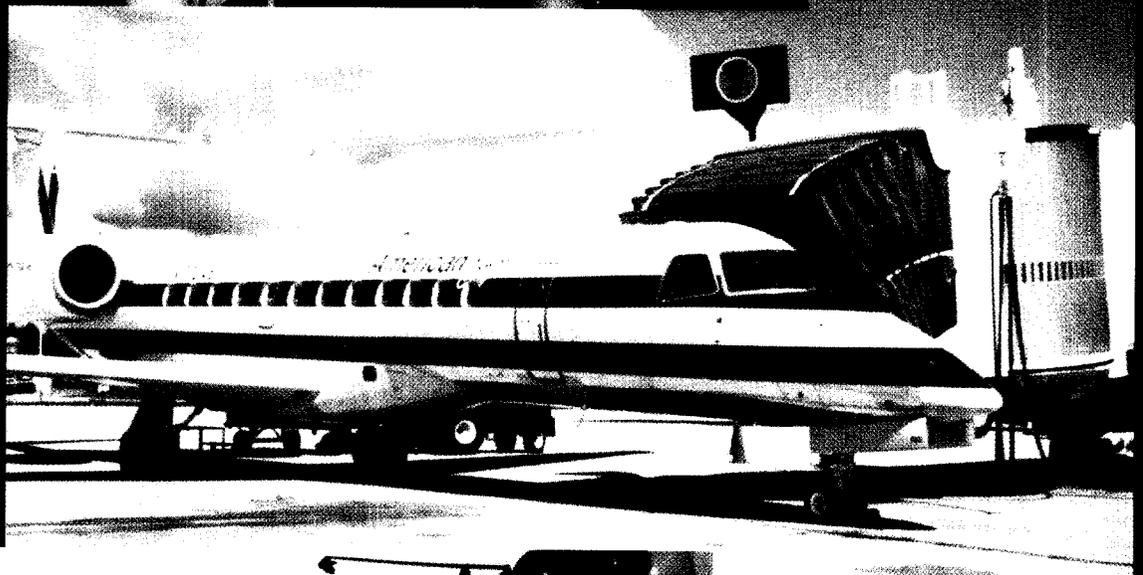




Canadair
Regional
Jet

FWA
Welcomes
Delta





Report of Independent Accountants

PricewaterhouseCoopers LLP
490 Lincoln Tower
116 East Berry Street
Fort Wayne IN 46802
Telephone (219) 423 1531
Facsimile (219) 326 7870

To the Board of Directors
Fort Wayne – Allen County Airport Authority:

We have audited the accompanying combined balance sheet of the Fort Wayne – Allen County Airport Authority (the “Authority”), as of and for the years ended December 31, 1999 and 1998, and the related combined statements of revenues, expenses and changes in retained earnings and of cash flows for the years then ended. These combined financial statements are the responsibility of the Authority’s management. Our responsibility is to express an opinion on these combined financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States 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 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 the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the combined financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 1999 and 1998, and the results of its operations and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States.

The Combining Financial Statements and Other Supplementary Information is supplementary information required by the Governmental Accounting Standards Board. Our audit was conducted for the purpose of forming an opinion on the combined financial statements taken as a whole. The Combining Financial Statements from pages 55 through 59 are presented for purposes of additional analysis of the combined financial statements rather than to present the financial position, results of operations and cash flows of the individual component unit enterprise funds. Accordingly, we do not express an opinion on the financial position, results of operations and cash flows of the individual component unit enterprise funds. The Other Supplementary Information provided from pages 61 through 65 is presented for purposes of additional analysis and is not a required part of the combined financial statements. The Combining Financial Statements and Other Supplementary Information has been subjected to the auditing procedures applied in the audit of the basic combined financial statements and, in our opinion, is fairly stated in all material respects in relation to the combined financial statements taken as a whole.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 14, 2000 on our consideration of the Authority’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grants.

PricewaterhouseCoopers LLP

Fort Wayne, Indiana
March 14, 2000, except for Note 14
For which the date is
May 1, 2000

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Balance Sheet
December 31, 1999 and 1998

	Totals	
	1999	1998
CURRENT ASSETS:		
Cash and cash equivalents--note 2.....	\$ 6,055,169	\$ 4,417,612
Investments--note 2.....	6,000,000	4,500,000
Accounts receivable, net of allowance.....	458,572	318,097
Unbilled revenue.....	462,803	409,821
Other receivables, net of allowance.....	139,702	173,976
Deposits and prepaid items.....	87,351	81,711
Total current assets.....	13,203,597	9,901,217
RESTRICTED ASSETS:		
Cash and cash equivalents-including \$4,759,658 and \$4,755,218, 1999 and 1998, respectively, held by trustee--notes 2 and 3.....	5,204,483	5,166,207
Investments--notes 2 and 3.....	1,021,682	15,152,367
Passenger facility charge receivable.....	120,991	103,305
Federal and State grants receivable.....	933,421	412,209
Other receivables.....	29,522	470,080
Total restricted assets.....	7,310,099	21,304,168
PROPERTY AND EQUIPMENT, NET--note 4.....	118,880,287	112,913,756
OTHER ASSETS:		
Bond issue costs, less accumulated amortization of \$476,624 and \$367,931, 1999 and 1998, respectively.....	866,379	975,072
Total assets.....	\$ 140,260,362	\$ 145,094,213

	Totals	
	1999	1998
CURRENT LIABILITIES:		
Accounts payable.....	\$ 333,623	\$ 667,346
Accrued liabilities.....	288,137	248,811
Total current liabilities.....	<u>621,760</u>	<u>916,157</u>
LIABILITIES PAYABLE FROM RESTRICTED ASSETS:		
Accounts payable.....	109,881	3,380,215
Current portion of long-term debt--note 7.....	2,500,026	1,842,571
Accrued interest on long-term debt.....	1,442,205	1,320,341
Total liabilities payable from restricted assets	<u>4,052,112</u>	<u>6,543,127</u>
LONG-TERM LIABILITIES:		
Deferred revenue--note 8.....	458,150	589,050
Accrued compensated absences.....	650,550	547,789
Total long-term liabilities.....	<u>1,108,700</u>	<u>1,136,839</u>
BONDS and OTHER LONG-TERM DEBT, NET--note 7.....	<u>52,688,899</u>	<u>54,971,136</u>
Total liabilities.....	<u>58,471,471</u>	<u>63,567,259</u>
EQUITY:		
Grants and contributions--note 11.....	44,507,209	46,680,966
Retained earnings.....	37,281,682	34,845,988
Total equity.....	<u>81,788,891</u>	<u>81,526,954</u>
Total liabilities and equity.....	<u>\$ 140,260,362</u>	<u>\$ 145,094,213</u>

The accompanying notes are an integral part of the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Statement of Revenues, Expenses and Changes in Retained Earnings
For the Years Ended December 31, 1999 and 1998

	Totals	
	1999	1998
OPERATING REVENUES:		
Airfield	\$ 2,321,163	\$ 1,675,554
Buildings and grounds.....	1,747,276	634,555
Terminal	2,427,074	2,506,681
Parking.....	1,814,295	1,674,614
Reliever airport.....	58,952	56,720
 Total operating revenues	 8,368,760	 6,548,124
 OPERATING EXPENSES (including depreciation of \$6,369,161 and \$6,251,560, in 1999 and 1998, respectively):		
Airfield	5,851,719	5,726,309
Buildings and grounds.....	803,496	722,920
Terminal	2,417,449	2,383,164
Parking.....	832,851	642,606
Reliever airport.....	123,178	125,290
Administration	1,758,994	1,623,803
 Total operating expenses	 11,787,687	 11,224,092
 LOSS FROM OPERATIONS.....	 (3,418,927)	 (4,675,968)
 NONOPERATING REVENUES (EXPENSES):		
Property and other taxes.....	3,361,218	3,486,487
Passenger facility charge.....	941,382	950,735
Interest income.....	967,818	992,578
Interest expense.....	(2,774,531)	(1,893,070)
Gain (Loss) on disposal of fixed assets.....	(5,428)	300
 Net nonoperating revenues (expenses).....	 2,490,459	 3,537,030
 NET LOSS.....	 (928,468)	 (1,138,938)
Add: Depreciation on government-provided assets--note 11.....	3,364,162	3,367,796
 INCREASE IN RETAINED EARNINGS.....	 2,435,694	 2,228,858
 RETAINED EARNINGS, BEGINNING OF YEAR.....	 34,845,988	 32,617,130
 RETAINED EARNINGS, END OF YEAR.....	 \$ 37,281,682	 \$ 34,845,988

The accompanying notes are an integral part of the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Statement of Cash Flows
For the Years Ended December 31,1999 and 1998

	Totals	
	1999	1998
CASH FLOWS FROM OPERATING ACTIVITIES:		
Loss from operations.....	\$ (3,418,927)	\$ (4,675,968)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Depreciation and amortization	6,477,854	6,330,870
Amortization of deferred revenue	(130,900)	(130,900)
Changes in assets and liabilities:		
Accounts receivable and unbilled revenue	(193,457)	(51,853)
Other receivables.....	239,924	(222,640)
Deposits and prepaid items.....	(5,640)	(14,809)
Accounts payable.....	(21,204)	135,173
Accrued liabilities.....	142,087	121,651
Net cash provided by operating activities	3,089,737	1,491,524
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITY:		
Receipts of property and other taxes.....	3,150,640	3,065,435
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Receipts of property and other taxes	200,376	425,083
Acquisition and construction of capital assets.....	(15,735,284)	(19,559,381)
Proceeds from sale of capital assets.....	1,744	300
Principal paid on bonds and other long-term debt.....	(1,842,571)	(9,739,641)
Interest paid on bonds and other long-term debt.....	(2,791,311)	(1,649,419)
Bond proceeds and other long-term debt.....	166,000	38,709,813
Bond issuance costs	---	(606,920)
Capital grant receipts	669,193	4,185,358
Passenger facility charge receipts.....	923,696	942,772
Net cash provided by (used in) capital and related financing activities....	(18,408,157)	12,707,965
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of investment securities.....	(4,000,000)	(21,971,650)
Proceeds from sale and maturities of investment securities.....	16,630,685	9,221,783
Interest received on investments.....	1,212,928	697,710
Net cash provided by (used in) investing activities	13,843,613	(12,052,157)
NET INCREASE IN CASH AND CASH EQUIVALENTS.....	1,675,833	5,212,767
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR	9,583,819	4,371,052
CASH AND CASH EQUIVALENTS, END OF YEAR.....	\$ 11,259,652	\$ 9,583,819

continued

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Statement of Cash Flows - Continued
For the Years Ended December 31,1999 and 1998

	Totals	
	1999	1998
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
INVESTING ACTIVITIES:		
Increase (Decrease) in deferred compensation assets.....	---	\$ (345,187)
CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital assets included in accounts payable	\$ 131,153	3,714,006
Capital assets included in other debt.....	--	83,079
Loss on disposal of property and equipment.....	7,172	--

The accompanying notes are an integral part of the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements

NOTE 1 ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization - The Fort Wayne-Allen County Airport Authority (the Authority) is a municipal corporation established July 1, 1985, under authority granted by Indiana statute (1961 Acts, Chapter 283, IC 1979 19-6-2, superseded by IC 8-22-3-1). The Authority, a component unit of Allen County, Indiana, was established for the general purpose of acquiring, maintaining, operating, and financing airports and landing fields in and bordering on Allen 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 Authority administers an airport system composed of Fort Wayne International Airport, a small hub air carrier airport, and Smith Field, a general aviation reliever airport. The Authority has no stockholders or equity holders and all revenues and other receipts must be disbursed in accordance with such statute.

Reporting Entity - As required by generally accepted accounting principles, these combined financial statements present Fort Wayne-Allen County Airport Authority, a component unit of Allen County, Indiana, and the component units of the Authority: Fort Wayne International Airport Building Corporation (FWIABC) and Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC).

The Authority's Board consists of six members, three appointed by the Mayor of the City of Fort Wayne, and three by the Allen County Commissioners.

Based upon *the fiscal* independence or dependence criterion set forth by the Governmental Accounting Standards Board (GASB) the Authority is considered a component unit of Allen County.

In reaching the aforementioned conclusion, the Authority considered *the* following reporting entity definition criteria:

A. Financial Benefit or Burden Relationship

1. Responsibility for financing deficits lies exclusively with the Authority.
2. No other governmental entity is entitled to any portion of a surplus the Authority generates.
3. All guarantees of, or "moral responsibility" for, debt are borne by the Authority. Subject to approval, the Authority is empowered to and has issued Revenue Bonds payable solely from revenues derived from the operation of the airport system. The Authority also has outstanding General Obligation Bonds and, subject to approval, is empowered to issue such bonds in the future. These bonds are not general obligations of any other governmental entity, and neither

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

the faith and credit nor the taxing power of any other governmental entity is pledged to their payment.

Although Allen County officials do not appoint a majority of the Authority's Board and no financial benefit or burden relationship exists, Allen County is financially accountable based upon fiscal dependency as follows:

B. Fiscal Dependency

1. The Authority's budget and the tax levy to meet it may be reviewed or modified by the Allen County Council.
2. The Authority may not issue general obligation bonds without the Allen County Council's approval, nor issue revenue bonds without the Allen County Commissioners' approval.

Since the Authority does not have the ability to complete the above essential events without substantive approval by Allen County officials, it is fiscally dependent upon Allen County and Allen County is financially accountable for the Authority. The Authority is therefore a component unit of Allen County.

The Authority's component units, FWIABC and FWIAATCBC, are autonomous quasi-governmental units. Although FWIABC and FWIAATCBC are legally separate from the Authority, they are reported as if they were part of the Authority because their sole purpose is to finance construction projects for the Authority. FWIABC sold tax-exempt bonds to finance these construction projects which include the Terminal Building Modernization, and Local Access Roads and Parking Facilities projects. FWIAATCBC sold tax-exempt bonds to finance Air Trade Center construction projects which include an air freight hub, aircraft maintenance facility, air cargo sorting facilities, parking, fueling and related facilities, and personal property connected to the above. These bonds are collateralized by lease agreements with the Authority and will be retired through lease payments from the Authority. These lease agreements constitute the imposition of a financial burden on the Authority, and FWIABC and FWIAATCBC provide services exclusively to the Authority. Since FWIABC and FWIAATCBC are so intertwined with the Authority, their balances and transactions are blended with the Authority's balances and transactions.

Financial information for FWIABC and FWIAATCBC can be obtained at the following addresses:

Fort Wayne International Airport Building Corporation
c/o Summers and Company
1000 Commerce Building
Fort Wayne, IN 46802

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Fort Wayne international Airport Air
Trade Center Building Corporation
C/O City Securities, inc
701 S. Clinton Street, Suite 316
Fort Wayne, In 46802

Basis of Accounting and Reporting - The combined financial statements consist of three enterprise funds which are accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Capital lease transactions between the Authority and the FWIABC and FWIAATCBC have been eliminated in the combined financial statements.

In accordance with the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 20, Accounting and Financial Reporting for Proprietary Funds and other Governmental Entities that use Proprietary Fund Accounting, the Authority applies all applicable GASB pronouncements plus all Financial Accounting Standards Board (FASB) Statements and Interpretations, Accounting Principles Board opinions, and Accounting Research Bulletins issued on or before November 30, 1989, except for those that conflict with or contradict GASB pronouncements. The Authority has elected not to apply FASB Statements and Interpretations issued after November 30, 1989. The same application of FASB pronouncements are used for the Authority's component units.

Cash and Cash Equivalents - For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents. Cash equivalents, which are stated at cost, consist of daily repurchase agreements and short-term government mutual funds.

Investments - The Authority invests exclusively in short-term nonnegotiable certificates of deposit which are stated at cost. The Authority's component units (FWIABC and FWIAATCBC) may invest in short term highly liquid money-market investments that have maturities less than one year. These investments are valued at amortized cost.

Unbilled Revenue - The Authority accrues revenue for rentals and fees earned but not yet billed as of year end.

Property and Equipment - On July 1, 1985, under an intergovernmental joint agreement between Allen County and the City of Fort Wayne, and pursuant to Indiana Statute 8-22-3-1, the Authority was established and thereupon assumed all assets, obligations and equity of the City of Fort Wayne's airport operations. Prior to

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

that date, the airport operated as an agency of the City of Fort Wayne under the Board of Aviation.

Property and equipment assumed by the Authority on July 1, 1985, is carried at cost, net of accumulated depreciation, in the accompanying combined financial statements and aggregates \$6,715,833 at December 31, 1999. Subsequent additions to property and equipment are recorded at cost.

Maintenance and repairs are expensed as incurred. When properties are disposed of, the related cost and accumulated depreciation are removed from the respective accounts and any gain or loss on disposition is credited or charged to expense. Runways, taxiways, parking areas, sewers and other similar items are written off when fully depreciated unless clearly identified as still being in use.

Assets are depreciated using the straight-line method over the estimated useful lives of the assets as follows:

	<u>Years</u>
Buildings and improvements	5-30
Infrastructure items	10-50
Equipment	3-20

Depreciation applicable to certain property and equipment which have been funded or contributed to the Authority by federal and state governments is charged against the respective capital grant equity balance. This charge is effected by transferring the applicable depreciation from retained earnings and has no effect on income.

In accordance with Financial Accounting Standards Board Statement No. 62, net interest during construction periods, when significant, is capitalized and included in the cost of property and equipment. The Authority incurred total interest cost of \$2,861,778 and \$2,116,767 in 1999 and 1998, respectively. The Authority capitalized \$190,433 in 1999 and \$227,687 in 1998 of these amounts.

Bond Issue Costs - Bond issue costs are deferred and amortized over the life of the respective bond issue using the interest method.

Original Issue Discount and Premium - Original issue discount and premium on bonds are amortized using the interest method over the life of the bonds to which it relates.

Compensated Absences - All full-time employees receive compensation for vacations, holidays, illness, and certain other qualifying absences. The number of days compensated for the various categories of absence is generally based on length of service. Vacation which has been earned but not paid has been accrued in the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Accumulated unused sick leave benefits are nonvesting and are only paid out upon retirement. The maximum accumulation per employee is 1,456 hours for Public Safety employees and 1,040 hours for all other employees.

In accordance with GASB Statement No. 16, the Authority accrues accumulated unused sick leave benefits for employees with at least 10 years of service regardless of age and employees age 50 or older regardless of length of service. Based upon historical information, it was determined that these employees would most likely meet the conditions necessary to receive their sick leave benefits.

Capital Grant Funds - Certain expenditures for airport capital improvements receive significant federal funding through the Airport Improvement Program of the Federal Aviation Administration (FAA), and the Department of the Army, National Guard Bureau, Department of Defense. Funds are also received for airport development from the State of Indiana. The Authority funds the remaining balance of such expenditures. Capital funding provided under government grants is considered earned as the related approved capital improvement expenditures are disbursed.

Passenger Facility Charge (PFC) Revenue - The Authority received approval from the FAA to impose and use a PFC of \$3 per enplaned passenger beginning July 1, 1993. The charge is used for construction and debt service payments on two projects:

- (1) Loop Access Roadway and Parking Improvements and,
- (2) Terminal Expansion and Renovation

PFC's are collected by the airlines and are recognized as revenue by the Authority as they are earned, and are included in nonoperating revenues.

Rental Income - All leases of the Authority are accounted for as operating leases. Rental income is generally recognized as it becomes receivable over the respective lease terms. The Authority has no significant leases that would require the recording of income in accordance with GASB No. 13, Accounting for Operating Leases with Scheduled Rent Increases.

Property Taxes - The following summarizes the property tax calendar for the current year:

Lien date	March 1, 1998
Levy date	January 1, 1999
Tax bills mailed	April 1 and October 1, 1999
First installment payment due	May 10, 1999
Second installment payment due	November 10, 1999
Authority collection dates	June and December, 1999
Tax sale - 1999 delinquent property taxes	August, 2001

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Property taxes levied are collected by the Allen County Treasurer and periodically remitted to the Authority.

Property taxes are accrued when levied and aggregated \$109,881 and \$98,046 at December 31, 1999 and 1998, respectively. An allowance of \$19,713 and \$18,080 at December 31, 1999 and 1998, respectively, is provided for all delinquent taxes.

Risk Management - The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority carries commercial insurance to protect against all of these risks of loss. Settled claims resulting from these risks have not exceeded commercial insurance coverage during the past three years. There was no reduction in insurance coverage during 1999.

The Authority is self-insured up to certain limits for health care benefits. The health care plan provides for annual aggregate coverage up to a maximum of \$246,765 as well as an individual limit of \$10,000. The Authority contracts with a commercial insurance carrier to provide stop loss coverage to employees for claims exceeding the above amounts.

The health care claims liability of \$42,864 is reported in accrued liabilities as of December 31, 1999. The liability is based on the ultimate cost of settling the claims. GASB Statement No. 10 requires that a liability for claims be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount of the loss can be reasonably estimated. The liability includes an amount for claims that have been incurred but not reported. Based upon the short history of the Authority's health claim experience, the effects of specific, incremental claim adjustment expenses, salvage, and subrogation, are considered to be a minimal, and thus an immaterial amount. Therefore, these costs are not included. In addition, allocated and unallocated claim adjustment expenses are excluded for the same reason. An analysis of claims activities is presented below:

	<u>Beginning</u> <u>Balance</u>	Claims and Changes in <u>Estimates</u>	Claim <u>Payments</u>	Ending <u>Balance</u>
1997	\$ ---	\$106,268	\$73,575	\$32,693
1998	32,693	147,196	133,495	46,394
1999	46,394	205,056	208,586	42,864

Budgetary Compliance - The State of Indiana requires the Authority to legally adopt a budget annually. The basis of budgetary adoption and compliance is primarily cash basis accounting. Open purchase orders are added to budgetary expenditures at year end to measure compliance. Additionally, open purchase

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

orders are automatically added to the following year's budget without the necessity of the additional appropriation legal process. All remaining unencumbered appropriations lapse at year end.

The legal level of budgetary control is by major expense category. Budgeted amounts may be transferred within major expense categories solely upon approval from the Authority's Board. However, any revision that alters the total appropriation of any major expense category must, in addition, be approved by the State Board of Tax Commissioners. During the year, several appropriation transfers were made to ensure that expenditures did not exceed budgeted appropriations.

A budgetary compliance reconciliation for 1999 follows:

	<u>Budget</u>	<u>1999 Actual</u>
Revenues		
Total 1999 revenues-budgetary basis	\$13,044,127	\$12,425,326
Adjustments:		
Federal and state grants	(1,662,500)	(669,193)
Accrual basis	<u>---</u>	<u>1,883,045</u>
Total 1999 revenues-GAAP basis	<u>\$11,381,627</u>	<u>\$13,639,178</u>
Expenses		
Total 1999 expenses-budgetary basis	\$14,544,218	\$12,232,918
Adjustments:		
Open purchase orders	---	(1,279,654)
Depreciation expense	---	6,369,161
Capital expenditures	(4,816,130)	(2,381,007)
Accrual basis	<u>---</u>	<u>(373,772)</u>
Total 1999 expenses-GAAP basis	<u>\$ 9,728,088</u>	<u>\$14,567,646</u>

NOTE 2 CASH, CASH EQUIVALENTS AND INVESTMENTS

Cash, cash equivalents and investments included in the balance sheet consist of the following:

	<u>December 31</u>	
	<u>1999</u>	<u>1998</u>
Cash and Cash Equivalents:		
Current	\$ 6,055,169	\$ 4,417,612
Restricted	<u>5,204,483</u>	<u>5,166,207</u>
	<u>11,259,652</u>	<u>9,583,819</u>
Investments:		
Current	6,000,000	4,500,000
Restricted	<u>1,021,682</u>	<u>15,152,367</u>
	<u>7,021,682</u>	<u>19,652,367</u>
	<u>\$18,281,334</u>	<u>\$29,236,186</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Indiana statutes authorize the Authority to invest in United States obligations and issues of federal agencies, secured repurchase agreements, certificates of deposit, money market deposit accounts, passbook savings accounts and negotiable order of withdrawal (NOW) accounts.

The carrying amount of deposits and investments by type of investment are:

	December 31	
	1999	1998
Cash deposits.	\$ 5,539,106	\$ 5,126,581
Certificates of deposit.	6,402,500	4,902,500
Total deposits	11,941,606	10,029,081
Short-term government mutual funds	4,632,547	3,236,238
Repurchase agreements.	1,088,000	1,221,000
Investment Contract.	619,181	14,749,867
Total investments.	6,339,728	19,207,105
	\$18,281,334	\$29,236,186

Deposits of the Authority with financial institutions are categorized by custodial credit risk as follows:

	December 31			
	1999		1998	
	Carrying Value	Bank Balance	Carrying Value	Bank Balance
Cash on deposit:				
Insured by Federal Deposit Insurance Corporation	\$ 469,764	\$ 602,500	\$ 802,500	\$ 802,500
Insured by Indiana Public Deposit Insurance Fund	11,443,881	11,921,762	8,007,001	8,115,499
	11,913,645	12,524,262	8,809,501	8,917,999
Cash on hand (petty cash) . . .	850	---	600	---
	\$11,914,495	\$12,524,262	\$8,810,101	\$ 8,917,999

The Authority's deposits were entirely covered by federal depository insurance (FDIC), Indiana public depository insurance, or by collateral held in the financial institution's name. The Indiana Public Deposit Insurance Fund (IPDIF) is a multiple financial institution collateral pool as provided under Indiana Code, Section 5-13-12-1. This Fund conforms with the requirements of GASB Statement No. 3, paragraph 11 which describes criteria for determining whether deposits are fully insured. FWIABC had deposits with a carrying amount and bank balance of \$27,111 that were not covered by FDIC. Indiana public depository insurance does not cover deposits held by FWIABC, a not-for-profit institution.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

These deposits were collateralized by government securities held by the financial institution's trust department in the financial institution's name.

The investment contract, invested in during 1998 and 1999, was held by FWIAATCBC, an Authority blended component unit. This investment contract, with a carrying amount and bank balance of \$619,181, was not insured by FDIC nor collateralized by government securities. Since FWIAATCBC is a not-for-profit organization, it is not subject to the requirements of Indiana statutes governing authorized investments.

The Authority's investments are categorized to give an indication of the level of risk assumed by the entity. Category 1 includes investments that are insured or registered, or securities held by the Authority or its agent in the Authority's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the counterparty's trust department or agent in the Authority's name. Category 3 includes uninsured and unregistered investments for which the securities are held by the counterparty or by its trust department or agent but not in the Authority's name.

December 31, 1999				
Category			Carrying	Fair
1	2	3	Value	Value
Repurchase agreements, secured by U.S. Treasury or Federal Agency Securities	---	---	<u>\$1,088,000</u>	\$ 1,088,000 \$ 1,088,000
Short-term government mutual funds			4,632,541	4,632,541
			<u>\$ 5,120,541</u>	<u>\$ 5,120,541</u>

December 31, 1998				
Category			Carrying	Fair
1	2	3	Value	Value
Repurchase agreements, secured by U.S. Treasury or Federal Agency Securities	---	---	<u>\$1,221,000</u>	\$ 1,221,000 \$ 1,221,000
Short-term government mutual funds			3,236,238	3,236,238
			<u>\$ 4,451,238</u>	<u>\$ 4,451,238</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 3 RESTRICTED ASSETS

Cash, Cash Equivalents and Investments - Cash, cash equivalents and investments are restricted as follows:

	December 31	
	1999	1998
Pursuant to the Revenue Bonds of 1998 Trust Indenture:		
Construction Account	\$ 97,530	\$ 1,725,299
Bond Fund Account	278,740	64,370
Bond Reserve Account	767,418	767,418
Pursuant to the FWIAATCBC First Mortgage Bonds of 1998 Trust Indenture:		
Construction Account	649,566	12,995,701
Bond Interest Account.	619,730	1,754,166
Bond Issuance Expense.	—	94,860
Bond Sinking Fund Account.	1,022,042	—
Pursuant to the Revenue Refunding Bonds of 1995 Trust Indenture:		
Bond Fund Account.	195,108	192,130
Bond Reserve Account	391,874	391,874
Pursuant to the FWIABC Improvement Bonds: 1994 Trust Indenture:		
Construction Account	—	287
Sinking Fund Account	665,256	674,806
Operation and Reserve Account.	3,943	---
1993 Trust Indenture:		
Sinking Fund Account	560,521	564,113
Pursuant to the General Obligation Airport Improvement Bonds of 1979 and the FWIABC First Mortgage Refunding Bonds, Series 1993:		
Property Tax Revenues Reserved for Debt Service.	91,515	133,297
Cash with Fiscal Agent - 1979 Bond	—	154,500
Pursuant to the FWIABC First Mortgage Refunding Bonds of 1993 Trust Indenture:		
Sinking Fund Account	119,814	119,379
Reserve.	7,297	5,803
Pursuant to the Aviation Safety and Capacity Expansion Act of 1990, Federal Aviation Regulation Part 158:		
Passenger Facility Charge Account.	712,082	637,336
Federal Grant Advance.	—	4,278
Security Deposits.	43,729	38,577
Total.	<u>\$ 6,226,165</u>	<u>\$20,318,574</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Revenue Bonds of 1998

The Trust Indenture (a supplemental indenture to the Trust Indenture adopted with the issuance of the Revenue Refunding bonds of 1995) was adopted on August 1, 1998 in conjunction with the issuance of the Revenue Bonds of 1998 (the 1998 Bonds). The 1998 Bond Trust Indenture created the Bond Fund and Reserve accounts as described below in the Revenue Refunding Bonds of 1995 section, and in addition, established the Construction Account.

Construction Account - This account is used to pay the construction costs related to the construction of the public use ramp within the Air Trade Center.

First Mortgage Bonds of 1998

The Trust Indenture adopted August 15, 1998 with the issuance of the First Mortgage Bonds of 1998, provided that certain accounts be established: Construction, Bond Interest, Sinking Fund, and Bond Issuance accounts.

Construction Account - This account is used to pay the cost of acquisition, construction, and equipment of the buildings to be constructed within the Air Trade Center.

Bond Interest Account - This is a temporary account used to pay interest as it becomes due on the First Mortgage Bonds until the filing of the Affidavit of Completion. Once the Affidavit is filed with the Trustee, the Trustee will transfer all available funds from this account to the Sinking Fund Account.

Sinking Fund Account - This account is used to deposit rental payments received, and to pay principal and interest as they become due.

Bond Issuance Expense - This is a temporary account which is used to pay the costs required to issue the bonds. Any balance remaining in this account will be transferred to the Construction Account, if needed, or the Sinking Fund Account.

Revenue Refunding Bonds of 1995

The Trust Indenture adopted June 1, 1995 in conjunction with the issuance of the Revenue Refunding Bonds of 1995 (the 1995 Bonds), provides, among other things, that certain accounting procedures be followed and certain accounts be established. The Trust Indenture created the Bond Fund and Reserve accounts.

Bond Fund Account - This account is used to pay the principal and interest due on the next payment date. The Authority pays the Trustee the required amounts no later than the last business day prior to the date such amounts are due to the bondholders.

Reserve Account - This account is used to set aside resources to subsidize potential deficiencies from the Authority's operation that could affect debt

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

service payments. The Trustee maintains in this account an amount equal to the lesser of (a) the maximum annual debt service of Bonds outstanding or (b) the total remaining debt service requirements. In the event deposits in the Bond Fund Account are insufficient to pay the required principal and interest due, the Trustee shall transfer from the Reserve Account the required amount then due.

Airport Improvement Bonds of 1993 and 1994

The Trust Indenture adopted May 1, 1993, and supplemented on March 1, 1994 in conjunction with the issuance of the Airport Improvement Bonds of 1993 (the 1993 Bonds) and the Airport Improvement Bonds of 1994 (the 1994 Bonds), provides, that certain accounting procedures be followed and certain accounts be established. The Trust Indenture created the Construction, the Sinking Fund, and the Operation and Reserve accounts.

Construction Account - The Trustee deposited all Bond proceeds into this account. This account is used to pay the cost of acquisition, construction and the equipment of the facilities to be constructed as part of the project.

Sinking Fund Account - The Trustee will transfer into this account any balance remaining in the construction account after payment of all construction related claims. The Trustee will also deposit all rental payments received from the Authority, or a lesser amount, which when added to the balance in the Sinking Fund account equals the sum of the interest and principal due on the next payment date. Any portion of rental payments remaining after such deposit shall be deposited into the Operation and Reserve Account. Principal and interest on the 1993 and 1994 Bonds will be paid from the Sinking Fund Accounts as they become due.

Operation and Reserve Account - This account is used to pay incidental expenses of FWIABC, the principal, interest and redemption premium on the Bonds and, if the amount in the Sinking Fund Account is less than the required amount, the Trustee will transfer funds from the Operation and Reserve Account to raise the Sinking Fund Account to the appropriate level. The Authority is in compliance with all significant financial bond covenants as of December 31, 1999.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 4 PROPERTY AND EQUIPMENT

Property and equipment at December 31 consists of:

	1999	1998
Land.	\$ 10,554,483	\$ 10,290,031
Buildings and improvements.	61,647,235	34,818,953
Infrastructure items.	88,494,113	79,197,117
Equipment	5,110,167	4,673,829
Construction in progress.	360,362	24,927,124
Total.	166,166,360	153,907,054
Less accumulated depreciation	(47,286,073)	(40,993,298)
Net Property and Equipment.	<u>\$118,880,287</u>	<u>\$ 112,913,756</u>

NOTE 5 PROPERTY TAX

The applicable property tax rates and related levies in 2000 will be as follows:

	Rate Per \$100	Property Tax Levies
Operating	\$.0760	\$ 2,331,394
Debt Service.0043	131,908
Total	<u>\$.0803</u>	<u>\$ 2,463,302</u>

NOTE 6 PENSION PLAN

On January 1, 1997, the statewide Indiana Public Employee's Retirement Fund (PERF) separated the Authority from Allen County's PERF account and established a separate account for the Authority. On the above date, the Authority assumed no liabilities and received no assets for employee service prior to this date. Assets and liabilities of the plan for Authority employee's prior to January 1, 1997, remain with Allen County. The Authority has adopted Governmental Accounting Standards Board (GASB) Statement Number 27, Accounting for Pensions by State and Local Governmental Employers. The Authority's Pension Plan has both a defined benefit and a defined contribution component.

Defined Benefit

Plan Description - The Authority's defined benefit pension plan, Indiana Public Employee's Retirement Fund (PERF), provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. PERF is a statewide agent multiple-employer pension plan that acts as a common investment and administrative agent for state and local governmental

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

units in Indiana. PERF issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to the Indiana Public Employee's Retirement Fund, 143 W. Market Street, Suite 800, Indianapolis, Indiana 46205, or by calling 1-317-233-4162.

Funding Policy - Indiana Statutes (IC 5-10.2 and 5-10.3) govern most requirements of the defined benefit plan, and give the Authority the authority to contribute to the plan. The contribution requirements of the Authority are established by the Board of Trustees of PERF, and may be amended by this Board. PERF members do not contribute to the defined benefit plan. The Authority is required to contribute at an actuarially determined rate; the current rate is 6.25 percent of annual covered payroll.

Annual Pension Cost - For 1999, the Authority's annual pension cost of \$141,081 for PERF was equal to the Authority's required and actual contributions. The required contribution was determined as part of the June 30, 1998 actuarial valuation using the entry age normal actuarial cost method. The actuarial assumptions included (a) 1.25 percent investment rate of return (net of administrative expenses), (b) projected salary increases of 5 percent (3 percent due to inflation and 2 percent due to merit) per year, and (c) 2 percent post-retirement benefit increases. The actuarial value of PERF assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments over a four-year period. The Authority's unfunded actuarial accrued liability is being amortized by level percentage of projected payroll on a closed basis over a forty-year period (15 years in the case of cost of living adjustments). The remaining amortization period at December 31, 1999, was 38 years.

Pension Liability (Asset) - A pension liability (asset) at transition was determined in accordance with GASB Statement 27. The amount of the pension liability (asset) at transition was zero. There is no difference between that amount and the previously reported liability (asset) for PERF.

Three Year Trend Information - Trend information gives an indication of the progress made in accumulating sufficient assets to pay benefits when due. The negative amount for net pension obligation is an indication that the Authority's annual contributions exceeded the annual pension costs since January 1, 1997.

<u>Year</u>	Annual Pension Cost (APC)	Percentage of APC <u>Contributed</u>	Net Pension <u>Obligation</u>
1997	\$ 142,043	100%	\$ 0
1998	149,222	100	0
1999	141,081	100	(52,669)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Defined Contribution

The Authority's defined contribution plan is the other component of the Authority's pension plan which is also administered by PERF. PERF accumulates employee contributions and allocates interest income into a separate system wide fund for all members. Upon retirement, employees may elect a lump sum distribution of all or part of the savings account. Employees who leave employment before qualifying for benefits under the defined benefit component, receive a refund of this savings account.

Employees are required to contribute 3 percent of their annual salary to an annuity savings account. Since 1987, the Authority has been funding the employee contribution requirement. The contribution rate is established by the Indiana State Legislature, and may be amended only by this body. The Authority contributed \$73,142 and \$65,444 on behalf of the employees during 1999 and 1998, respectively. These amounts represent the employers' required contribution to the plan.

NOTE 7 BONDS AND OTHER LONG-TERM DEBT

Bonds and Other Long-Term Debt consist of:

	December 31	
	1999	1998
Revenue Bonds of 1998:		
Principal payable semi-annually on January 1, 2000 to July 1, 2008 in payments ranging from \$410,000 in 2000 to \$740,000 in 2008. Interest at 4.25 to 6.00% due semi-annually on January 1 and July 1	\$ 5,500,000	\$5,500,000
Plus: Unamortized (Discount) Premium	(11,692)	916
	5,488,308	5,500,916
First Mortgage Bonds of 1998:		
Fort Wayne International Airport Air Trade Center Building Corporation Principal payable semi-annually on July 15, 2000 to January 15, 2020 in payments ranging from \$390,000 in 2000 to \$1,900,000 in 2019. Interest at 4.0 to 5.3% due semi-annually on January 15 and July 15	25,375,000	25,375,000
Less: Unamortized discount	(266,758)	(283,896)
	25,108,242	25,091,104
Revenue Refunding Bonds of 1995:		
Principal payable semi-annually on January 1, 2000 to July 1, 2005 in payments ranging from \$280,000 in 2000 to \$375,000 in 2005. Interest at 5.4 to 5.9% due semi-annually on January 1 and		

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

July 1	1,945,000	2,210,000
Less: Unamortized discount and deferred amount	<u>(59,271)</u>	<u>(80,767)</u>
	1,885,729	2,129,233
Airport Improvement Bonds of 1994:		
Fort Wayne International Airport Building Corporation--		
Principal payable semi-annually on January 1, 2000 to January 1, 2014 in payments ranging from \$600,000 in 2000 to \$1,770,000 in 2013. Interest at 4.9 to 5.9% due semi-annually on January 1 and July 1		
	18,225,000	18,525,000
Less: Unamortized discount.	<u>(183,703)</u>	<u>(200,888)</u>
	18,041,297	18,324,112
Airport Improvement Bonds of 1993:		
Fort Wayne International Airport Building Corporation--		
Principal payable semi-annually on January 1, 2000 to January 1, 2014 in payments ranging from \$180,000 in 2001 to \$530,000 in 2000. Interest at 5.05 to 5.75% due semi-annually on January 1 and July 1		
	4,105,000	4,970,000
Less: Unamortized discount.	<u>(81,560)</u>	<u>(90,138)</u>
	<u>4,023,440</u>	<u>4,879,862</u>
Total Revenue Bonds	<u>54,547,016</u>	<u>55,925,227</u>
General Obligation Airport Improvement Bonds of 1979:		
Final principal and interest were paid on January 1, 1999.		
	-	150,000
First Mortgage Refunding Bonds of 1993:		
Fort Wayne International Airport Building Corporation--		
Principal payable semi-annually on January 1, 2000 to January 1, 2001 in payments ranging from \$120,000 in 2001 to \$225,000 in 2000. Interest at 4.60 to 4.95% due semi-annually on January 1, and July 1		
	<u>345,000</u>	<u>560,000</u>
Total general obligation debt.	<u>345,000</u>	<u>710,000</u>
Total bonds	54,892,016	56,635,227
Other debt.	296,909	178,480
Less: Current portion	<u>(2,500,026)</u>	<u>(1,842,571)</u>
	<u>\$52,688,899</u>	<u>\$54,971,136</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The Authority has a legal debt limit of \$60,147,803 which represents 2 percent of the assessed value of Allen County property as certified by the State Board of Tax Commissioners. The legal debt margin is \$59,802,803 as of December 31, 1999.

Revenue bonds of 1998

The Revenue Bonds of 1998 (the 1998 Bonds) are collateralized, on a parity with the Revenue Refunding Bonds of 1995, solely by a pledge of net revenues generated by the airport system, and cash and investments held in the 1998 Bond fund and reserve accounts pursuant to the 1998 Bond Trust Indenture.

The proceeds from the sale of the 1998 Bonds were used to construct a public use ramp and to provide utility distribution and roadways within the Air Trade Center at the Fort Wayne International Airport.

The 1998 Bonds are subject to redemption prior to maturity at the Authority's option on or after July 1, 2005. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on July 1, 2005 to par beginning July 1, 2007 and thereafter.

First Mortgage of 1998

The Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC) First Mortgage Bonds of 1998 (the 1998 First Mortgage Bonds) are collateralized by revenues and assets of the Trust, and semiannual lease rental payments to be paid by the Authority pursuant to the terms of the Master Lease agreement between the FWIAATCBC (Lessor) and the Authority (Lessee) described below. Payment of the principal and interest on the bonds maturing on January 15, 2015, January 15, 2017 and January 15, 2020 are guaranteed by a financial guaranty insurance policy.

The proceeds from the sale of the 1998 First Mortgage Bonds were used to construct and equip an air freight hub, aircraft maintenance facility, air cargo sorting facilities, parking, fueling and related facilities, and personal property connected with the above.

In 1998, the Authority entered into a Master Lease with FWIAATCBC. The FWIAATCBC agreed to sell bonds to finance the construction of the project described above. In addition, the Authority has agreed to sublet the project through a Building Lease with an unrelated Air Cargo Company. In accordance with the terms of the Building Lease, the lease payments payable by the Authority will be paid directly to the Trustee by the Air Cargo Company. In the event revenues from the building lease are not sufficient, lease payments will be payable from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

FWIAATCBC retains title to the facilities until the option to purchase is exercised or the lease term is ended, At such time, the facilities become the property of the Authority.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The First Mortgage Bonds are subject to redemption prior to maturity at the Authority's option on any date not earlier than January 15, 2008. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 15, 2008, to par beginning January 15, 2010 and thereafter.

Revenue Refunding Bonds of 1995

The Revenue Refunding Bonds of 1995 (the 1995 Bonds) are collateralized solely by a pledge of all the net revenues generated by the airport system, and cash and investments held in the 1995 Bond reserve account pursuant to the 1995 Bond Trust Indenture. The proceeds from the 1995 Bonds were used to refund the Airport Revenue Bonds of 1985.

The 1995 Bonds are not subject to redemption prior to maturity.

Airport Improvement Bonds of 1994

The Fort Wayne International Airport Building Corporation (FWIABC) Airport Improvement Bonds of 1994 (the 1994 Bonds) are collateralized by the revenues and assets of the Trust, and rent and other payments made by the Authority under the lease between the FWIABC (Lessor) and the Authority (Lessee) described below.

The proceeds from the sale of the 1994 Bonds were used to provide funds for constructing, renovating, and equipping the terminal building.

In 1994, the Authority entered into a lease with FWIABC. FWIABC agreed to sell bonds to finance the construction of the project described above. The Authority will make semi-annual lease-purchase payments, which approximate bond principal and interest payments. The lease payments by the Authority will be made from operating revenues and, in the event such revenues are insufficient, from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

The 1994 Bonds are subject to redemption prior to maturity at the Authority's option on or after January 1, 2004. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 1, 2004 to par beginning January 1, 2005 and thereafter.

FWIABC retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

Airport Improvement Bonds of 1993

The Fort Wayne International Airport Building Corporation (FWIABC) Airport Improvement Bonds of 1993 (the 1993 Bonds) are collateralized by the revenues and assets of the Trust, and rent and other payments made by the Authority under the lease between the FWIABC (Lessor) and the Authority (Lessee) described below.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The proceeds from the sale of the 1993 Bonds were used to provide funds for constructing a loop access roadway, parking facilities, and utilities located generally north of the terminal building. The proceeds were also used to refund Series 1986A and Series 1987 Participation Certificates.

In 1993, the Authority entered into a lease with FWIABC. FWIABC agreed to sell bonds to finance the construction of the project described above. The Authority will make semi-annual lease-purchase payments, which approximate bond principal and interest payments. The lease payments by the Authority will be made from operating revenues and, in the event such revenues are insufficient, from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

The 1993 Bonds are subject to redemption prior to maturity at the option of the Authority on or after January 1, 2003. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 1, 2003 to par beginning January 1, 2004 and thereafter.

FWIABC retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

First Mortgage Refunding Bonds of 1993

The Fort Wayne International Airport Building Corporation (FWIABC) First Mortgage Refunding Bonds of 1993 (the 1993 Refunding Bonds) are collateralized by a first mortgage on a two-bay hangar and office complex, including land and taxiways. The proceeds from the 1993 Refunding Bonds were used to refund the First Mortgage Bonds of 1981.

The Authority originally entered into a lease with Baer Field Building Corporation (BFBC) on March 30, 1981 for the facilities acquired and constructed from the proceeds of the First Mortgage Bonds of 1981. On December 15, 1993, BFBC assigned its rights and interests under the Lease to FWIABC.

Semi-annual lease-purchase payments are due June 28 and December 28 for the facilities, and are made by the Authority to FWIABC in an amount equal to the lesser of \$164,136, or \$1,500 plus an amount which when added to the Sinking Fund balance equals the required principal and interest due on or before the July 1 or January 1 following such June 28 or December 28, respectively. These lease-purchase payments are considered general obligation debt of the Authority and, accordingly, are partially funded by tax levies.

The Authority has the option to purchase the facilities on any rental payment date at an amount necessary to retire the 1993 Refunding Bonds in accordance with their terms, plus any liquidation costs at the time the option is exercised.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The Trustee, as assignee of FWIABC, retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

Debt Defeasance

The Authority has no outstanding defeased debt.

Annual debt service requirements to maturity for revenue bonds are as follows as of December 31, 1999:

Debt Service Requirements

Years ending December 31:	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2000	\$ 2,210,000	\$ 2,844,218	\$ 5,054,218
2001	2,725,000	2,721,230	5,446,230
2002	2,865,000	2,582,241	5,447,241
2003	3,015,000	2,441,066	5,456,066
2004	3,175,000	2,290,930	5,465,930
Thereafter	<u>41,160,000</u>	<u>15,330,230</u>	<u>56,490,230</u>
	55,150,000	28,209,915	83,359,915
Less: Unamortized discount, premium and deferred amount.	<u>602,984</u>	<u>---</u>	<u>602,984</u>
	<u>\$54,547,016</u>	<u>\$28,209,915</u>	<u>\$82,756,931</u>

Annual debt service requirements to maturity for general obligation bonds are as follows as of December 31, 1999:

Years ending December 31:	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2000	\$ 225,000	\$ 14,015	\$ 239,015
2001	<u>120,000</u>	<u>2,970</u>	<u>122,970</u>
	<u>\$ 345,000</u>	<u>\$ 16,985</u>	<u>\$ 361,985</u>

Other debt consists of a non-interest bearing note for \$67,505 for utility power conversion. The debt amount includes imputed interest of \$3,261 at an effective interest rate of 5 percent. This debt is repaid with monthly payments of \$2,935 through November 30, 2001. In addition, during 1998, the Authority entered into a financing agreement for \$83,079 to construct entrance lights to its Air Trade Center. The financing agreement bears interest at 5.54 percent. The debt will be repaid with monthly principal and interest payments of \$1,581 through November 16, 2003. At December 31, 1999, the remaining balance is \$66,666. During 1999, the Authority received a non-interest bearing loan of \$166,000 from the City of Fort Wayne for Air Trade Center utility improvements. This loan will be repaid to the City at \$16,600 per year over a 10-year period.

NOTE 8 DEFERRED REVENUE

On June 22, 1993, the Authority entered into a 10-year License Agreement with APCOA, Inc. for APCOA to operate all public parking facilities located at Fort Wayne International Airport in exchange for license fees. As part of the agreement, APCOA agreed to pay \$1,300,000 of the license fees in advance to the Authority for improvements associated with the Loop Access Roadway and Parking Project.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The advance has been recorded as deferred revenue and is being amortized, according to the agreement, over the 10-year life of the agreement on a straight-line basis beginning July 1, 1993 and ending June 30, 2003. Since the lease inception, \$841,850 of this advance has been earned by the Authority, leaving \$458,150 as deferred revenue at December 31, 1999. During 1999, the Authority earned and recognized \$130,900 as parking revenue.

The Authority is contingently liable to APCOA, upon termination of the agreement, for the unamortized portion of the advance license fees.

NOTE 9 SEGMENT INFORMATION

The Authority maintains one enterprise fund and blends two component unit enterprise funds into the reporting entity. Financial segment information for the Authority, FWIABC and FWIAATCBC as of and for the year ended December 31, 1999 is presented below:

	<u>AUTHORITY</u>	<u>FWIABC</u>	<u>FWIAATCBC</u>	<u>ELIMINATIONS (*)</u>	<u>TOTALS</u>
Operating revenues	\$ 8,368,760	\$ ---	\$ ---	\$ ---	\$ 8,368,760
Depreciation expense	6,369,161	---	---	---	6,369,161
Operating loss	(3,401,999)	(1,561)	(15,367)	---	(3,418,927)
Tax revenues	3,361,218	---	---	---	3,361,218
Net income (loss)	(1,240,181)	(1,230)	312,943	---	(928,468)
Current equity					
contributions	1,190,405	---	---	---	1,190,405
Property & equipment					
Additions	48,444,220	---	---	---	48,444,220
Deletions	36,184,914	---	---	---	36,184,914
Investment in capital					
lease	---	21,704,737	25,023,829	(46,728,566)	---
Net working capital	12,581,837	---	---	---	12,581,837
Total assets	139,533,635	23,061,582	27,340,088	(49,674,943)	140,260,362
Obligations under					
capital lease	46,728,566			(46,728,566)	---
Bonds and other					
long-term debt:					
Payable from operating					
revenues	7,670,946	8,395,820	25,108,242	---	41,175,008
Payable from tax					
revenues	---	345,000	---	---	345,000
Payable from PFC					
revenues	---	13,668,917	---	---	13,668,917
Total Equity	81,072,840	2,064	713,987	---	81,788,891

* - Eliminations are for capital lease transactions and balances between the Authority and its component units, FWIABC and FWIAATCBC.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 10 COMMITMENTS AND CONTINGENCIES

Capital Improvements - At December 31, 1999, the Authority was obligated for completion of Air Trade Center and various smaller projects under commitments of approximately \$512,415 of which an estimated \$209,096 is eligible for reimbursement at 95 percent from the FAA and State of Indiana.

Rebatable Arbitrage - Based upon calculations through December 31, 1999, there are no rebatable arbitrage liabilities.

Environmental Investigation - The Environmental Protection Agency (EPA) contacted management of the Authority in 1988 regarding the dumping and burning of certain chemicals alleged to be hazardous materials. The EPA, through consulting engineers employed by it, has conducted an investigation of two sites at Fort Wayne International Airport. In late 1989, the EPA forwarded to the Authority a detailed analytical report on the engineers' findings. At this time the extent, if any, of remedial action which may be required cannot be ascertained until the Authority receives a summary of the report and recommendations from the EPA.

Concentration of Credit Risk - The Authority leases facilities to the airlines under certain leases and/or use agreements and to other businesses under agreements to operate concessions at the Airport. Accounts receivable and unbilled revenue balances relate primarily to these activities. Amounts due from the passenger airlines represent approximately 17 percent of the balances as of December 31, 1999, and 33 percent as of December 31, 1998. Due to the arrival of a new cargo carrier airline in 1999, concentration of credit risk has shifted. Amounts due from cargo carrier airlines represent approximately 32 percent of the accounts receivable balances as of December 31, 1999, but only 4 percent as of December 31, 1998.

Litigation - The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business. However, the Authority believes the ultimate outcome of these matters in the aggregate should not have a materially adverse effect on its financial position or results of operations.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 11 GRANTS AND CONTRIBUTIONS

Changes in grants and contributions are summarized as follows:

	<u>Federal</u> <u>Government</u>	<u>State & Local</u> <u>Government</u>	<u>Total</u>
Balances, January 1, 1998	\$ 42,558,077	\$ 4,308,604	\$ 46,866,681
1998 Additions (Deductions):			
Grants for specific projects . . .	3,015,180	166,901	3,182,081
Depreciation of property and equipment acquired by government grants and contributions	<u>(3,030,925)</u>	<u>(336,871)</u>	<u>(3,367,796)</u>
Balances, December 31, 1998	42,542,332	4,138,634	46,680,966
1999 Additions (Deductions):			
Grants for specific projects . . .	1,133,889	56,516	1,190,405
Depreciation of property and equipment acquired by government grants and contributions	<u>(3,036,079)</u>	<u>(328,083)</u>	<u>(3,364,162)</u>
Balances, December 31, 1999	<u>\$ 40,640,142</u>	<u>\$ 3,867,067</u>	<u>\$ 44,507,209</u>

NOTE 12 RENTAL INCOME UNDER OPERATING LEASES

A significant portion of the operating revenue of the Authority is generated through the leasing of airport and building space to airlines and others on a fixed fee as well as a contingent rental basis. Ownership risks are retained by the Authority and, accordingly, such leases are treated as operating leases.

The following is a schedule of minimum future rentals on noncancellable operating leases to be received in each of the next five years and thereafter:

Years ending December 31:	
2000	4,950,739
2001	4,454,931
2002	4,502,881
2003	4,181,412
2004	3,660,460
Later Years	34,978,901

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

The schedule above includes changes in rental rates that became effective on January 1, 2000. These rates are redetermined annually.

Contingent rentals and fees aggregated \$4,048,077 in 1999 and \$3,279,151 in 1998

Substantially all the assets classified under property and equipment in the balance sheet are held by the Authority for the purpose of rental or related use.

NOTE 13 MAJOR CUSTOMERS

The Authority receives significant operating revenue from one airline cargo carrier. Rentals, landing fees, apron fees and other revenues from this cargo carrier aggregated approximately 22 percent of operating revenues for the year ended December 31, 1999.

NOTE 14 SUBSEQUENT EVENT

On May 1, 2000, the airline cargo carrier that is identified as a major customer in note 13, filed voluntary petitions for reorganization, under the Chapter 11 Bankruptcy Code. The company announced, in a press release, ". . . the company and its subsidiaries, will seek to continue to operate their businesses in the ordinary course under the protection of the bankruptcy court while seeking to finalize a plan of reorganization to implement its anticipated restructuring." The effect, if any, that this action will have on the Authority in the future has not been determined at this time.

**REQUIRED SUPPLEMENTARY
INFORMATION (UNAUDITED)**



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Required Supplementary Information
Schedule of Funding Progress

Employees Retirement Plan

Actuarial Valuation Date	Actuarial Value of Assets (1)	Actuarial Accrued Liability (AAL) -Entry Age (2)	Unfunded Accrued Liability (2 - 1)	Funded Ratio (1 / 2)	Covered Payroll (3)	Unfunded Liability as a Percentage of Covered Payroll ((2 - 1)/3)
7/1/97	\$ 32,848	\$ 32,848	\$ 0	100.0%	\$1,959,219	0.00%
7/1/98	179,068	182,716	3,648	98.0	2,058,231	.18%
7/1/99	329,496	351,178	21,682	93.8	2,257,300	.96%

ENTERPRISE FUNDS COMBINING FINANCIAL STATEMENTS

Enterprise funds are used to account for operations financed and operated in a manner similar to private business enterprises. The Board intends that costs (i.e., expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges.

The Fort Wayne-Allen County Airport Authority (Authority) Fund - This fund is used to account for the activities of the Authority.

The Fort Wayne International Airport Building Corporation (FWIABC) Fund - This fund is used to account for the activities involving financing the construction of the Authority's Terminal Building Modernization, and Local Access Roads and Parking Facilities projects. This is a blended component unit of the Authority. Capital lease balances and transactions between the Authority and the FWIABC have been eliminated.

The Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC) Fund - This fund is used to account for the activities involving financing the construction of an air freight hub, aircraft maintenance facilities, air cargo sorting facilities, parking, fueling and related facilities within the Authority's Air Trade Center. This is a blended component unit of the Authority. Capital lease balances and transactions between the Authority and the FWIAATCBC have been eliminated.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUND
Combining Balance Sheet
December 31, 1999
(With Comparative Totals at December 31, 1998)

	Authority	FWIABC	FWIAATCBC	Totals	
				1999	1998
CURRENT ASSETS:					
Cash and cash equivalents.....	\$ 6,055,169	---	---	\$ 6,055,169	\$ 4,417,612
Investments.....	6,000,000	---	---	6,000,000	4,500,000
Accounts receivable, net of allowance.....	458,572	---	---	458,572	318,097
Unbilled revenue.....	462,803	---	---	462,803	409,821
Other receivables, net of allowance.....	139,702	---	---	139,702	173,976
Deposits and prepaid items.....	87,351	---	---	87,351	81,711
Total current assets.....	13,203,597	---	---	13,203,597	9,901,217
RESTRICTED ASSETS:					
Cash and cash equivalents.....	4,500,367	12,740	691,376	5,204,483	5,166,207
Investments.....	1,021,682	---	---	1,021,682	15,152,367
Passenger facility charge receivable.....	120,991	---	---	120,991	103,305
Federal and State grants receivable.....	933,421	---	---	933,421	412,209
Other receivables.....	6,897	14	22,611	29,522	470,080
Total restricted assets.....	6,583,358	12,754	713,987	7,310,099	21,304,168
PROPERTY AND EQUIPMENT, NET.....	118,880,287	---	---	118,880,287	112,913,756
OTHER ASSETS:					
Bond issue costs, less accumulated amortization of \$476,624 and \$367,931. 1999 and 1998, respective	866,379	---	-*	866,379	975,072
Total assets.....	\$ 139,533,621	\$ 12,754	\$ 713,987	\$ 140,260,362	\$ 145,094,213

	Authority	FWIABC	FWIAATCBC	Totals	
				1999	1998
CURRENT LIABILITIES:					
Accounts payable	\$ 333,623	---	---	\$ 333,623	\$ 667,346
Accrued liabilities.....	288,137	---	---	288,137	248,811
Total current liabilities	621,760	---	-	621,760	916,157
LIABILITIES PAYABLE FROM RESTRICTED ASSETS:					
Accounts payable	99,191	10,690	---	109,881	3,380,215
Current portion of long-term debt.....	2,500,026	---	---	2,500,026	1,842,571
Accrued interest on long-term debt.....	1,442,205	---	---	1,442,205	1,320,341
Total liabilities payable from restricted assets	4,041,422	10,690	---	4,052,112	6,543,127
LONG-TERM LIABILITIES:					
Deferred revenue.....	458,150	---	---	458,150	589,050
Accrued compensated absences.....	650,550	---	---	650,550	547,789
Total long-term liabilities	1,108,700	---	---	1,108,700	1,136,839
BONDS and OTHER LONG-TERM DEBT, NET	52,688,899	---	---	52,688,899	54,971,136
Total liabilities.....	58,460,781	10,690	---	58,471,471	63,567,259
EQUITY:					
Grants and contributions	44,507,209	---	---	44,507,209	46,680,966
Retained earnings.....	36,565,631	2,064	713,987	37,281,682	34,845,988
Total equity	81,072,840	2,064	713,987	81,788,891	81,526,954
Total liabilities and equity	\$ 139,533,621	\$ 12,754	\$ 713,987	\$ 140,260,362	\$ 145,094,213

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUNDS
Combining Statement of Revenues, Expenses and Changes in Retained Earnings
For the Year Ended December 31, 1999
(With Comparative Totals for the Year Ended December 31, 1998)

	Authority	FWIABC	FWIAATCBC	Totals	
				1999	1998
OPERATING REVENUES:					
Airfield.....	\$ 2,321,163	---	---	\$ 2,321,163	\$ 1,675,554
Buildings and grounds.....	1,747,276	---	---	1,747,276	634,555
Terminal.....	2,427,074	---	---	2,427,074	2,506,681
Parking.....	1,814,295	---	---	1,814,295	1,674,614
Reliever airport.....	58,952	---	---	58,952	56,720
Total operating revenues.....	8,368,760	--	---	8,368,760	6,548,124
OPERATING EXPENSES (including depreciation of \$6,369,161 and \$6,251,560, 1999 and 1998, respectively):					
Airfield.....	5,851,719	--	---	5,851,719	5,726,309
Buildings and grounds.....	788,129	--	15,367	803,496	722,920
Terminal.....	2,417,449	---	---	2,417,449	2,383,164
Parking.....	832,851	---	---	832,851	642,606
Reliever airport.....	123,178	---	---	123,178	125,290
Administration.....	1,757,433	1,561	---	1,758,994	1,623,803
Total operating expenses.....	11,770,759	1,561	15,367	11,787,687	11,224,092
LOSS FROM OPERATIONS.....	(3,401,999)	(1,561)	(15,367)	(3,418,927)	(4,675,968)
NONOPERATING REVENUES (EXPENSES):					
Property and other taxes.....	3,361,218	--	---	3,361,218	3,486,487
Passenger facility charge.....	941,382	--	---	941,382	950,735
Interest income.....	639,177	331	328,310	967,818	992,578
Interest expense.....	(2,774,531)	--	---	(2,774,531)	(1,893,070)
Gain on disposal of fixed assets.....	(5,428)	---	---	(5,428)	300
Net nonoperating revenues (expenses).....	2,161,818	331	328,310	2,490,459	3,537,030
NET INCOME (LOSS).....	(1,240,181)	(1,230)	312,943	(928,468)	(1,138,938)
Add: Depreciation on government-provided assets.....	3,364,162	---	---	3,364,162	3,367,796
INCREASE (DECREASE) IN RETAINED EARNING	2,123,981	(1,230)	312,943	2,435,694	2,228,858
RETAINED EARNINGS, BEGINNING OF YEAR.....	34,441,650	3,294	401,044	34,845,988	32,617,130
RETAINED EARNINGS, END OF YEAR.....	\$ 36,565,631	\$ 2,064	\$ 713,987	\$ 37,281,682	\$ 34,845,988

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUNDS
Combining Statement of Cash Flows
For the Year Ended December 31,1999
(With Comparative Totals for the Year Ended December 31,1998)

				Totals	
	Authority	FWIABC	FWIAATCBC	1999	1998
CASH FLOWS FROM OPERATING ACTIVITIES:					
Loss from operations.....	\$ (3,401,999)	\$ (1,561)	\$ (15,367)	\$ (3,418,927)	\$ (4,675,968)
Adjustments to reconcile operating loss to net cash provided by operating activities:					
Depreciation and amortization.....	6,477,854	---	---	6,477,854	6,330,870
Amortization of deferred revenue.....	(130,900)	---	---	(130,900)	(130,900)
Change in assets and liabilities:					
Accounts receivable and unbilled revenue.....	(193,457)	---	---	(193,457)	(51,853)
Other receivables.....	239,924	---	---	239,924	(222,640)
Deposits and prepaid items.....	(5,640)	---	---	(5,640)	(14,809)
Accounts payable.....	(23,604)	2,400	---	(21,204)	135,173
Accrued liabilities.....	142,087	---	---	142,087	121,651
Net cash provided by (used in) operating activities.....	3,104,265	839	(15,367)	3,089,737	1,491,524
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITY:					
Receipts of property and other taxes.....	3,150,640	--	---	3,150,640	3,065,435
CASH FLOWS FROM CAPITAL AM) RELATED FINANCING ACTIVITIES:					
Receipts of property and other taxes.....	200,376	---	---	200,376	425,083
Acquisition and construction of capital assets.....	(15,735,284)	---	---	(15,735,284)	(19,559,381)
Proceeds from sale of capital assets.....	1,744	---	---	1,744	300
Principal paid on bonds and other long-term debt.....	(1,842,571)	---	---	(1,842,571)	(9,739,641)
Interest paid on bonds and other long-term debt.....	(2,791,311)	---	---	(2,791,311)	(1,649,419)
Bond proceeds and other long-term debt.....	166,000	---	---	166,000	38,709,813
Bond issuance costs.....	---	---	---	0	(606,920)
Capital grant receipts.....	669,193	---	---	669,193	4,185,358
Passenger facility charge receipts.....	923,696	---	---	923,696	942,772
Net cash provided by (used in) capital and related financing activities.....	(18,408,157)	---	---	(18,408,157)	12,707,965
CASH FLOWS FROM INVESTING ACTIVITIES:					
Purchase of investment securities.....	(4,000,000)	---	---	(4,000,000)	(21,971,650)
Proceeds from sale and maturities of investment securities.....	16,630,685	---	---	16,630,685	9,221,783
Interest received on investments.....	619,524	361	593,043	1,212,928	697,710
Net cash provided by (used in) investing activities.....	13,250,209	361	593,043	13,843,613	(12,052,157)
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS..	1,096,957	1,200	577,676	1,675,833	5,212,767
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR.....	9,458,579	11,540	113,700	9,583,819	4,371,052
CASH AND CASH EQUIVALENTS, END OF YEAR.....	\$ 10,555,536	\$ 12,740	\$ 691,376	\$ 11,259,652	\$ 9,583,819
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:					
INVESTING ACTIVITIES:					
Increase (decrease) in deferred compensation assets.....	---	---	---	---	\$ (345,187)
CAPITAL AND RELATED FINANCING ACTIVITIES:					
Capital assets included in accounts payable.....	\$ 131,153	---	---	\$ 131,153	3,714,006
Capital assets included in other debt.....	---	---	---	---	83,079
Loss on disposal of property and equipment.....	7,172	---	---	7,172	--

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**OTHER SUPPLEMENTARY
INFORMATION**



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Debt Service Requirements to Maturity
December 31,1999**

	Principal		Interest		Total
2000	\$ 2,500,026		\$ 2,864,000		\$ 5,364,026
2001	2,909,657		2,727,401		5,637,058
2002	2,899,106		2,583,707		5,482,813
2003	3,048,520		2,441,538		5,490,058
2004	3,191,600		2,290,930		5,482,530
2005	3,351,600		2,130,291		5,481,891
2006	3,106,600		1,966,499		5,073,099
2007	3,276,600		1,808,820		5,085,420
2008	3,446,600		1,640,779		5,087,379
2009	2,851,600		1,471,484		4,323,084
2010	2,995,000		1,317,082		4,312,082
2011	3,165,000		1,148,533		4,313,533
2012	3,340,000		968,383		4,308,383
2013	3,525,000		779,788		4,304,788
2014	2,585,000		580,261		3,165,261
2015	1,550,000		471,163		2,021,163
2016	1,635,000		388,623		2,023,623
2017	1,720,000		300,775		2,020,775
2018	1,810,000		212,375		2,022,375
2019	1,900,000		120,750		2,020,750
2020	985,000		24,625		1,009,625
Totals	<u>\$ 55,791,909</u>	(1)	<u>\$ 28,237,807</u>		<u>\$ 84,029,716</u>

(1) Excludes unamortized discount, premium and deferred amount of \$602,984.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Schedule of Property and Equipment and Accumulated Depreciation
For the Year Ended December 31,1999

Property and Equipment (1)

Category	Balance at 01/01/99	Additions	Deletions (2)	Balance at 12/31/99
Land and easements.....	\$ 10,290,031	\$ 264,452		\$ 10,554,483
Runways and taxiways ...	71,401,812	7,957,744		79,359,556
Buildings	34,818,953	26,836,889	8,607	61,647,235
Roads and parking	7,190,423	1,196,915		8,387,338
Snow equipment.....	1,976,106	255,701		2,231,807
Vehicles.....	1,396,131	33,275	47,541	1,381,865
Other equipment.....	1,301,592	222,695	27,792	1,496,495
Master plans	604,882	142,337		747,219
Construction work in progress.	24,927,124	11,534,212	36,100,974	360,362
Total fixed assets.....	\$ 153,907,054	\$ 48,444,220	\$ 36,184,914	\$ 166,166,360

Accumulated Depreciation

Category	Balance at 01/01/99	Additions	Deletions (2)	Balance at 12/31/99
Runways and taxiways ...	\$ 26,159,696	\$ 3,648,858		\$ 29,808,554
Buildings	9,755,449	1,804,467	1,435	11,558,481
Roads and parking.....	1,569,342	389,415		1,958,757
Snow equipment.....	1,183,115	154,706		1,337,821
Vehicles.....	1,033,416	135,486	47,159	1,121,743
Other equipment.....	846,799	171,521	27,792	990,528
Master plans	445,481	64,708		510,189
Total depreciation.....	\$ 40,993,298	\$ 6,369,161	\$ 76,386	\$ 47,286,073

(1) Property and equipment is carried at cost except for assets assumed by the Authority at July 1, 1985, which are carried at cost, net of accumulated depreciation. Assets are depreciated using the straight-line method over their useful lives.

(2) Deletions consist of disposals and assets traded in as part of the purchase price for new assets.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Revenues - Budget and Actual
For the Year Ended December 31,1999**

Major Revenue Categories	1999 Actual			1999 Budget As Adjusted	Variance Favorable (Unfavorable)
	GAAP Basis	GAAP Adjustments	Cash Basis (1)		
Airfield use fees.....	\$ 2,292,996	\$ (260,859)	\$ 2,032,137	\$ 2,118,111	\$ (85,974)
Building rent and services.....	2,885,201	(1,004,724)	1,880,477	2,131,152	(250,675)
Land rent.....	341,250	465	341,715	312,001	29,714
Utilities.....	4,237	119	4,356	5,000	(644)
Parking.....	1,814,295	(195,902)	1,618,393	1,209,000	409,393
Auto rental.....	818,427	1,446	819,873	718,530	101,343
Restaurant and hotel.....	140,841	(17,092)	123,749	185,000	(61,251)
Other commissions.....	28,516	---	28,516	18,150	10,366
Interest income.....	967,818	(453,488)	514,330	415,000	99,330
Contractual reimbursements.....	5,383	21,995	27,378	50,000	(22,622)
Property and other taxes.....	4,302,600	(27,888)	4,274,712	4,219,183	55,529
Federal grant receipts.....	---	467,647	467,647	1,575,000	(1,107,353)
State grant receipts.....	---	201,546	201,546	87,500	114,046
Other income.....	37,614	52,883	90,497	500	89,997
Total.....	\$ 13,639,178	\$ (1,213,852)	\$12,425,326	\$ 13,044,127	\$ (618,801)

(1) Indiana state statutes require budgetary compliance accounting on a cash basis.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Schedule of Expenses-Budget and Actual
For the Year Ended December 31,1999

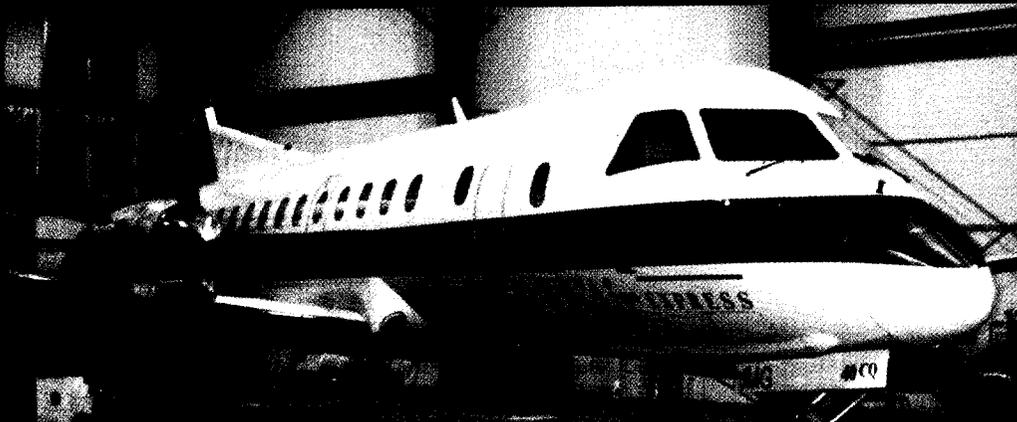
Major Expense Categories	1999 Actual				1999 Actual	1999 Revised Budget	Variance Favorable (Unfavorable)(2)
	GAAP Basis	GAAP Adjustments	Cash Basis (1)	Open Purchase Orders			
PERSONAL SERVICES:							
Salaries and wages.....	\$ 2,645,705	\$ (137,987)	\$ 2,507,718	\$ ---	\$ 2,507,718	\$ 2,682,914	\$ 175,196
Employee benefits.....	611,704	(130,793)	480,911	2,969	483,880	677,049	193,169
Total personal services.....	3,257,409	(268,780)	2,988,629	2,969	2,991,598	3,359,963	368,365
SUPPLIES.....	555,552	(1,277)	554,275	53,314	607,589	901,480	293,891
CONTRACTUAL SERVICES:							
Professional services.....	230,603	(20,685)	209,918	3,986	213,904	228,305	14,401
Utilities.....	366,519	31,608	398,127	135	398,262	517,211	118,949
Contracted repairs.....	170,715	(5,616)	165,099	7,438	172,537	210,199	37,662
Debt service payments.....	2,774,531	724,986	3,499,517	---	3,499,517	3,581,272	81,755
Other contracted services.....	843,156	(86,464)	756,692	53,600	810,292	929,658	119,366
Total contractual services.....	4,385,524	643,829	5,029,353	65,159	5,094,512	5,466,645	372,133
CAPITAL EXPENDITURES.....		2,381,007	2,381,007	1,158,212	3,539,219	4,816,130	1,276,911
DEPRECIATION EXPENSE.....	6,369,161	(6,369,161)	---	---	---	---	---
Totals.....	\$ 14,567,646	\$ (3,614,382)	\$ 10,953,264	\$ 1,279,654	\$ 12,232,918	\$ 14,544,218	\$ 2,311,300

(1) State of Indiana budgetary compliance requires cash expenditures plus purchase commitments not to exceed annual appropriations.

(2) Balance equals funds not committed by the Authority.

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State and local officials announce funding for Dalman Road project. This 4-lane limited access road will provide improved access to...



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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Revenues by Source, Expenses by Function and Net Income (Loss)
Last Ten Fiscal Years
(Accrual Basis)**

<u>Revenues:</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>	<u>1996</u>
Airfield	\$ 2,321,163	\$ 1,675,554	\$ 1,629,023	\$ 1,632,337
Buildings and grounds	1,747,276	634,555	635,519	632,035
Terminal	2,427,074	2,506,681	2,360,561	2,048,212
Parking	1,814,295	1,674,614	1,369,989	1,265,139
Reliever airport	58,952	56,720	47,932	43,765
	<u>8,368,760</u>	<u>6,548,124</u>	<u>6,043,024</u>	<u>5,621,488</u>
Interest	967,818	992,578	681,928	624,341
Property and other taxes	3,361,218	3,486,487	3,374,811	3,263,027
Passenger facility charge	941,382	950,735	921,450	911,094
Gain on disposal of fixed assets	---	300	7,228	8,112
	<u>13,639,178</u>	<u>11,978,224</u>	<u>11,028,441</u>	<u>10,428,062</u>
 <u>Expenses:</u>				
Airfield	1,936,416	1,839,200	1,625,851	1,379,656
Buildings and grounds	426,213	346,837	392,741	140,485
Terminal	912,252	883,158	598,868	747,474
Parking	418,263	288,838	318,108	268,849
Reliever airport	39,450	37,619	37,721	35,055
Administration	1,691,360	1,576,880	1,476,739	1,381,676
	<u>5,423,954</u>	<u>4,972,532</u>	<u>4,450,028</u>	<u>3,953,195</u>
Interest	2,774,531	1,893,070	1,587,175	1,688,992
Depreciation	6,369,161	6,251,560	5,619,786	5,253,341
	<u>14,567,646</u>	<u>13,177,162</u>	<u>11,656,989</u>	<u>10,895,528</u>
Extraordinary loss	---	---	---	---
Net income (loss)	<u>\$ (928,468)</u>	<u>\$ (1,138,938)</u>	<u>\$ (628,548)</u>	<u>\$ (467,466)</u>

1995	1994	1993	1992	1991	1990
\$ 1,702,110	\$ 1,621,711	\$ 1,689,844	\$ 1,689,588	\$ 2,934,252	\$ 2,251,427
598,147	553,234	799,069	936,170	1,598,365	4,223,366
1,715,947	1,525,962	1,558,723	1,398,331	1,346,292	1,295,391
1,230,305	1,064,132	929,689	881,114	912,035	946,935
46,269	49,285	53,714	38,317	26,071	31,145
5,292,778	4,814,324	5,031,039	4,943,520	6,817,015	8,748,264
766,180	751,757	451,389	231,212	283,145	298,854
3,319,825	3,146,233	3,145,078	2,918,096	2,811,643	2,616,777
921,116	989,323	372,758	---	---	---
---	---	---	---	---	---
10,299,899	9,701,637	9,000,264	8,092,828	9,911,803	11,663,895
1,543,318	1,273,015	1,304,313	1,144,246	1,347,886	1,380,297
183,301	161,945	284,122	168,803	454,486	213,015
841,940	618,445	575,127	604,827	568,733	669,034
319,413	402,480	132,822	126,965	95,379	73,637
53,445	47,141	78,750	67,262	110,791	44,426
1,347,817	1,230,386	1,517,040	1,322,853	1,117,367	964,407
4,289,234	3,733,412	3,892,174	3,434,956	3,694,642	3,344,816
1,579,949	584,880	909,370	1,007,082	1,098,059	1,182,228
4,736,887	3,720,851	3,549,061	3,311,337	3,168,779	1,935,044
10,606,070	8,039,143	8,350,605	7,753,375	7,961,480	6,462,088
---	---	(302,274)	---	---	---
\$ (306,171)	\$ 1,662,494	\$ 347,385	\$ 339,453	\$ 1,950,323	\$5,201,807

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Tax Levies and Collections
Last Ten Fiscal Years (1)
(Cash Basis)**

	1999	1998	1997	1996
Operating excise tax	\$ 284,385	\$ 279,410	\$ 214,850	\$ 267,641
Aircraft excise tax	18,160	17,281	18,607	18,518
Operating intangibles tax.....	29,494	26,370	26,438	26,642
Operating property tax.....	2,310,951	2,258,216	2,180,211	2,107,155
Debt service property tax.....	176,422	374,388	356,686	321,164
Debt service excise tax.....	21,703	46,323	44,844	41,556
Debt service intangibles tax.....	2,251	4,312	4,313	4,136
County option income tax.....	507,650	484,158	468,862	467,717
Total Authority tax receipts.....	\$ 3,351,016	\$ 3,490,518	\$ 3,374,811	\$ 3,260,595
Rate per \$100 of assessed valuation.....	\$ 0.0818	\$ 0.0886	\$ 0.0884	\$ 0.0878

(1) All tax receipts are shown on a cash basis

**Allen County Property Tax
Levies and Collections
Last Ten Fiscal Years (1)**

	1999	1998	1997	1996
Total tax levy	\$ 298,675,890	\$ 290,175,549	\$ 219,745,416	\$ 267,705,753
Current tax collections.....	291,491,902	287,919,723	276,816,607	255,058,209
Percent of levy collected.....	97.6%	99.2%	99.0%	95.3%
Delinquent tax collections.....	9,043,097	8,448,399	10,755,978	8,069,516
Total tax collections.....	300,540,999	296,368,122	287,512,585	263,121,125
Percent of total tax collections to levy.....	100.6%	102.1%	102.8%	98.3%
Outstanding delinquent taxes.....	13,339,890	11,020,067	10,358,645	11,910,180
Percent of delinquent taxes to levy.....	4.5%	3.8%	3.7%	4.4%

(1) The Authority does not maintain records of tax delinquencies. All taxes are collected and distributed by the Allen County Auditor.

1995	1994	1993	1992	1991	1990
\$ 279,999	\$ 263,283	\$ 270,998	\$ 275,384	\$ 274,619	\$ 305,938
16,833	20,995	21,403	26,184	22,818	32,589
26,397	25,225	25,596	24,866	25,783	2,302
2,019,319	1,969,491	2,002,015	1,857,111	1,766,865	1,668,780
302,123	420,595	462,013	451,216	384,499	404,619
41,892	56,225	65,497	66,909	59,775	74,179
3,949	5,387	6,186	6,042	5,611	558
633,500	383,757	291,370	210,384	271,613	127,812
<u>\$ 3,324,012</u>	<u>\$ 3,144,958</u>	<u>\$ 3,145,078</u>	<u>\$ 2,918,096</u>	<u>\$ 2,811,643</u>	<u>\$ 2,616,177</u>
\$ 0.0899	\$ 0.0949	\$ 0.0911	\$ 0.0972	\$ 0.0940	\$ 0.0945

1995	1994	1993	1992	1991	1990
\$ 244,854,049	\$ 239,125,956	\$ 211,936,097	\$ 203,003,330	\$ 188,526,505	\$ 173,316,679
238,631,064	232,500,074	212,963,706	194,620,371	181,168,964	170,223,388
97.5%	97.2%	97.7%	95.9%	96.1%	98.2%
8,902,255	7,982,597	6,992,067	5,716,515	5,704,713	3,617,622
247,533,314	240,482,671	219,955,173	200,336,886	186,813,677	173,901,009
101.1%	100.6%	100.9%	98.7%	99.1%	100.3%
9,944,084	10,559,042	11,730,989	11,818,617	10,957,914	10,636,554
4.1%	4.4%	5.4%	5.8%	5.8%	6.1%

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Assessed and Estimated Actual Value of Taxable Property
Last Ten Fiscal Years (3)**

Allen County	1999	1998	1997	1996
Total assessed value (1) (2).....	\$ 3,007,390,136	\$ 2,935,243,905	\$ 2,842,393,179	\$ 2,835,784,332
Estimated actual value.....	9,022,170,408	8,805,73 1,715	8,527,179,537	8,507,352,996

(1) Assessed values for real property for 1990 - 1995 represent 1990 values, and assessed values for 1996- 1999 represent 1995 values
The most recent reassessment for real property was completed in 1995.

(2) Assessed values for personal property are updated annually.

(3) Source: Allen County Auditor's Office.

**Property Tax Rates and Tax Levies
Direct and Overlapping Governments
Last Ten Years (2)**

Allen County	1999	1998	1997	1996
Rates per \$100 of assessed valuation (1):				
Airport Authority.....	\$ 0.0818	\$ 0.0886	\$ 0.0884	\$ 0.0878
Other municipal corporations.....	0.5670	0.5539	0.5291	0.4981
School districts.....	5.2169	5.3682	5.2963	5.1771
Allen County.....	1.2678	1.2167	1.1506	1.1171
City of Fort Wayne.....	1.8878	1.8242	1.8078	1.6323
State of Indiana.....	0.6490	0.5772	0.61 15	0.5795
Other.....	0.2594	0.2575	0.3585	0.3487
Totals.....	\$ 9.9297	\$ 9.8862	\$ 9.8422	\$ 9.4406
Levies:				
Airport Authority.....	\$ 2,460,046	\$ 2,599,755	\$ 2,513,805	\$ 2,489,819
Other municipal corporations.....	17,050,660	16,258,490	15,038,0 12	14,124,413
School districts.....	156,893,272	157,569,358	150,542,094	146,811,441
Allen County.....	38,126,494	35,711,934	32,705,062	31,678,814
City of Fort Wayne.....	56,774,815	53,544,929	51,384,749	46,288,800
State of Indiana.....	19,522,048	16,944,508	17,383,363	16,435,513
Other.....	7,789,828	7,546,575	10,178,391	9,876,953
Totals.....	\$ 298,617,163	\$ 290,175,549	\$ 219,745,476	\$ 267,705,753

(1) School districts, the City, municipal corporations, and other rates represent countywide averages

(2) Source: Allen County Auditor's Office

1995	1994	1993	1992	1991	1990
\$ 2,559,436,979 7,678,310,937	\$ 2,502,468,368 7,507,405,104	\$ 2,428,590,398 7,285,771,194	\$ 2,382,897,634 7,148,692,902	\$ 2,295,651,365 6,886,954,095	\$ 2,213,716,771 6,641,150,313

1995	1994	1993	1992	1991	1990
\$ 0.0899	\$ 0.0949	\$ 0.0971	\$ 0.0972	\$ 0.0940	\$ 0.0945
0.5320	0.5037	0.5087	0.4823	0.5521	0.5142
5.2439	4.9782	4.8005	4.3643	4.1650	3.9190
1.4260	1.6555	1.2336	1.2336	1.1706	1.1427
1.7246	1.7662	1.7518	1.7867	1.7363	1.7522
0.1535	0.1508	0.1497	0.1467	0.1280	0.1300
0.3971	0.4068	0.4327	0.4084	0.3663	0.2766

<u>\$ 9.5670</u>	<u>\$ 9.5561</u>	<u>\$ 8.9741</u>	<u>\$ 8.5192</u>	<u>\$ 8.2123</u>	<u>\$ 7.8292</u>
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\$ 2,301,727	\$ 2,372,917	\$ 2,358,952	\$ 2,324,904	\$ 2,157,912	\$ 2,091,447
13,616,459	12,603,689	12,354,430	11,493,297	12,674,365	11,382,611
134,213,444	124,577,108	116,583,979	103,996,539	95,614,044	86,756,360
36,497,356	41,427,297	29,959,423	29,396,158	26,872,894	25,295,925
44,140,985	44,199,822	42,544,505	42,574,400	39,859,116	38,789,605
3,930,091	3,775,665	3,636,820	3,496,923	2,938,433	2,876,843
10,153,987	10,169,458	10,497,988	9,721,109	8,409,741	6,123,888

<u>\$ 244,854,049</u>	<u>\$ 239,125,956</u>	<u>\$ 217,936,097</u>	<u>\$ 203,003,330</u>	<u>\$ 188,526,505</u>	<u>\$ 173,316,679</u>
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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Ratio of Net General Bonded Debt to Assessed Value
And Net Bonded Debt Per Capita
Last Ten Fiscal Years**

<u>Allen County</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>	<u>1996</u>
Assessed value (1).....	\$ 3,007,390,136	\$ 2,935,243,905	\$ 2,842,393,179	\$ 2,835,784,332
2% Limit.....	60,147,803	58,704,878	56,847,864	56,715,687
Gross general obligation debt.....	345,000	710,000	1,070,000	1,420,000
Less: Restricted debt service fund.....	218,626	413,359	396,929	406,016
Net debt (3).....	<u>\$ 126,374</u>	<u>\$ 296,641</u>	<u>\$ 673,071</u>	<u>\$ 1,013,984</u>
Percentage of net debt to assessed valuation.....	0.004%	0.010%	0.024%	0.036%
Percentage of net general obligation debt to limit.....	0.21%	0.51%	1.18%	1.79%
Population (2).....	300,836	300,836	300,836	300,836
Net debt per capita.....	\$ 0.42	\$ 0.99	\$ 2.24	\$ 3.37

(1) Assessed values for real property for 1990- 1995 represent 1990 values, and assessed values for 1996- 1999 represent 1995 values
The most recent reassessment for real property was completed in 1995.

(2) Population numbers are from the 1990 census.

(3) Debt items incurred prior to July 1, 1985 are assumed obligations from the City of Fort Wayne.

1995	1994	1993	1992	1991	1990
\$ 2,559,436,979	\$ 2,502,468,368	\$ 2,428,590,398	\$ 2,382,897,634	\$ 2,295,651,365	\$ 2,213,716,771
51,188,740	50,049,367	48,571,808	41,657,953	45,913,027	44,274,335
1,760,000	2,095,000	2,335,000	2,683,182	2,969,896	3,195,120
459,330	459,020	369,664	297,606	281,935	298,358
<u>\$ 1,300,670</u>	<u>\$ 1,635,980</u>	<u>\$ 1,965,336</u>	<u>\$ 2,385,576</u>	<u>\$ 2,687,961</u>	<u>\$ 2,896,762</u>
0.051%	0.065%	0.081%	0.100%	0.117%	0.131%
2.54%	3.21%	4.05%	5.01%	5.85%	6.54%
300,836	300,836	300,836	300,836	300,836	300,836
\$ 4.32	\$ 5.44	\$ 6.53	\$ 1.93	\$ 8.93	\$ 9.63

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Direct and Overlapping Bonded Debt and Bonding Limit
December 31, 1999 (1) (8)**

Governmental Unit	Net Assessed Valuation (5)	Bonding Limit		Bonds Outstanding
		Percent	Amount	
DIRECT DEBT:				
Airport Authority	\$ 3,007,390,136	2 %	\$ 60,147,803	\$ 345,000
OVERLAPPING DEBT:				
City of Fort Wayne.....	\$ 1,676,552,465	(3) 2	\$ 33,531,049	\$ 17,920,000
Municipal Corporations:				
Allen County Public Library	\$ 3,007,390,136	(4) 2	\$ 65,937,803	\$ 5,790,000
Public Transportation Corporation.....	\$ 1,897,972,462	2	37,959,449	---
Fort Wayne Park District.....	\$ 1,628,633,810	2	32,572,676	10,900,000
Fort Wayne Fire District.....	\$ 1,629,782,024	2	32,595,640	---
Redevelopment Commission.....	\$ 1,676,552,465	(7)		
General.....		2	33,531,049	---
Tax increment.....		(3)	---	11,035,000
Convention and Tourism Authority.....	\$ 3,007,390,136	(2)	---	---
Southwest Allen Fire District....	\$ 192,500,350	2	3,850,007	360,000
New Haven Park District.....	\$ 184,267,222	2	3,685,344	---
New Haven Annex	\$ 61,010	2	1,220	---
Total municipal corporations.....			\$ 210,133,190	\$ 28,085,000
Allen County.....	\$ 3,007,390,136	(6) 2	\$ 95,682,803	\$ 51,320,000
School Districts:				
Southwest Allen School District.....	\$ 480,700,499	(4) 2	\$ 85,864,010	\$ 76,396,160
East Allen School District.....	516,584,320	(4) 2	43,366,686	33,035,000
Fort Wayne Community Schools.....	1,806,799,317	(4) 2	71,115,986	36,276,759
Northwest Allen School District.....	203,306,000	(4) 2	62,246,120	59,180,000
Total school districts.....	\$ 3,007,390,136		\$ 262,592,803	\$ 204,887,919
Other Cities and Towns:				
Grabill	\$ 13,113,275	2	\$ 262,266	---
Huntertown.....	12,031,595	2	240,632	---
Leo/Cedarville.....	16,222,575	2	324,452	---
Monroeville.....	5,384,082	2	107,682	---
New Haven.....	112,903,499	(4) 2	3,553,070	5,230,000
Woodburn.....	7,720,113	2	154,402	70,000
Zanesville.....	425,600	2	8,512	---
Total other cities and towns.....	\$ 167,800,739		\$ 4,651,015	\$ 5,300,000

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Direct and Overlapping Bonded Debt and Bonding Limit
December 31,1999 (1) (8)**

Governmental Unit	Net Assessed Valuation (5)	Bonding Limit		Bonds Outstanding
		Percent	Amount	
Townships:				
Aboite.....	\$ 388,502,804	2 %	\$ 7,770,056	---
Adams.....	259,004,710	(4) 2	5,383,408	\$ 203,314
Cedar Creek.....	80,806,394	2	1,616,128	---
Eel River.....	20,785,720	2	415,714	---
Jackson.....	6,895,902	2	137,918	---
Jefferson.....	35,452,101	2	709,042	---
Lafayette.....	92,197,695	2	1,843,954	---
Lake.....	15,615,610	2	312,312	---
Madison.....	13,825,305	2	276,506	---
Marion.....	22,664,467	2	453,289	---
Maumee.....	17,786,211	2	355,724	---
Milan.....	47,066,545	2	941,331	---
Monroe.....	12,016,374	2	240,327	---
Perry.....	166,904,670	2	3,338,093	---
Pleasant.....	59,435,469	2	1,188,709	---
Scipio.....	3,341,312	2	66,826	---
Springfield.....	21,815,722	(4) 2	1,034,615	627,505
St. Joseph.....	461,318,509	2	9,226,370	---
Washington.....	583,470,006	2	11,669,400	---
Wayne.....	698,484,610	2	13,969,692	1,357,568
Total townships.....	\$ 3,007,390,136		\$ 60,949,417	\$ 2,188,387
Total overlapping debt.....				<u>\$ 309,701,306</u>
Total direct and overlapping debt.....				<u>\$ 310,046,306</u>

- (1) Excludes all revenue bonds not payable from ad valorem property taxes.
- (2) No bonding authority.
- (3) 2% statutory limit on debt for Park Districts (included in the City of Fort Wayne). No limit on Redevelopment Districts for tax increment bonds.
- (4) The statutory 2% limit on the debt of a municipal corporation does not apply to any debt that is incurred by a building corporation for constructing facilities to be leased to a municipal corporation at a payment level that will at least cover the corporation's annual debt service requirement. The bonding limit shown is the sum of the statutory limit plus the outstanding building corporation debt.
- (5) The assessed valuation numbers represent amounts certified to the State Board of Tax Commissioners as of January 1, 1999.
- (6) Includes debt payable from Food and Beverage Tax. The bonding limit shown is the sum of the statutory limit plus the outstanding debt payable by the Food and Beverage Tax.
- (7) Tax increment bonds are not payable from the full faith and credit of the Redevelopment District.
- (8) Source: Allen County Auditor's Office.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Ratio of Annual Debt Service to Total General Expenditures
Last Ten Fiscal Years (2)**

	1999	1998	1997	1996
Principal	\$ 1,842,571	\$ 1,739,641	\$ 1,728,198	\$ 1,476,826
Interest (1) (3).....	1,674,939	1,542,971	1,586,644	1,130,304
Total debt service.....	<u>\$ 3,517,510</u>	<u>\$ 3,282,612</u>	<u>\$ 3,314,842</u>	<u>\$ 2,607,130</u>
 Total general expenses (1)	 \$ 14,752,651	 \$ 13,344,849	 \$ 11,709,931	 \$ 10,928,590
Subtract: Depreciation and gain or loss on disposal of property and equipment	6,374,589	6,251,260	5,612,558	5,245,229
Add: Principal	1,842,571	1,739,641	1,728,198	1,476,826
 Total general expenditures.....	 <u>.. \$ 10,220,633</u>	 <u>\$ 8,833,230</u>	 <u>\$ 7,825,571</u>	 <u>\$ 7,160,187</u>
 Ratio of debt service to total general expenditures.....	 <u>0.344</u>	 <u>0.372</u>	 <u>0.424</u>	 <u>0.364</u>

(1) Includes capitalized interest.

(2) Includes all long-term debt assumed by the Authority from the City of Fort Wayne on July 1, 1985.

(3) Excludes interest paid on July 1, 1996 for the 1994 Airport Improvement Bonds, and interest paid in 1998 and 1999 for the 1998 First Mortgage Bonds. The interest amounts excluded were paid from bond proceeds.

1995	1994	1993	1992	1991	1990
\$ 1,322,176	\$ 1,555,000	\$ 1,509,227	\$ 1,268,099	\$ 1,151,279	\$ 1,090,270
742,341	864,047	779,903	983,787	1,056,967	1,182,228
<u>\$ 2,064,517</u>	<u>\$ 2,419,047</u>	<u>\$ 2,289,130</u>	<u>\$ 2,251,886</u>	<u>\$ 2,208,246</u>	<u>\$ 2,272,498</u>
\$ 10,874,005	\$ 9,151,787	\$ 8,552,332	\$ 7,717,999	\$ 7,961,480	\$ 6,462,088
4,737,185	3,720,851	3,836,804	3,508,307	3,168,779	1,935,044
<u>1,322,176</u>	<u>1,555,000</u>	<u>1,509,227</u>	<u>1,268,099</u>	<u>1,151,279</u>	<u>1,090,270</u>
<u>\$ 7,458,996</u>	<u>\$ 6,985,936</u>	<u>\$ 6,224,755</u>	<u>\$ 5,477,791</u>	<u>\$ 5,943,980</u>	<u>\$ 5,617,314</u>
<u>0.277</u>	<u>0.346</u>	<u>0.368</u>	<u>0.411</u>	<u>0.372</u>	<u>0.405</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Debt Service Coverage
Last Ten Fiscal Years**

Gross Revenues:	1999	1998	1997	1996
Airfield	\$ 2,321,163	\$ 1,675,554	\$ 1,629,023	\$ 1,632,337
Buildings and grounds.....	1,747,276	634,555	635,519	632,035
Terminal	2,427,074	2,506,681	2,360,561	2,048,212
Parking.....	1,814,295	1,674,614	1,369,989	1,265,139
Reliever airport.....	58,952	56,720	47,932	43,765
Interest income.....	967,818	992,578	681,928	624,341
Property and other taxes.....	3,361,218	3,486,487	3,374,811	3,263,027
Passenger facility charge	941,382	950,735	921,450	911,094
Gain on disposal of fixed assets.....	---	300	7,228	8,112
	13,639,178	11,978,224	11,028,441	10,428,062
Less: Amortization of deferred revenue.....	130,900	130,900	130,900	130,900
	\$ 13,508,278	\$ 11,847,324	\$ 10,897,541	\$ 10,297,162
 <u>Operating Expenses:</u>				
Airfield	\$ 1,936,416	\$ 1,839,200	\$ 1,625,851	\$ 1,379,656
Buildings and grounds.....	426,213	346,837	392,741	140,485
Terminal	912,252	883,158	598,868	747,474
Parking.....	418,263	288,838	318,108	268,849
Reliever airport.....	39,450	37,619	37,721	35,055
Administration.....	1,691,360	1,576,880	1,476,739	1,381,676
	5,423,954	4,972,532	4,450,028	3,953,195
Less: Non-cash items.....	108,693	79,310	64,950	70,915
	5,315,261	4,893,222	4,385,078	3,882,280
Net revenues available for debt service.....	\$ 8,193,017	\$ 6,954,102	\$ 6,512,463	\$ 6,414,882
 <u>Debt Service Requirements:</u>				
Revenue bond and other long-term debt(1)..	\$ 3,133,353	\$ 2,856,705	\$ 2,873,765	\$ 2,193,173
General obligation debt(2)	384,157	247,828	405,858	413,958
	\$ 3,517,510	\$ 3,104,533	\$ 3,279,623	\$ 2,607,131
Debt service coverage	232.92%	224.00%	198.57%	246.05%

(1) Includes Revenue Bonds of 1985; Fort Wayne International Airport Building Corporation Airport Improvement Bonds of 1993 and 1994; Revenue Refunding Bonds of 1995; Revenue Bonds of 1998; and excludes interest from 1994 Airport Improvement Bonds paid on July 1, 1996; and interest paid in 1998 and 1999 for the 1998 First Mortgage Bonds, which were paid from Bond proceeds.

(2) Includes Airport Improvement General Obligation Bonds of 1979 and Fort Wayne International Airport Building Corporation First Mortgage Bonds of 1993.

	1995	1994	1993	1992	1991	1990
\$	1,702,110	\$ 1,621,711	\$ 1,689,844	\$ 1,689,588	\$ 2,934,252	\$ 2,251,427
	598,147	553,234	799,069	936,170	1,598,365	4,223,366
	1,715,947	1,525,962	1,558,723	1,398,331	1,346,292	1,295,391
	1,230,305	1,064,132	929,689	881,114	912,035	946,935
	46,269	49,285	53,714	38,317	26,071	31,145
	766,180	751,757	451,389	231,212	283,145	298,854
	3,319,825	3,146,233	3,145,078	2,918,096	2,811,643	2,616,777
	921,116	989,323	372,758	---	---	---
	---	---	---	---	---	---
	10,299,899	9,701,637	9,000,264	8,092,828	9,911,803	11,663,895
	130,900	130,900	56,450	---	---	---
\$	<u>10,168,999</u>	<u>9,570,737</u>	<u>8,943,814</u>	<u>8,092,828</u>	<u>9,911,803</u>	<u>11,663,895</u>
\$	1,543,318	\$ 1,273,015	\$ 1,304,313	\$ 1,144,246	\$ 1,347,886	\$ 1,380,297
	183,301	161,945	284,122	168,803	454,486	213,015
	841,940	618,445	575,127	604,827	568,733	669,034
	319,413	402,480	132,822	126,965	95,379	73,637
	53,445	47,141	78,750	67,262	110,791	44,426
	1,347,817	1,230,386	1,229,297	1,125,883	1,117,367	964,406
	4,289,234	3,733,412	3,604,431	3,237,986	3,694,642	3,344,815
	70,086	66,435	291,969	---	---	44,059
	4,219,148	3,666,977	3,312,462	3,237,986	3,694,642	3,300,756
\$	<u>5,949,851</u>	<u>5,903,760</u>	<u>5,631,352</u>	<u>4,854,842</u>	<u>6,217,161</u>	<u>8,363,139</u>
\$	1,638,202	\$ 2,071,343	\$ 1,794,922	\$ 1,743,390	\$ 1,745,982	\$ 1,789,152
	426,315	347,704	494,208	508,496	462,264	483,346
\$	<u>2,064,517</u>	<u>2,419,047</u>	<u>2,289,130</u>	<u>2,251,886</u>	<u>2,208,246</u>	<u>2,272,498</u>
	288.20%	244.05%	246.00%	215.59%	281.54%	368.02%

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Allen County Demographic Statistics (1)

Population Age Distribution-Nominal Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
1990	96,505	116,529	53,678	34,124	300,836
1980	100,553	111,089	63,811	28,074	303,527
1970	113,038	90,719	61,065	23,874	288,696
1960	92,647	75,762	44,312	19,475	232,196
1950	59,196	71,288	38,452	14,786	183,722
1940	49,377	63,129	32,108	11,010	155,624

Population Age Distribution-Relative Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
1990	32.08%	38.74%	17.84%	11.34%	100.00%
1980	33.13	36.60	21.02	9.25	100.00
1970	39.16	31.42	21.15	8.27	00.00
1960	39.90	32.63	19.08	8.39	00.00
1950	32.22	38.80	20.93	8.05	00.00
1940	31.73	40.57	20.63	7.07	100.00

(1) Source: Allen County Public Library. (1990 - Census figures)

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Allen County
Property Values and Construction
Last Ten Fiscal Years**

Building Permits (1)				
	Number Issued	Value of Buildings	Average Building Cost	Property Value (2)
1999	2,022	\$ 303,302,745	166,650	\$ 9,197,246,121
1998	1,936	295,367,138	152,566	8,805,731,715
1997	1,623	245,030,183	150,974	8,527,179,537
1996	1,772	249,646,140	140,884	8,507,352,996
1995	1,706	222,201,741	130,247	7,678,310,937
1994	1,678	213,868,147	127,454	7,507,405,104
1993	1,599	206,679,329	129,255	7,285,771,194
1992	1,547	180,902,000	116,937	7,148,692,902
1991	1,343	130,845,000	97,427	6,886,954,095
1990	1,246	130,182,070	104,480	6,641,150,313

(1) New single-family residences and duplexes. Source: Allen County Building Department

(2) Property value is estimated actual value, i.e., assessed valuation times three.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Allen County
Principal Taxpayers and Employers
December 31,1999**

<u>Principal Taxpayers - Name (1)</u>	<u>Type of Business</u>	<u>1999 Net Assessed Valuation (2)</u>	<u>Percent of Total Assessed Valuation</u>
General Motors - Truck & Bus Group	Manufacturing	\$ 84,088,070	2.7 %
General Telephone North	Utility	42,137,660	1.4
Dana Corporation	Manufacturing	35,735,210	1.2
Indiana Michigan Power	Utility	30,901,110	1.0
Uniroyal BF Goodrich	Manufacturing	24,149,110	0.8
General Electric Company	Manufacturing	21,331,700	0.7
Lake County Trust/Landau & Hayden	Property Development	19,357,370	0.6
IOM Health Systems	Insurance	19,048,210	0.6
Slater Steel	Manufacturing	17,170,560	0.6
Northern Indiana Public Service Co.	Utility	15,969,700	0.5
Total of Ten Largest Taxpayers		\$ 309,888,700	10.1 %

<u>Principal Employers - Name (3)</u>	<u>Type of Business</u>	<u>Number of Employees</u>	<u>Percent of Total Employment</u>
Fort Wayne Community Schools	Education	3,492	1.3 %
General Motors - Truck & Bus Group	Manufacturing	3,050	1.2
Lincoln National Corporation	Insurance	2,811	1.1
Dana Corporation, Spicer Axle Division	Manufacturing	2,516	0.9
Parkview Memorial Hospital	Health Care	2,499	0.9
GTE Telephone Operations	Utility	2,417	0.9
ITT Aerospace/Communications Division	Manufacturing	2,004	0.8
The City of Fort Wayne	City Management	1,960	0.7
Raytheon Systems Company	Manufacturing	1,550	0.6
Allen County Government	County Management	1,504	0.6
Total of Ten Largest Employers			9.0 %

(1) Source: Allen County Auditor's Office.

(2) Represents assessed valuations for taxes due and payable in 1999.

(3) Source: The Greater Fort Wayne Chamber of Commerce.

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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Fort Wayne International Airport
Enplaned Passengers
(Listed by Current Rank)**

Airline	1999	Percent of Total 1999	1998	1997	1996
COMAIR	69,560	19.83 %	46,577	35,149	31,185
American Eagle	59,679	17.01	69,676	62,068	63,106
United Express	49,655	14.15	46,987	44,542	46,630
Chautaugua Airlines, Inc.	46,627	13.29	50,006	46,098	42,447
Northwest	39,526	11.27	34,069	35,598	43,557
Mesaba	34,463	9.82	24,218	18,477	16,957
Trans World Express	17,106	4.88	18,462	19,624	15,817
Continental Express	15,323	4.37	13,520	14,277	12,808
ASA	13,075	3.73	---	---	---
Charter	5,837	1.66	4,730	4,804	2,965
Delta (1)	---	---	46,296	59,895	62,935
US Air (1)	---	---	---	---	640
Jetstream International (1)	---	---	---	---	---
Direct Air (1)	---	---	---	---	---
Midway Commuter (1)	---	---	---	---	---
American (1)	---	---	---	---	---
Total	350,851	100.00 %	354,541	340,532	339,047

1995	1994	1993	1992	1991	1990
38,274	35,172	36,097	35,078	29,386	26,203
68,145	80,956	73,795	65,630	54,912	30,890
48,823	54,226	54,374	60,482	59,287	65,823
7,933	7,562	---	---	---	---
42,769	39,529	44,772	45,598	45,530	56,461
14,760	10,592	5,573	5,014	3,627	---
13,166	3,746	---	---	---	---
---	---	---	---	---	---
---	---	---	---	---	---
3,134	3,260	1,618	1,169	676	1,834
56,613	57,911	57,421	51,193	43,164	45,582
43,878	35,907	37,255	37,847	45,958	45,849
2,552	11,519	13,991	13,695	12,665	16,965
---	4,132	4,966	2,658	---	383
---	---	---	---	3,461	10,738
---	---	---	---	---	30,316
<u>340,047</u>	<u>344,512</u>	<u>329,862</u>	<u>318,364</u>	<u>298,666</u>	<u>331,044</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Fort Wayne International Airport
Airline Landing Weights (2)
(Listed by Current Rank Within Category)**

Scheduled Air Carriers:	1999	Percent of Total 1999	1998	1997	1996
American (1)	---	0.00 %	---	---	---
Charter	10,039,800	1.51	10,453,000	9,149,667	7,741,281
ASA	17,601,000	2.66	---	---	--
Continental Express	19,671,000	2.97	20,418,000	23,420,248	24,741,810
Trans World Express	23,015,336	3.47	26,577,133	29,284,873	27,746,138
Mesaba	55,561,400	8.38	42,945,800	32,084,200	31,541,900
American Eagle	66,589,329	10.05	81,144,297	77,238,040	75,859,480
United Express	66,904,200	10.09	65,138,400	65,628,900	72,005,400
Chautauqua	74,501,000	11.24	71,778,400	73,353,900	72,303,100
Northwest	85,864,100	12.95	79,180,200	85,691,200	91,228,300
COMAIR	102,845,000	15.52	70,913,400	53,757,700	43,401,900
Delta (1)	---	0.00	112,314,500	143,841,500	141,728,000
US Air (1)	---	0.00	---	---	1,561,000
Jetstream International (1)	---	0.00	---	---	---
Direct Air (1)	---	0.00	---	---	---
Midway Commuter (1)	---	0.00	---	---	---
Subtotal	522,592,165	78.84	580,863,130	593,450,228	589,858,309
Cargo Carriers:					
Federal Express	70,923,000	7.12	47,207,000	41,869,500	42,006,500
United Parcel Service	94,495,500	13.69	90,741,500	72,119,000	51,634,500
Kitty Hawk International	400,822,566	60.47	---	---	---
American International (1)	---	0.35	2,316,682	1,663,402	795,588
Burlington Air Express (1)	--	0.00	---	---	---
Subtotal	566,241,066	81.63	140,265,182	115,651,902	94,436,588
Grand Total	1,088,833,231	100.00 %	721,128,312	709,102,130	684,294,897

(1) No longer serves Fort Wayne International Airport.

(2) Expressed in pounds.

1995	1994	1993	1992	1991	1990
38,274	35,172	36,097	35,078	29,386	26,203
68,145	80,956	73,795	65,630	54,912	30,890
48,823	54,226	54,374	60,482	59,287	65,823
7,933	7,562	---	---	---	---
42,769	39,529	44,772	45,598	45,530	56,461
14,760	10,592	5,573	5,014	3,627	---
13,166	3,746	---	---	---	---
---	---	---	---	---	---
---	---	---	---	---	---
3,134	3,260	1,618	1,169	676	1,834
56,613	57,911	57,421	51,193	43,164	45,582
43,878	35,907	37,255	37,847	45,958	45,849
2,552	11,519	13,991	13,695	12,665	16,965
---	4,132	4,966	2,658	---	383
---	---	---	---	3,461	10,738
---	---	---	---	---	30,316
<u>340,047</u>	<u>344,512</u>	<u>329,862</u>	<u>318,364</u>	<u>298,666</u>	<u>331,044</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Fort Wayne International Airport
Airline Landing Weights (2)
(Listed by Current Rank Within Category)**

Scheduled Air Carriers:	1999	Percent of Total 1999	1998	1997	1996
American (1)	---	0.00 %	---	---	---
Charter	10,039,800	1.51	10,453,000	9,149,667	7,741,281
ASA	17,601,000	2.66	---	---	---
Continental Express	19,671,000	2.97	20,418,000	23,420,248	24,741,810
Trans World Express	23,015,336	3.47	26,577,133	29,284,873	27,746,138
Mesaba	55,561,400	8.38	42,945,800	32,084,200	31,541,900
American Eagle	66,589,329	10.05	81,144,297	77,238,040	75,859,480
United Express	66,904,200	10.09	65,138,400	65,628,900	72,005,400
Chautauqua	74,501,000	11.24	71,778,400	73,353,900	72,303,100
Northwest	85,864,100	12.95	79,180,200	85,691,200	91,228,300
COMAIR	102,845,000	15.52	70,913,400	53,757,700	43,401,900
Delta (1)	---	0.00	112,314,500	143,841,500	141,728,000
US Air (1)	---	0.00	---	---	1,561,000
Jetsream International (1)	---	0.00	---	---	---
Direct Air (1)	---	0.00	---	---	---
Midway Commuter (1)	---	0.00	---	---	---
Subtotal	522,592,165	78.84	580,863,130	593,450,228	589,858,309
Cargo Carriers:					
Federal Express	70,923,000	7.12	47,207,000	41,869,500	42,006,500
United Parcel Service	94,495,500	13.69	90,741,500	72,119,000	51,634,500
Kitty Hawk International	400,822,566	60.47	---	---	---
American International (1)	---	0.35	2,316,682	1,663,402	795,588
Burlington Air Express (1)	---	0.00	---	---	---
Subtotal	566,241,066	81.63	140,265,182	115,651,902	94,436,588
Grand Total	1,088,833,231	100.00 %	721,128,312	709,102,130	684,294,897

(1) No longer serves Fort Wayne International Airport

(2) Expressed in pounds.

1995	1994	1993	1992	1991	1990
---	---	---	---	---	72,140,000
7,655,720	5,893,500	6,594,300	6,086,010	4,110,000	5,549,200
---	---	---	---	---	---
---	---	---	---	---	---
21,829,073	4,729,527	---	---	---	---
30,585,700	15,456,400	9,418,300	10,016,000	7,336,000	---
83,551,910	87,970,909	97,167,203	86,679,977	75,849,616	40,776,553
84,954,600	100,552,500	112,773,034	182,100,100	191,278,650	180,991,150
13,762,000	13,398,000	---	---	---	---
88,175,700	91,456,900	93,777,400	91,758,000	101,737,400	112,003,800
58,398,700	57,819,600	59,032,900	58,278,900	54,554,600	42,152,000
149,636,500	163,156,500	152,149,000	148,988,000	147,530,000	148,252,000
86,139,900	79,800,300	88,146,500	97,883,300	103,649,400	102,918,700
2,933,350	14,628,000	23,377,050	21,074,350	20,137,200	27,499,500
---	12,937,100	32,324,800	24,002,000	---	3,100,000
---	---	---	---	6,783,269	22,449,107
627,623,153	647,799,236	674,760,487	726,866,637	712,966,135	757,832,010
41,830,500	43,841,000	43,574,000	43,747,000	42,257,500	42,158,500
56,543,500	76,937,500	48,235,000	41,483,500	37,681,000	38,066,000
---	---	---	---	---	---
11,455,848	26,203,142	---	---	---	---
---	---	---	---	812,839,680	1,239,902,220
109,829,848	146,981,642	91,809,000	85,230,500	892,778,180	1,320,126,720
737,453,001	794,780,878	766,569,487	812,097,137	1,605,744,315	2,077,958,730

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Aircraft Operations (3) (4)

Fort Wayne International Airport:

Type of Operation	1999	Percent of Total 1999	1998	1997	1996
Air Carrier (1)	11,568	10.7 %	12,990	11,568	11,698
Air Taxi (2)	24,342	22.5	24,674	24,342	23,998
General Aviation	57,441	53.1	63,835	57,441	57,965
Military	6,182	5.7	5,935	6,182	6,453
Subtotal-International	99,533	92.1	107,434	99,533	100,114

Smith Field Airport:

Air Taxi (2)	160	0.1	224	426	312
General Aviation	11,907	11.0	8,349	6,530	7,358
Subtotal-Smith Field	8,573	7.9	8,573	6,956	7,670
Total Airport Authority	108,106	100.0 %	116,007	106,489	107,784

(1) Aircraft that seat, or are capable of seating, 60 or more passengers.

(2) Aircraft that seat, or are capable of seating, less than 60 passengers.

(3) An aircraft operation can be either a landing or a take-off.

(4) Sources: Fort Wayne International Airport FAA Air Traffic Control Tower; Bowman Aviation, Smith Field

1995	1994	1993	1992	1991	1990
14,961	13,197	12,124	15,074	23,374	26,927
19,165	17,047	18,699	17,188	13,345	18,206
57,598	55,851	60,219	57,309	53,209	59,635
7,150	8,605	9,428	11,857	7,689	7,478
98,874	94,700	100,470	101,428	97,617	112,246
1,090	3,157	3,058	3,390	3,328	4,141
8,818	13,141	15,928	18,131	20,386	25,933
9,908	16,298	18,986	21,521	23,714	30,074
<u>108,782</u>	<u>110,998</u>	<u>119,456</u>	<u>122,949</u>	<u>121,331</u>	<u>142,320</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Insurance in Force
At December 31,1999**

Name of Carrier	Policy Number	Policy Period
Westchester Fire Insurance Company	APN649397	06/11/99 to 06/11/00
Federal Insurance Company	3534-90-98 IND	06/14/99 to 06/14/00
Great Northern Insurance Ckcompany	BAP(00)7323-86-43	06/14/99 to 06/14/00
Century Insurance Company	001000001228099	06/14/99 to 06/14/00
Coregis Insurance Company	POI-000066-4	10/21/99 to 10/21/00
Reliance Insurance Company	B 1729759	09/26/99 to 09/26/00
Cincinnati Insurance Company	BEP2644885	03/02/00 to 03/02/05
Annual Premium Total		

Description of Coverage	Liability Limits	Annual Premium
Airport and Non-owned Aircraft Liability Arising out of Airport Operations	\$50,000,000 Deductible = \$2,500/Occurrence, \$5,000 Aggregate	\$ 35,000
Property Insurance Personal Property, Electronic Data Processing and Other Equipment	Value = \$44,034,400 Property Deductible = \$5,000 Equipment Deductible = \$500 Blanket BI = \$5,000,000 Earthquake = \$5,000,000 Deductible = \$50,000 Flood = \$5,000,000 Deductible = \$50,000	49,149
Automobile Liability and Physical Damage	BI/PD = \$2,000,000 Medical = \$5,000 Uninsured Motorists = \$1,000,000 Underinsured Motorists = \$1,000,000 Deductible for Comprehensive = \$100 Deductible for Collision = \$500 Deductible for Fire Trucks and Sweepers = Comprehensive/Collision \$1,000/\$2,500	21,600
Workers' Compensation	Statutory Benefits Employers Accident Liability - \$1 00,000 Employers Disease Liability - \$500,000	22,264
Public Officials Liability Errors & Omissions	\$1,000,000 Deductible = \$7,500	7,293
Public Officials Bond	\$30,000	235
Boiler and Machinery	\$1,000,000 Deductible = \$1,000	5,040
		<u>\$ 140,581</u>

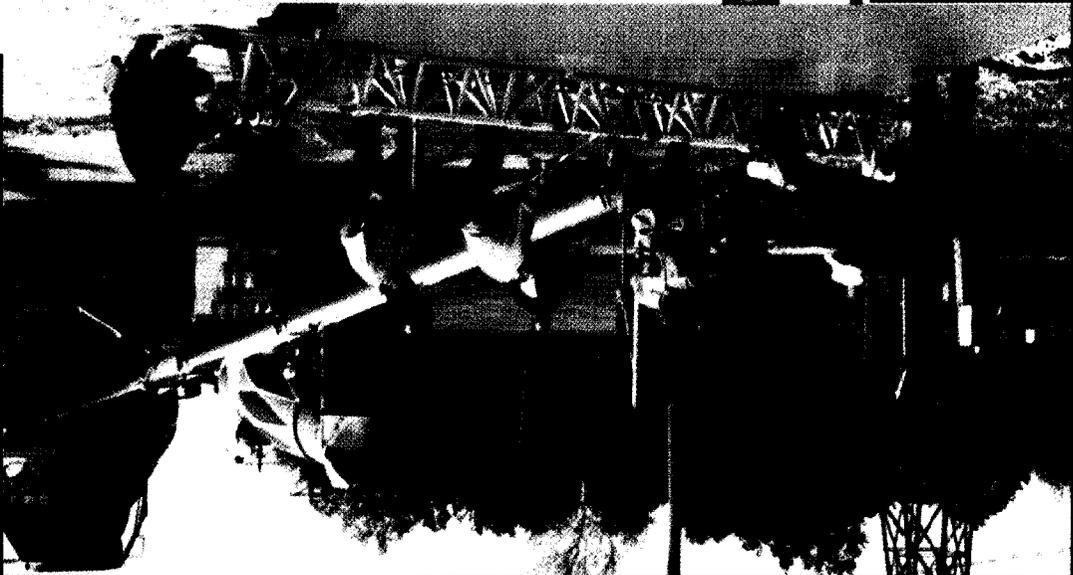
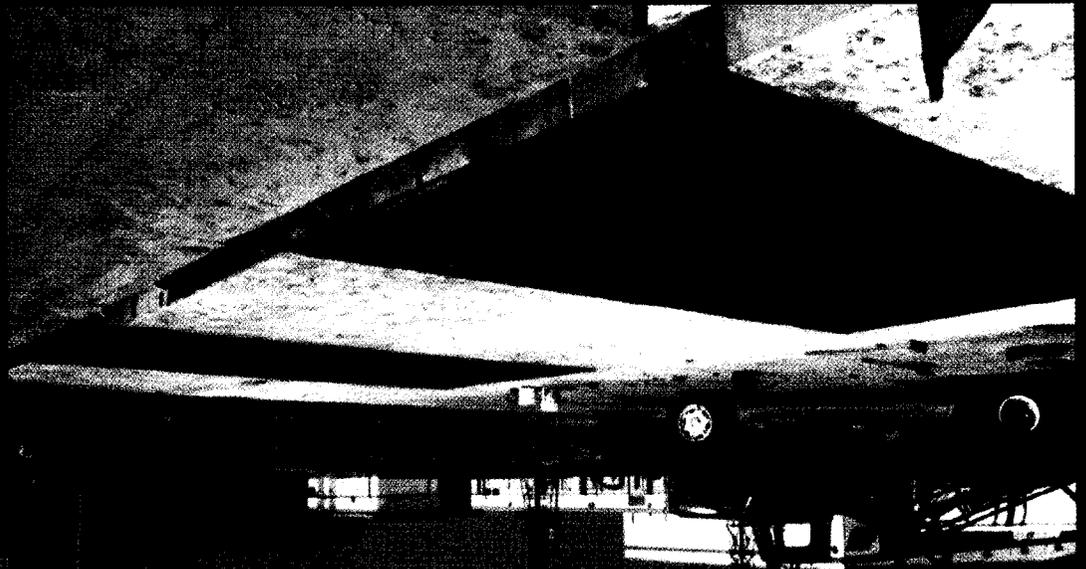
FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Revenues by Source, Expenses by Function and Net Income (Loss)
Presented in Constant Dollars (1990=100)
Last Ten Fiscal Years
(Accrual Basis)**

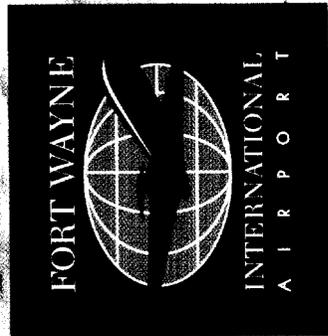
<u>Revenues:</u>	1999	1998	1997	1996
Airfield.....	\$ 1,845,972	\$ 1,368,085	\$ 1,351,563	\$ 1,377,692
Buildings and grounds.....	1,389,571	518,112	527,276	533,437
Terminal.....	1,930,200	2,046,697	1,958,504	1,728,691
Parking.....	1,442,870	1,367,317	1,136,649	1,067,777
Reliever airport.....	46,883	46,312	39,768	36,938
	<u>6,655,497</u>	<u>5,346,523</u>	<u>5,013,759</u>	<u>4,744,536</u>
Interest income.....	769,685	810,437	565,780	526,944
Property and other taxes.....	2,673,105	2,846,706	2,800,004	2,753,995
Passenger facility charge.....	748,661	776,272	764,506	768,963
Gain on disposal of fixed assets....	---	245	5,997	6,847
Total revenues.....	<u>10,846,949</u>	<u>9,780,184</u>	<u>9,150,045</u>	<u>8,801,284</u>
<u>Expenses:</u>				
Airfield.....	1,539,990	1,501,701	1,348,931	1,164,430
Buildings and land.....	338,958	283,191	325,848	118,569
Terminal.....	725,495	721,096	496,867	630,868
Parking.....	332,636	235,835	263,927	226,909
Reliever airport.....	31,374	30,716	31,296	29,586
Administration.....	1,345,103	1,287,518	1,225,217	1,166,135
	<u>4,313,555</u>	<u>4,060,057</u>	<u>3,692,087</u>	<u>3,336,497</u>
Interest expense.....	2,206,525	1,545,686	1,316,843	1,425,509
Depreciation.....	5,065,258	5,104,380	4,662,608	4,433,820
Total expenses.....	<u>11,585,338</u>	<u>10,710,122</u>	<u>9,671,538</u>	<u>9,195,826</u>
Extraordinary loss.....	---	---	---	---
Net income (loss).....	<u>\$ (738,389)</u>	<u>\$ (929,938)</u>	<u>\$ (521,492)</u>	<u>\$ (394,541)</u>

	1995	1994	1993	1992	1991	1990
\$	1,483,748	\$ 1,449,920	\$ 1,550,958	\$ 1,593,029	\$ 2,848,285	\$ 2,251,427
	521,411	494,629	733,395	882,668	1,551,536	4,223,366
	1,495,810	1,364,313	1,430,614	1,318,417	1,306,849	1,295,391
	1,072,471	951,406	853,279	830,759	885,314	946,935
	40,333	44,064	49,299	36,127	25,307	31,145
	4,613,774	4,304,332	4,617,545	4,661,000	6,617,290	8,748,264
	667,888	672,122	414,290	217,998	274,849	298,854
	2,893,929	2,812,946	2,886,588	2,751,328	2,729,268	2,616,777
	802,947	884,522	342,121	---	---	---
	---	---	---	---	---	---
	8,978,538	8,673,921	8,260,544	7,630,326	9,621,407	11,663,896
	1,345,328	1,138,162	1,197,113	1,078,853	1,308,396	1,380,297
	159,786	144,790	260,770	159,156	441,171	213,015
	733,929	552,932	527,858	570,261	552,070	669,034
	278,436	359,844	121,906	119,709	92,584	73,637
	46,589	42,147	72,278	63,418	107,545	44,426
	1,174,907	1,100,049	1,392,357	1,247,253	791,087	964,407
	3,738,973	3,337,923	3,572,281	3,238,649	3,292,852	3,344,816
	1,377,259	522,922	834,630	949,528	777,415	1,182,228
	4,129,198	3,326,693	3,257,368	3,122,095	3,075,941	1,935,044
	9,245,430	7,187,540	7,664,280	7,310,272	7,146,208	6,462,088
	---	---	(277,431)	---	---	---
\$	(266,893)	\$ 1,486,381	\$ 318,834	\$ 320,054	\$ 2,475,200	\$ 5,201,808

Authority employees reconstruct West Perimeter Road.



**FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
A COMPONENT UNIT OF ALLEN COUNTY
FORT WAYNE, INDIANA**



**COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED DECEMBER 31, 2000**

**FORT WAYNE - ALLEN COUNTY AIRPORT AUTHORITY
A COMPONENT UNIT OF ALLEN COUNTY
FORT WAYNE, INDIANA**

**COMPREHENSIVE ANNUAL FINANCIAL REPORT
FISCAL YEAR ENDED DECEMBER 31,2000**

Prepared by:

**Keith R. Spitler
Director of Finance & Administration / Treasurer
Fort Wayne-Allen County Airport Authority**

**Ronnie C. Portis, CPA
Controller
Fort Wayne-Allen County Airport Authority**

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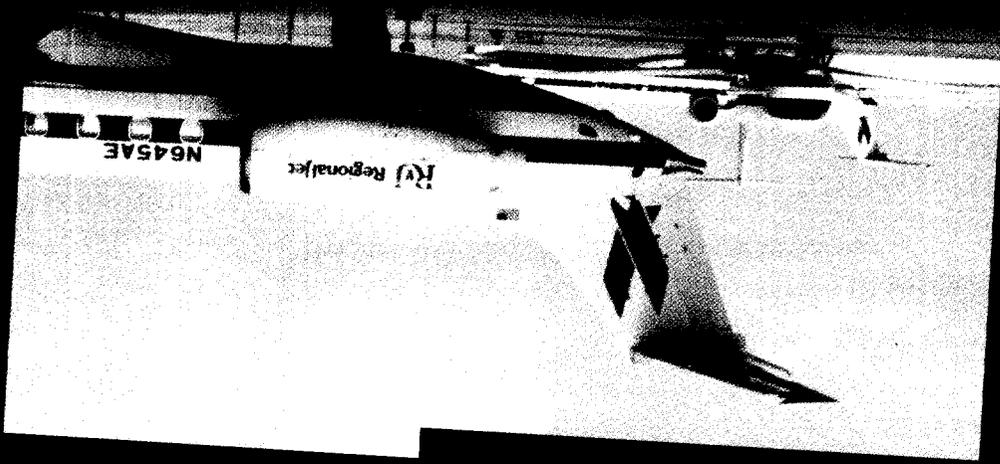
FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
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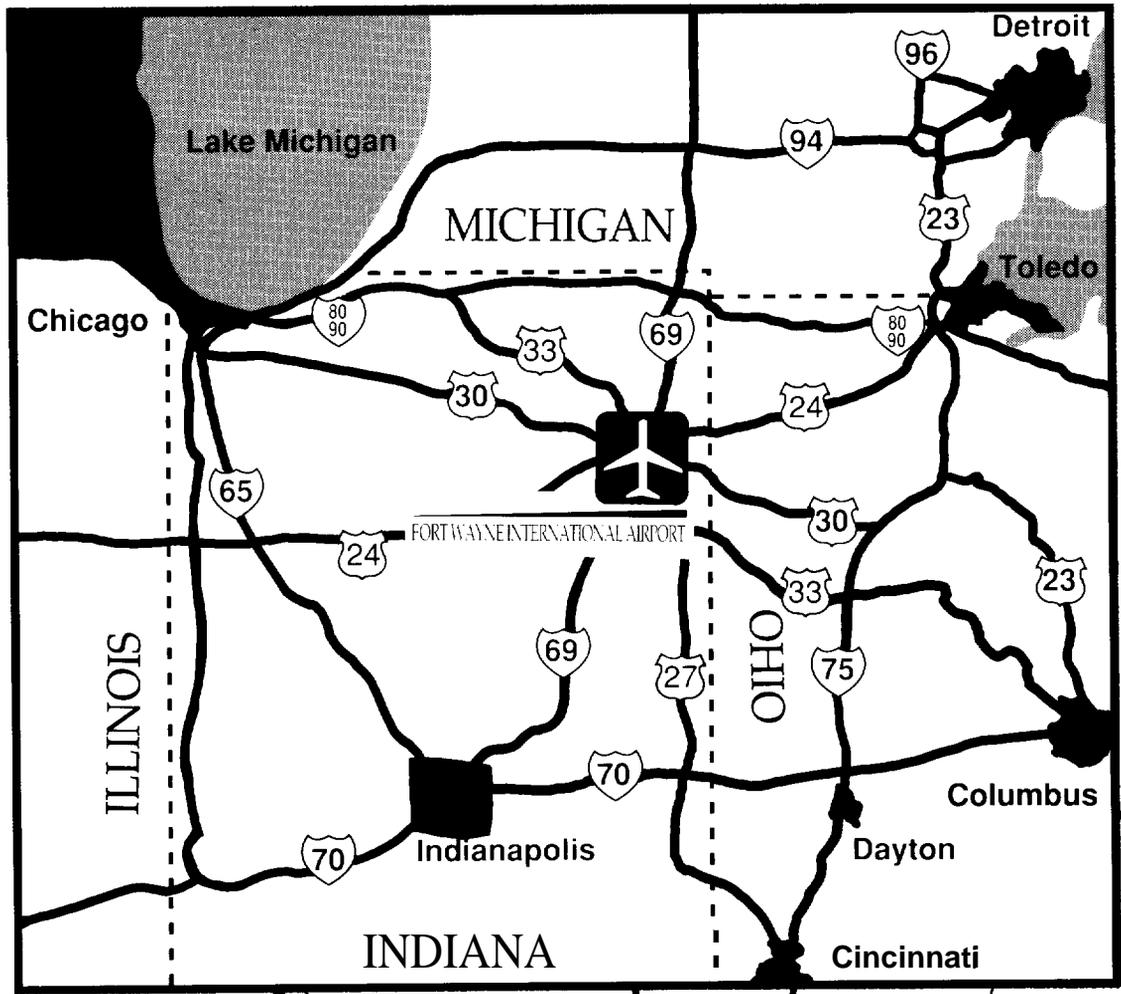


Air Alliance, an Air Canada Affiliate, Provides New Airline Service to Toronto, Canada

Allen County and Fort Wayne Officials Welcome American Eagle's Non Stop Service to Dallas, Texas

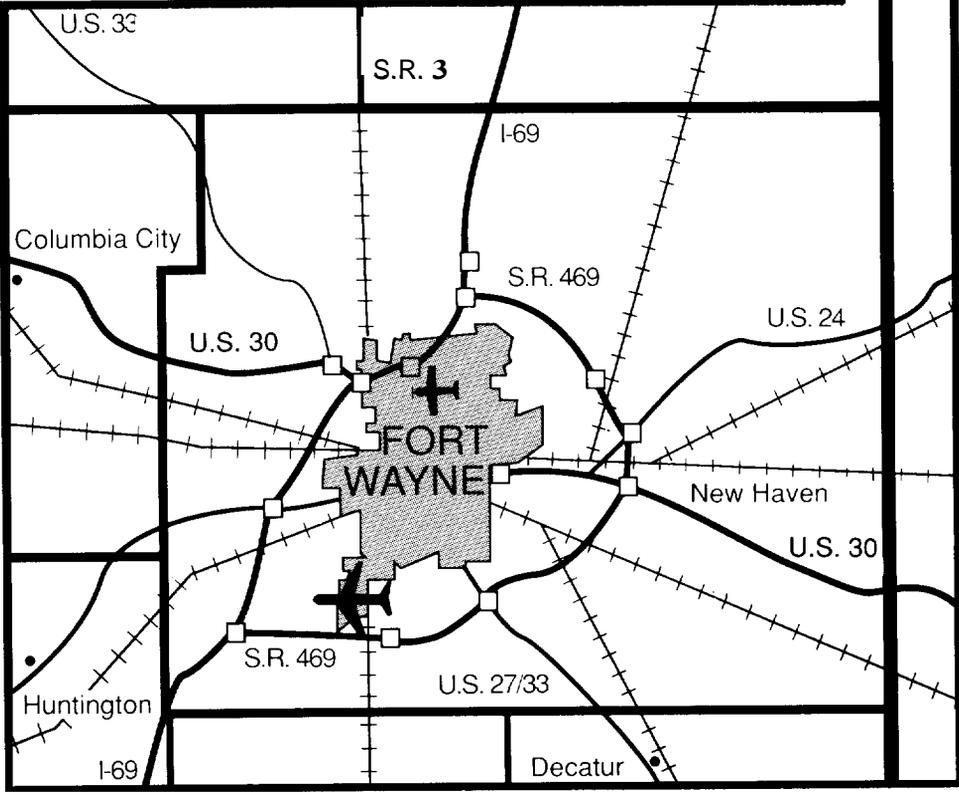


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FORT WAYNE INTERNATIONAL AIRPORT


SMITHFIELD



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

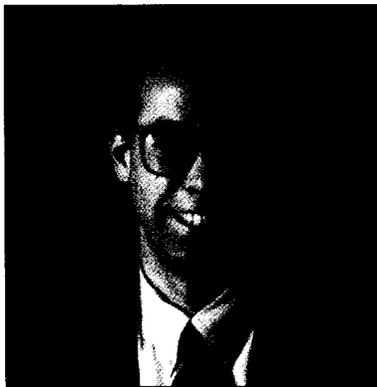
BOARD



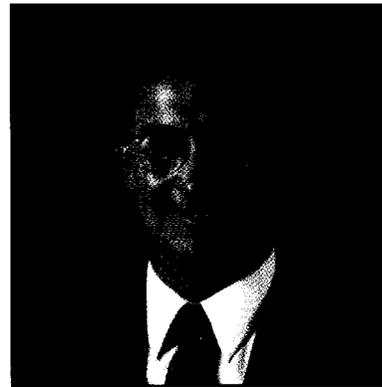
Michael S. Gouloff
President



Charles M. Henry
Vice President



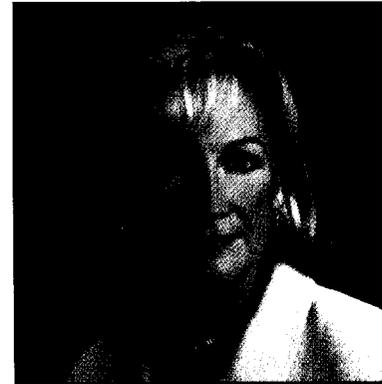
Timothy J. Haffner
Secretary



Daniel F. Weaver
Member



Cathy A. Zehr
Member



Deborah A. Sturges
Member



April 4, 2000

To the Members of the Board

The Comprehensive Annual Financial Report (CAFR) of the Fort Wayne-Allen County Airport Authority, a component unit of Allen County, Indiana (the Authority), for the fiscal year ended December 31, 2000 is submitted with this letter. This report was prepared by the Authority's financial staff.

Responsibility for the accuracy of the data, the completeness and fairness of the presentation, including all disclosures, rests solely with the Authority. We believe the data and exhibits, as presented, are accurate in all material respects. We believe that the CAFR is presented in such a manner as to reasonably and fairly disclose all material aspects of the operations and financial activities of the Authority and to enable the reader to gain a solid understanding of those activities.

This report has been prepared following the guidelines recommended by the Government Finance Officers Association (GFOA) of the United States and Canada. The GFOA awards Certificates of Achievement to those governments whose annual financial reports are judged to conform substantially with the high standards of public financial reporting, including generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB). It is our belief that the accompanying 2000 CAFR meets program standards, and it will be submitted to the GFOA for review.

In accordance with the above-mentioned guidelines, the accompanying report consists of three parts:

- (1) Introductory section, which is unaudited, includes this letter of transmittal, organizational chart, and principal officials and management.
 - (2) Financial section, includes combined and combining financial statements and supplementary information of the Authority accompanied by our independent auditors' report.
 - (3) Statistical section, which is unaudited, includes a number of tables of data depicting the financial history of the Authority for the past ten years, information on overlapping government units, and demographic and other miscellaneous information.
-

The Reporting Entity

The Authority is an Indiana Municipal Corporation established July 1, 1985 under authority granted by Indiana Statute (IC 8-22-3-1). As detailed in the statute, the Authority was established for the general purpose of acquiring, maintaining, operating, and financing airports in and bordering on Allen County, Indiana. The Authority is empowered to, among other things, issue general obligation and revenue bonds and levy taxes in accordance with statutory provisions. The Authority manages an airport system in Allen County, Indiana composed of Fort Wayne International Airport, a small hub air carrier airport, located in southwest Allen County, and Smith Field Airport, a general aviation reliever airport, located in the north central part of the County.

The Authority's Board consists of six members. Three are appointed by the Mayor of the City of Fort Wayne and three are appointed by the Allen County Commissioners. The appointments are non-authoritative in nature. That is, there is no continuing linkage between the appointing authority and the board member. Board members cannot be removed without cause, and Indiana law provides an impeachment procedure to be utilized in the event that there is reasonable cause for removal of a board member.

The Allen County Council may review and modify the Authority's operating budget and the tax levy to support it. Also, issuance of general obligation bonds must be approved by the County Council and revenue bonds must be approved by the County Commissioners.

Based upon the degree of fiscal dependency and resulting financial accountability exercised by the Allen County Council and Commissioners, the Authority is considered a component unit of Allen County, Indiana, under the criteria set forth by the GASB. These criteria, as they specifically apply to the Authority, are detailed on pages 29 and 30 of the notes to the combined financial statements.

The Authority's component units, the Fort Wayne International Airport Building Corporation (FWIABC) and the Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC), are autonomous quasi-governmental units. Although FWIABC and FWIAATCBC are legally separate from the Authority, they are reported as if they were part of the Authority because their sole purpose is to finance construction projects for the Authority. FWIABC and FWIAATCBC sold tax exempt bonds to finance the Terminal Building Modernization, Local Access Roads and Parking Facilities, and Air Trade Center Buildings and Facilities projects. These bonds will be retired through lease payments from the Authority. Since FWIABC and FWIAATCBC are so intertwined with the Authority, their balances and transactions are blended with the Authority's balances and transactions, and included in the combined financial statements.

Accounting System and Budgetary Control

The Authority, the FWIABC and the FWIAATCBC are structured as enterprise funds. All combined and combining financial statements, are presented on the accrual basis of accounting. State law requires the Authority to annually adopt a

budget. For this purpose and for internal management purposes, budgetary spending reports are prepared monthly and annually on an encumbrance basis. Budgetary control is maintained at the major expense category level by the encumbrance of purchase orders against available legally adopted appropriations. Open purchase orders or encumbrances at the end of the fiscal year are automatically added to the subsequent year's budget under state law. For budget purposes, expenses are recognized in the year encumbered. For financial statement purposes, expenses are recognized when incurred.

The annual budgetary sequence of events contains several possible review points. The annual budget of the Authority is prepared by the staff and adopted by ordinance of the Board. By law, the Allen County Council may choose to review the Authority's budget. Finally, the budget is reviewed and approved by the State Board of Tax Commissioners. Public hearings are held at each stage of the review process and notice of the hearings is published in accordance with state law.

In developing and evaluating the Authority's accounting system, consideration is given to the adequacy of the internal control structure. The internal control structure is designed to provide reasonable, but not absolute, assurance regarding: (1) the safety of assets against loss from theft, unauthorized use or disposition; and (2) the reliability of financial records for preparing combined financial statements in conformity with generally accepted accounting principles. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the evaluation of costs and benefits require estimates and judgments by management.

Evaluations of the Authority's internal control structure occur within the above framework. We believe the Authority's internal control structure adequately safeguards assets and provides reasonable assurance for the proper recording of financial transactions.

Additionally, as a recipient of federal and state financial assistance, the Authority is also responsible for ensuring that an adequate internal control structure is in place to ensure compliance with applicable laws and regulations related to those programs. This internal control structure is subject to periodic evaluation by management of the Authority.

As a part of the Authority's annual single audit, required in conformity with provisions of the Single Audit Act of 1984, and Single Audit Act Amendments of 1996 (which substantially revised various provisions of the 1984 Act) and U.S. Office of Management and Budget Circular A-133, Audits of States, Local Governments and Non-Profit Organizations, tests were made to determine the adequacy of the internal control structure, including that portion related to federal financial assistance programs, as well as to determine that the Authority has complied with applicable laws and regulations. The results of the Authority's single audit for the year ended December 31, 2000, disclosed no instances of material weaknesses in the internal control structure or material violations of laws and regulations.

Financial Highlights (a)

	December 31		Increase (Decrease)	
	2000	1999	Amount	Percent
Current assets.....	\$ 14,259	\$ 13,204	\$ 1,055	8
Restricted assets.....	8,535	7,310	1,225	17
Property and equipment, net.....	117,194	118,880	(1,686)	(1)
Other assets.....	765	866	(101)	(12)
Total assets.....	\$ 140,753	\$ 140,260	\$ 493	0
Current liabilities.....	\$ 1,156	\$ 622	\$ 534	86
Liabilities payable from restricted assets.....	4,333	4,052	281	7
Bonds and other long-term liabilities.....	50,920	53,797	(2,877)	(5)
Equity.....	84,344	81,789	2,555	3
Total liabilities and equity.....	\$ 140,753	\$ 140,260	\$ 493	0

	Year ended December 31			
	2000	1999		
Operating revenues.....	\$ 10,595	\$ 8,369	\$ 2,226	27
Operating expenses (b).....	14,069	11,787	2,282	19
Loss from operations.....	(3,474)	(3,418)	(56)	2
Other revenues.....	5,390	5,270	120	2
Other expenses.....	(2,854)	(2,780)	(74)	3
Net loss.....	\$ (938)	\$ (928)	\$ (10)	1
Assessed valuation.....	3,067,624	\$ 3,007,390	\$ 60,234	2
Debt limit (2%).....	\$ 61,352	\$ 60,148	\$ 1,205	2
Less: Long-term debt (c).....	120	345	(225)	(65)
Gross debt margin.....	\$ 61,232	\$ 59,803	\$ 1,430	2

(a) All dollar amounts are expressed in thousands.

(b) Includes depreciation expense.

(c) General obligation, tax-supported debt only.

Analysis of Revenues and Expenses by Function (a)

Revenues:	Year ended December 31		Increase (Decrease)	
	2000	1999	Amount	Percent
Airfield.....	\$ 2,842	\$ 2,321	\$ 521	22
Buildings and grounds.....	2,881	1,747	1,134	65
Terminal.....	2,909	2,427	482	20
Parking.....	1,912	1,814	98	5
Reliever airport.....	52	59	(7)	(12)
Interest income.....	1,012	968	44	5
Local tax revenues.....	3,392	3,361	31	1
Passenger facility charge.....	968	942	26	3
Gain on disposal of fixed assets.....	17	- - -	17	N/A
Total revenues.....	15,985	13,639	2,346	17
 Expenses (b):				
Airfield.....	7,554	5,852	1,702	29
Buildings and grounds.....	888	803	85	11
Terminal.....	2,391	2,417	(26)	(1)
Parking.....	864	833	31	4
Reliever airport.....	134	123	11	9
Administration.....	2,238	1,759	479	27
Loss on disposal of fixed assets.....	- - -	5	(5)	(100)
Interest expense.....	2,854	2,775	79	3
Total expenses.....	16,923	14,567	2,356	16
Net loss.....	\$ (938)	\$ (928)	\$ (10)	1

(a) All dollar amounts are expressed in thousands.

(b) Includes depreciation expense.

Financial Results

The following information explains significant changes in the Combined Balance Sheet and Combined Statement of Revenues, Expenses and Changes in Retained Earnings from 1999 to 2000.

Restricted assets increased 17 percent from the prior year due to an increase in federal and state grant receivables

Other assets decreased 12 percent due to amortization of bond issuance costs.

Current liabilities increased 86 percent due to an increase in accounts payable related to construction projects.

Bonds and other long-term liabilities decreased due to payments of principal to retire bonds and other long term debt.

Per the Authority's Use and Lease Agreement with the airlines, the landing fees and terminal rates are determined annually based upon the cost recovery requirements of applicable cost centers. Landing and apron fees were \$1.60 and \$.25 per 1,000 pound unit; and \$1.81 and \$.20 per 1,000 pound unit in 2000 and 1999, respectively. Terminal rents were \$28.94 per square foot in 2000, and \$22.68 in 1999.

Airfield revenues increased 22 percent due an increase in landing fees from cargo aircraft.

Building and grounds revenue increased 65 percent due to lease revenues from our tenant in the Air Trade Center. In 1999, the tenant was in the Air Trade Center for only 6 months compared to 12 months in 2000.

Terminal revenues increased 20 percent due to an increase in terminal rental rates as described above.

Reliever airport revenues decreased 12 percent due to a decrease in operating activity at this airport.

Airfield expenses increased by 29 percent primarily due to an increase in depreciation expense related to Air Trade Center facilities.

Buildings and grounds expense increased because of an increase in airport marketing expenses.

Administration expense increased due to the hiring of additional personnel and an increase in health care insurance.

Audit Function

The Authority is audited annually by an independent firm of certified public accountants. In addition, the Authority is audited for state law compliance by the Indiana State Board of Accounts. The Authority's independent

accountant also audits for compliance with Office of Management and Budget Circular A-133, relative to federal financial assistance received from the Federal Aviation Administration.

Funds

The combined financial statements consist of three enterprise funds: the Authority, the EWIABC and the FWIAATCBC. Combining financial statements, pages 56 through 59, are included to show transactions and balances of each enterprise fund. Capital lease balances and transactions between the Authority and its component units, the FWIABC and FWIAATCBC, have been eliminated in the combined and combining financial statements. Within these funds, amounts are restricted for debt service and, when applicable, for construction purposes.

Pension

The Authority is a member of the Public Employees' Retirement Fund of Indiana (PERF). PERF is the public employees retirement system for substantially all of the state and local governmental employees in the State of Indiana. The plan has both a defined benefit and a defined contribution component. For the defined benefit component, the Authority contributes a percentage (currently 3.5 percent) of employee payroll which is established annually by PERF based upon the actuarial funding needs of the plan. Employees are required to contribute 3 percent of their gross pay to their annuity savings account which represents the defined contribution component of the plan. Under state law, a governmental unit may choose to pay the employee portion, and the Authority has elected to pay that portion. Pension expense for the defined benefit and defined contribution components for was \$163,628, and \$214,223 in 2000 and 1999, respectively.

Risk Management

The Authority carries property insurance in the aggregate amount of \$42,530,500 on all airport property and buildings. In addition, the Authority carries liability insurance of \$50,000,000. Officers are covered by a \$1,000,000 directors and officers liability policy, and each employee is covered by a \$100,000 liability policy. The Treasurer of the Authority is covered by a \$30,000 public officials bond, as required by the Board. Full details of all property and liability insurance coverage held by the Authority are disclosed on pages 92 and 93 of this report. On July 1, 1997, the Authority became self-insured up to certain limits for health care benefits. The health care plan provides for annual aggregate coverage up to a maximum of \$311,046 as well as an individual limit of \$15,000. The Authority contracts with a commercial insurance carrier to provide stop loss coverage to employees for claims exceeding the above amounts. For more details on health insurance, see page 34 of this report.

Cash Management

All cash temporarily idle during 2000 was invested by the Director of Finance and Administration and the Controller of the Authority in short-term investments to attain the highest possible return consistent with the

Authority's liquidity needs and desired level of risk. All investments are in compliance with the laws of the State of Indiana governing the investment of public funds. All cash receipts are deposited daily into interest-bearing accounts. The investment media used in 2000 were: (1) nonnegotiable certificates of deposit with Allen County banks, (2) repurchase agreements, and (3) interest-bearing depository accounts. The range of rates on the nonnegotiable certificates of deposit in 2000 was 5.03 to 7.50, with an average of 6.41 percent. The effective annual rate of return on the repurchase agreements averaged 5.35 percent. The average rate on interest-bearing depository accounts ranged from 4.13 to 6.32 percent.

The restricted cash in the various bond accounts were invested by the Bond Trustees. The Trustees used short-term government mutual funds and U.S. Treasury Bills. In 2000, the average rate on the short-term government mutual funds ranged from 5.3 to 5.9 percent. The interest rate on the U.S. Treasury Bills was 6.2 percent.

Capital Projects and Capital Assets

Capital projects are capitalized at cost. Capital projects of the Authority have been funded using a variety of financing techniques, including Federal Aviation Administration and Department of Defense grants supplemented with state grants and local funds, general obligation bond issues, revenue bond issues, certificates of participation, and airport revenues. The total investment in property and equipment at December 31, 2000 was \$171,511,549.

Long-Term Debt

The outstanding long-term debt of the Authority at December 31, 2000 was \$52,742,404. Details of the long-term debt of the Authority are included in the notes to the combined financial statements on pages 43 through 48 of this report.

The General Obligation debt limit for the Authority is 2 percent of the assessed valuation of Allen County. The current assessed valuation is \$3,067,624,274; the debt limit is \$61,352,485; and the outstanding General Obligation debt is \$120,000.

The Authority continues to seek other avenues of financing via grants from the State of Indiana, the Federal Aviation Administration and the Department of Defense (National Guard Bureau) for reconstruction of runway and taxiway pavements and other eligible projects.

Commitments and Contingencies

Certain airport capital improvements which are funded through Federal Aviation Administration (FAA), and Indiana Department of Transportation (IDOT) grants are subject to audit and acceptance by the granting agency. At December 31, 2000, there were four FAA and IDOT grant projects under construction: Airport Master Plan; Taxiway Tango, Phase I; Northwest Perimeter Road, Phase 11; and Rehabilitation of Runway 5-23. The Authority was obligated for completion of these projects and other projects under commitments of approximately

\$1,282,286 of which an estimated \$1,033,748 is eligible for reimbursement at 95 percent from the FAA and State of Indiana.

In addition, the Authority had a land purchase commitment of \$253,200.

Passenger Facility Charge (PFC)

The Authority received approval from the FAA to impose and use a PFC of \$3 per enplaned passenger beginning July 1, 1993, not to exceed \$26,563,457. As of December 31, 2000, the Authority has collected \$7,068,344 in PFC's since the inception of this charge. For further details see page 33 of this report.

Local Economy

During 2000, unemployment in Allen County averaged 3 percent. The Allen County Building department issued 1,651 building permits which was a decrease of 18.4 percent when compared to the record number of building permits issued in 1999, that exceeded the record set 22 years ago, in 1978. However, the number of permits issued in 2000 are in line with the numbers issued between 1992 and 1997. However, during the past two years, the Fort Wayne metropolitan area lost 3.8 percent of its manufacturing jobs. Approximately 26 percent of the jobs in this area are in manufacturing. Since the forecast for the U.S. economy for 2001 shows a slowdown will occur in spending on durable goods, the Fort Wayne Metropolitan area will have a similar slowdown because of its concentration in manufacturing. The record increase in energy prices, the multiple increases in short term interest rates by the Federal Reserve, and a decreasing stock market, will have a negative effect on truck and auto sales. The manufacturing of trucks and autos is arguably the most dominant products in the Northeast Indiana economy. Local officials are continuing to pursue a more diverse economy by recruiting more non-manufacturing industries to the local area, and thus reducing the risk of over-reliance on the manufacturing industry.

The economic data on page 83 of this report demonstrates that property values continue to increase. Even though the number of building permits declined, the property values increased 2 percent in 2000 when compared to 1999. The schedule on page 84 of this report details some diversity in the local economy, as the area is not dependent on the fortunes of a single employer. The ten largest employers in Allen County make up only 14.3 percent of total employment. On the same page, it can be discerned that local government is not dependent on a single taxpayer or group of taxpayers for its revenue base. The top ten taxpayers in Allen County provide only 10.2 percent of property tax revenues.

In summary, the Fort Wayne Metropolitan Area economy is expected to experience minimal employment growth during 2001, but will be enough to absorb the new entrants into the labor force. Therefore, the local unemployment rate should remain steady.

Future Prospects

The Fort Wayne and Allen County area is a growing and economically diverse area. Its strategic location in the Midwest provides the opportunity to continue to develop as a transportation hub. The Authority hopes to capitalize on this geographic asset in the years to come.

We have a United States Customs Service with two local customs brokers. We have plans to expand the local office by adding one additional broker to increase services in the Air Trade Center. We also have an existing 12,000 foot runway, an advanced Category II Instrument Landing System, and cargo facilities within the 600 acre Air Trade Center. This Air Trade Center also includes 50 acres designated as a Foreign Trade Zone. In addition to these major improvements, Fort Wayne is a geographic crossroad to Chicago and Detroit, and from Lansing to Indianapolis. The Authority, therefore, has the assets needed to meet the demands of the aviation industry and now markets the airport to both domestic and foreign interests.

Certificate of Achievement

The GFOA awarded a Certificate of Achievement for Excellence in Financial Reporting to the Fort Wayne-Allen County Airport Authority for its comprehensive annual financial report for the fiscal year ended December 31, 1999. The Certificate of Achievement is a prestigious national award recognizing conformance with the highest standards for preparation of state and local government financial reports.

In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report whose contents conform to program standards. Such a 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. Fort Wayne-Allen County Airport Authority has received a Certificate of Achievement for the last 11 consecutive years (fiscal years ended 1989 through 1999). We believe our 2000 report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to the GFOA.

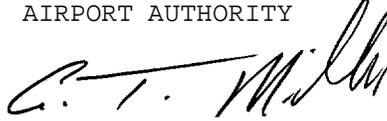
Acknowledgments

Without the strong commitment of the Authority Board to the highest standards of financial reporting, disclosure, and professionalism, this report would not have been possible. Our sincerest appreciation is expressed to all of you. The Director of Finance and Administration/Treasurer and the Controller of the Authority are not able to produce a report of this type alone. A number of people helped make this report possible. We acknowledge the assistance of Crowe, Chizek and Company LLP, Certified Public Accountants; Thomas Felger, CPA, Indiana State Board of Accounts; Therese Brown, Allen County Auditor; Renee Burkholder, Allen County Auditor's office; Thomas L. Guthrie, Ph.D., Indiana University-Purdue University at Fort Wayne; Sabrina P. Driver and Janice Tubbs, Authority Accounting Department; Walter W. Prasuhn, Senior

Operations Manager; Sandra Lux, Public Relations Manager; Administrative Services Department; and the entire Authority staff for helping to make this financial presentation possible.

Respectfully submitted,

FORT WAYNE-ALLEN COUNTY
AIRPORT AUTHORITY



C.T. "Skip" Miller, A.A.E.
Executive Director of Airports

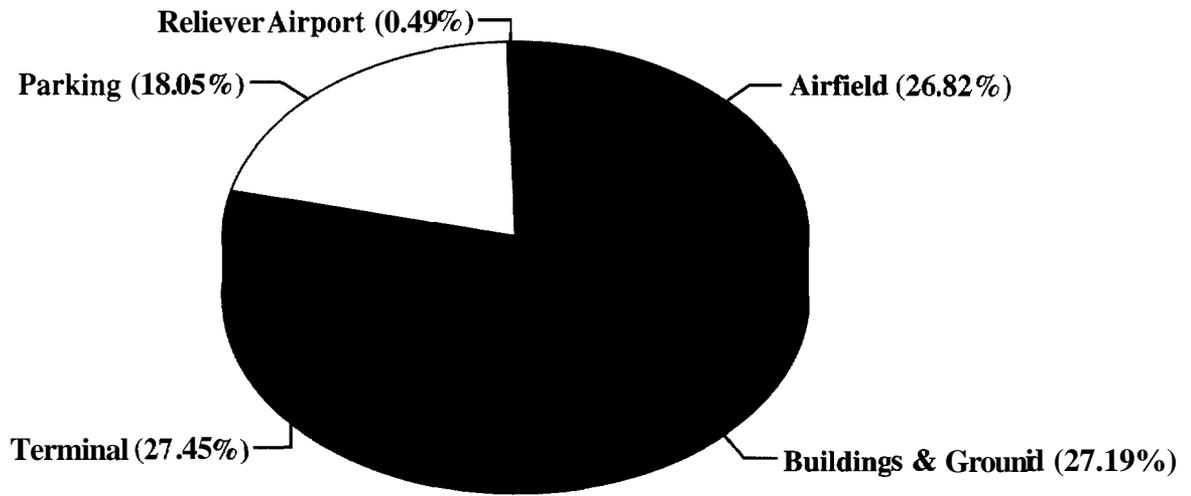


Keith R. Spittler
Director of Finance and
Administration/Treasurer

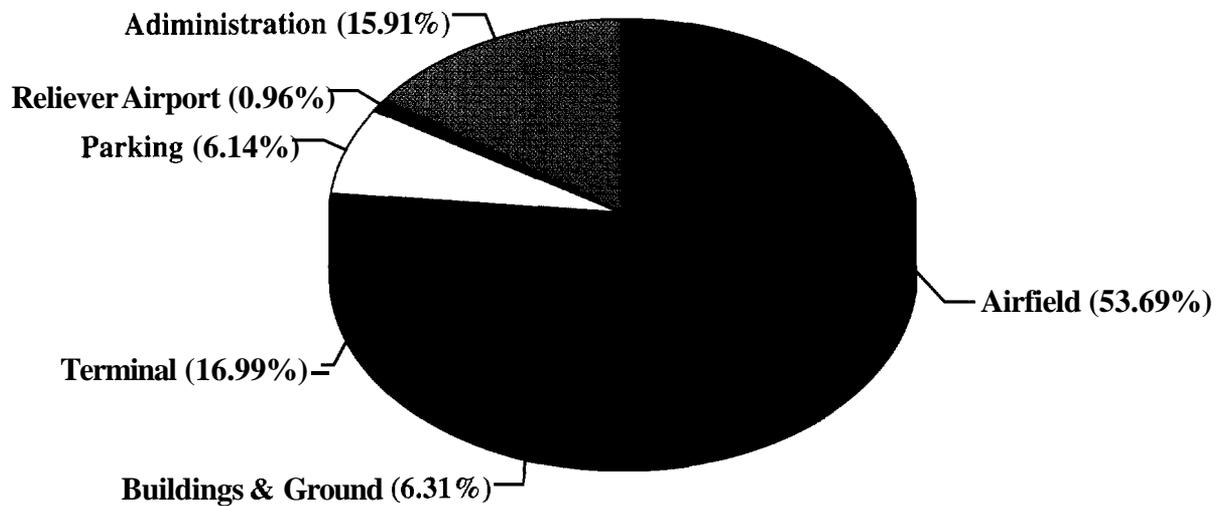


Ronnie C. Portis, CPA
Controller

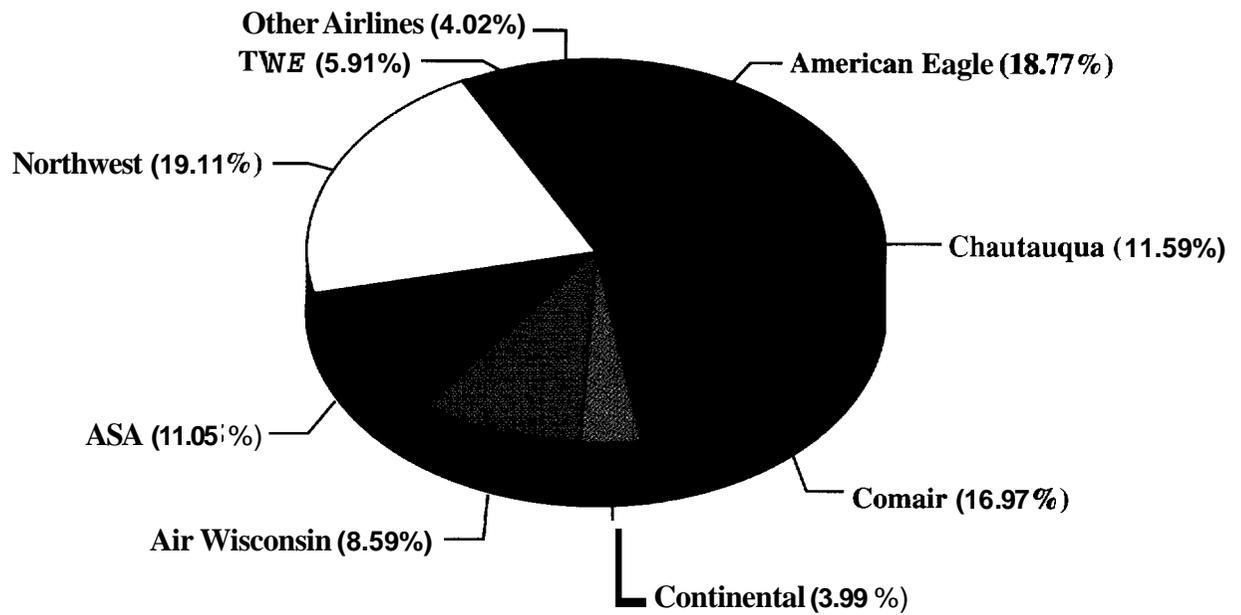
2000 COMPOSITION OF THE OPERATING REVENUE DOLLAR



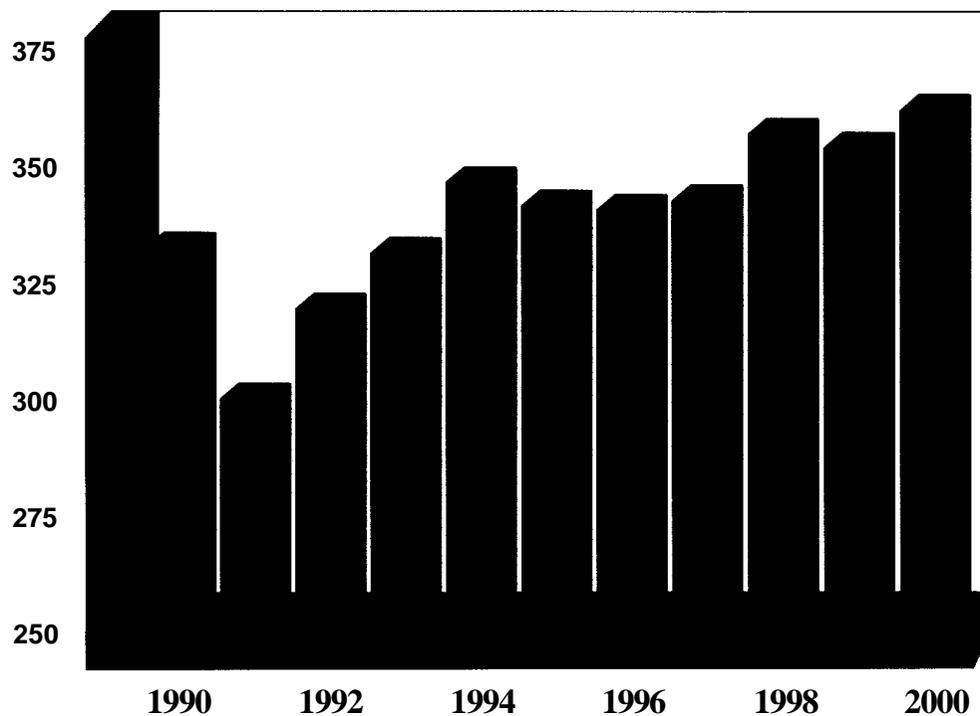
2000 COMPOSITION OF THE OPERATING EXPENSE DOLLAR



2000 AIR CARRIER MARKET SHARE



ENPLANED PASSENGER ACTIVITY (THOUSANDS)



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Certificate of Achievement for Excellence in Financial Reporting

Presented to

Fort Wayne-Allen County
Airport Authority, Indiana

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 1999

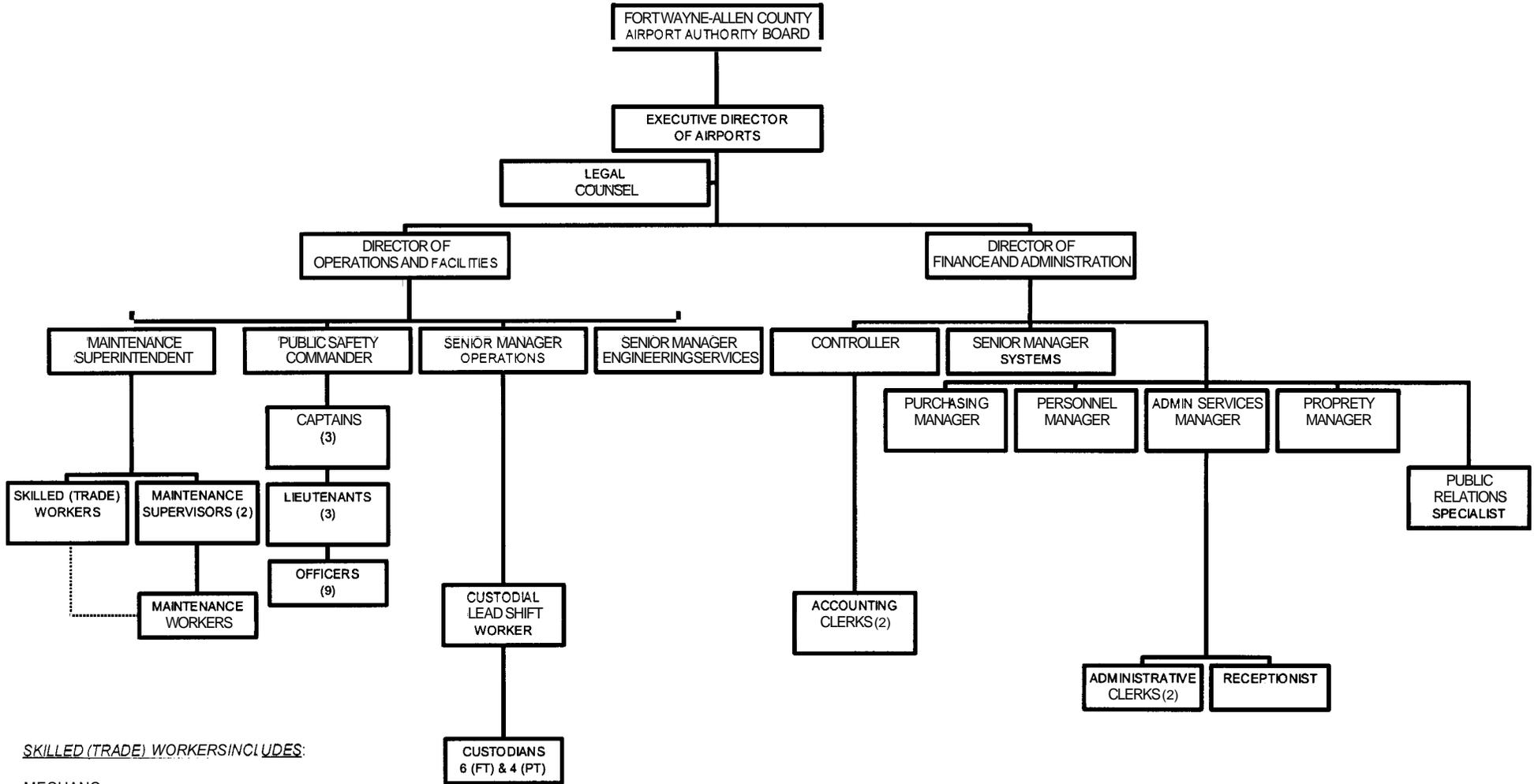
A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards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



Anne Spray Kinney
President

Jeffrey L. Esler
Executive Director

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY ORGANIZATION CHART



SKILLED (TRADE) WORKERS INCLUDES:

- MECHANIC
- ELECTRICIAN (2)
- BUILDING MAINT TECHS (2)

MAINTENANCE WORKERS INCLUDES:

- FIELD MAINTENANCE WORKERS (9)
- VEHICLE MAINTENANCE WORKER
- BUILDING MAINTENANCE WORKER



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Principal Officials and Management

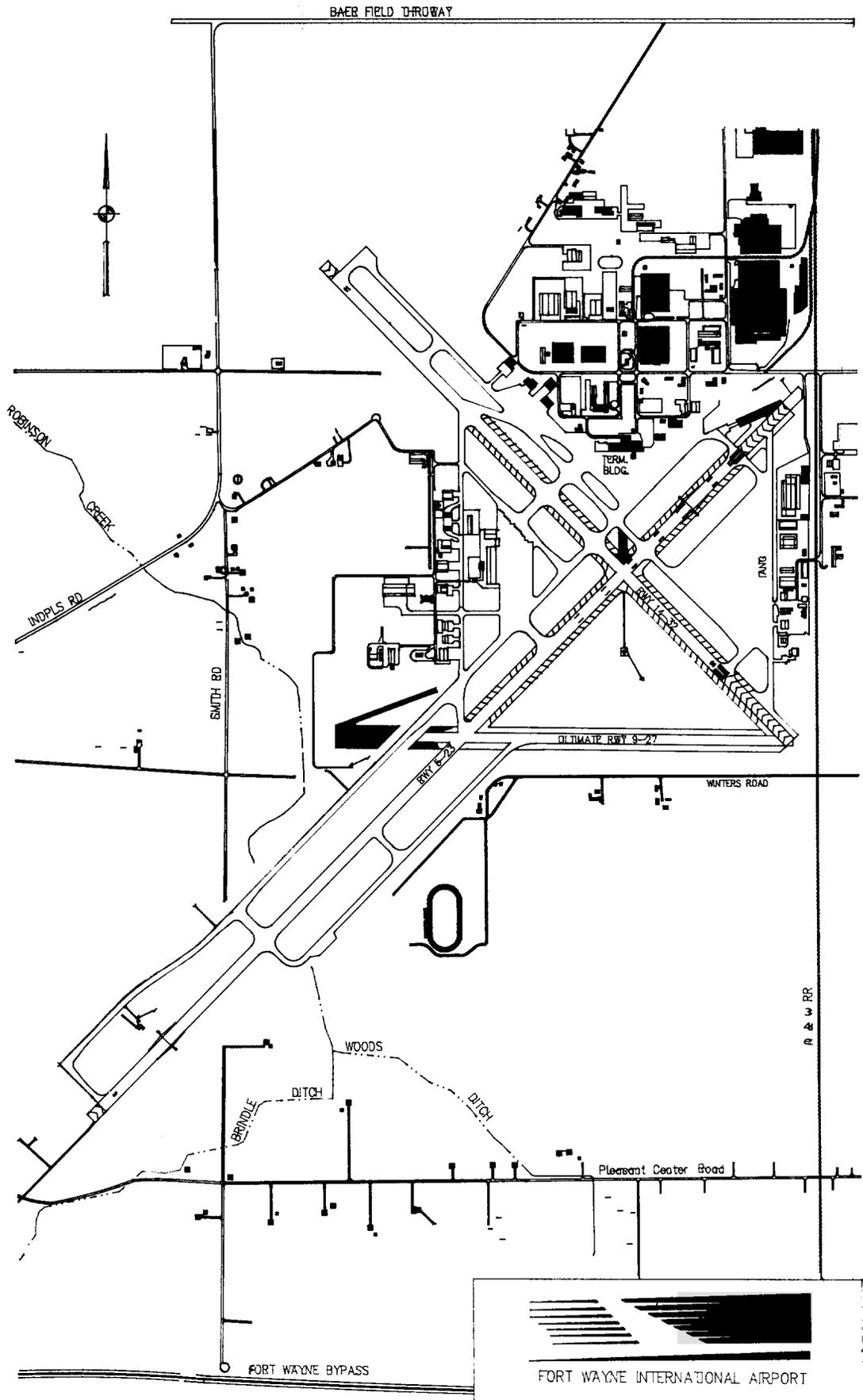
NAME	TITLE	YEARS OF SERVICE
BOARD		
Michael S. Gouloff	President	4
Charles M. Henry	Vice President	16
Timothy Haffner	Secretary	7
Daniel F. Weaver	Member	16
Cathy A. Zehr	Member	2
Deborah A. Sturges	Member	1
STAFF		
C.T. "Skip" Miller, AAE	Executive Director of Airports	17
Eric J. Frankl, AAE	Director of Operations and Facilities	2
Keith R. Spittler	Director of Finance and Administration /Treasurer	15
Ronnie C. Portis, CPA	Controller	9
ATTORNEYS		
Rothberg, Logan and Warsco		10
CERTIFIED PUBLIC ACCOUNTANTS		
Crowe, Chizek and Company LLP		1

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FORT WAYNE INTERNATIONAL AIRPORT



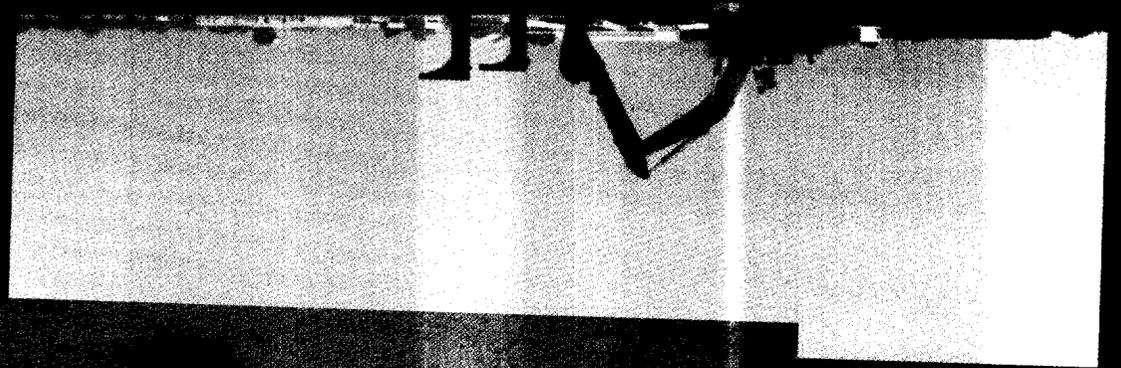
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Trans World Express Upgrades Aircraft and Provides Additional Flights to Saint Louis

Groundbreaking Ceremony for the Rehabilitation of Runway 5-23 Project





CROWE CHIZEK
REPORT OF INDEPENDENT AUDITORS

To the Board of Directors
Fort Wayne-Allen County Airport Authority:

We have audited the accompanying combined balance sheet of the Fort Wayne-Allen County Airport Authority, (the Authority), as of December 31, 2000, and the related combined statements of revenues, expenses and changes in retained earnings and of cash flows for the year then ended. These combined financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these combined financial statements based on our audit. The combined financial statements of the Authority as of December 31, 1999 were audited by other auditors whose report dated March 14, 2000, expressed an unqualified opinion on those statements.

We conducted our audit in accordance with generally accepted auditing standards 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 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 2000 combined financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of December 31, 2000, and the results of its operations and its cash flows for the year then ended in conformity with generally accepted accounting principles.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 30, 2001 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts and grants. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be read in conjunction with this report in considering the results of our audit.

The Combining Financial Statements and Other Supplementary information is supplementary information required by the Governmental Accounting Standards Board. Our audit was conducted for the purpose of forming an opinion on the combined financial statements taken as a whole. The Combining Financial Statements from pages 56 through 59 are presented for purposes of additional analysis of the combined financial statements rather than to present the financial position, results of operation and cash flows of the individual component unit enterprise funds. Accordingly, we do not express an opinion on the financial position, results of operations and cash flows of the individual component unit enterprise funds. The Other Supplementary Information provided from pages 62 through 65 is presented for purposes of additional analysis and is not a required part of the combined financial statements. The Combining Financial Statements and Other Supplementary Information has been subjected to the auditing procedures applied in the audit of the basic combined financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic combined financial statements taken as a whole.

The Introductory and Statistical information listed in the Table of Contents was not audited by us, and accordingly, we do not express an opinion thereon.

Crowe Chizek and Company LLP
Crowe, Chizek and Company LLP
Crowe, Chizek and Company LLP

Fort Wayne, Indiana
March 30, 2001

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Balance Sheet
December 31,2000 and 1999

	Totals	
	2000	1999
CURRENT ASSETS:		
Cash and cash equivalents--note 2.....	\$ 2,505,369	\$ 6,055,169
Investments--note 2.....	10,500,000	6,000,000
Accounts receivable, net of allowance.....	530,022	458,572
Unbilled revenue.....	359,497	462,803
Other receivables, net of allowance.....	267,410	139,702
Deposits and prepaid items.....	96,735	87,351
Total current assets.....	14,259,033	13,203,597
RESTRICTED ASSETS:		
Cash and cash equivalents-including \$3,064,655 and \$4,759,658, 2000 and 1999, respectively, held by trustee--notes 2 and 3.....	3,522,442	5,204,483
Investments--notes 2 and 3.....	2,497,056	1,021,682
Passenger facility charge receivable.....	134,802	120,991
Federal and State grants receivable.....	2,323,228	933,421
Other receivables.....	57,631	29,522
Total restricted assets.....	8,535,159	7,310,099
PROPERTY AND EQUIPMENT, NET--note 4.....	117,193,553	118,880,287
OTHER ASSETS:		
Bond issue costs, less accumulated amortization of \$578,110 and \$476,624, 2000 and 1999, respectively.....	764,893	866,379
Total assets.....	\$ 140,752,638	\$ 140,260,362

	Totals	
	2000	1999
CURRENT LIABILITIES:		
Accounts payable.....	\$ 808,733	\$ 333,623
Accrued liabilities.....	346,779	288,137
Total current liabilities.....	<u>1,155,512</u>	<u>621,760</u>
LIABILITIES PAYABLE FROM RESTRICTED ASSETS:		
Accounts payable.....	43,023	109,881
Current portion of long-term debt--note 7.....	2,909,657	2,500,026
Accrued interest on long-term debt.....	1,380,720	1,442,205
Total liabilities payable from restricted assets	<u>4,333,400</u>	<u>4,052,112</u>
LONG-TERM LIABILITIES:		
Deferred revenue--note 8.....	327,250	458,150
Accrued compensated absences.....	759,979	650,550
Total long-term liabilities.....	<u>1,087,229</u>	<u>1,108,700</u>
BONDS and OTHER LONG-TERM DEBT, NET--note 7.....	<u>49,832,747</u>	<u>52,688,899</u>
Total liabilities.....	<u>56,408,888</u>	<u>58,471,471</u>
EQUITY:		
Grants and contributions--note 11.....	44,468,722	44,507,209
Retained earnings.....	39,875,028	37,281,682
Total equity.....	<u>84,343,750</u>	<u>81,788,891</u>
Total liabilities and equity.....	<u>\$ 140,752,638</u>	<u>\$ 140,260,362</u>

The accompanying notes are an integral part of the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Statement of Revenues, Expenses and Changes in Retained Earnings
For the Years Ended December 31,2000 and 1999

	Totals	
	2000	1999
OPERATING REVENUES:		
Airfield.....	\$ 2,841,935	\$ 2,321,163
Buildings and grounds.....	2,880,797	1,747,276
Terminal.....	2,908,882	2,427,074
Parking.....	1,912,208	1,814,295
Reliever airport.....	51,648	58,952
Total operating revenues.....	10,595,470	8,368,760
OPERATING EXPENSES (including depreciation of \$7,749,815 and \$6,369,161, in 2000 and 1999, respectively):		
Airfield.....	7,553,997	5,851,719
Buildings and grounds.....	888,706	803,496
Terminal.....	2,390,775	241,749
Parking.....	863,781	832,851
Reliever airport.....	133,996	123,178
Administration.....	2,238,144	1,758,994
Total operating expenses.....	14,069,399	11,787,687
LOSS FROM OPERATIONS.....	(3,473,929)	(3,418,927)
NONOPERATING REVENUES (EXPENSES):		
Property and other taxes.....	3,392,472	3,361,218
Passenger facility charge.....	967,928	941,382
Interest income.....	1,012,408	967,818
Interest expense.....	(2,853,983)	(2,774,531)
Gain (Loss) on disposal of fixed assets.....	16,626	(5,428)
Net nonoperating revenues (expenses).....	2,535,451	2,490,459
NET LOSS.....	(938,478)	(928,468)
Add: Depreciation on government-provided assets--note 11.....	3,531,824	3,364,162
INCREASE IN RETAINED EARNINGS.....	2,593,346	2,435,694
RETAINED EARNINGS, BEGINNING OF YEAR.....	37,281,682	34,845,988
RETAINED EARNINGS, END OF YEAR.....	\$ 39,875,028	\$ 37,281,682

The accompanying notes are an integral part of the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Combined Statement of Cash Flows
For the Years Ended December 31,2000 and 1999

	Totals	
	2000	1999
CASH FLOWS FROM OPERATING ACTIVITIES:		
Loss from operations.....	\$ (3,473,929)	\$ (3,418,927)
Adjustments to reconcile operating loss to net cash provided by operating activities:		
Bad debt expense.....	157,316	---
Depreciation.....	7,749,815	6,369,161
Amortization of bond issuance cost.....	101,486	108,693
Amortization of deferred revenue.....	(130,900)	(130,900)
Changes in assets and liabilities:		
Accounts receivable and unbilled revenue.....	(125,460)	(193,457)
Other receivables.....	(41,317)	239,924
Deposits and prepaid items.....	(9,384)	(5,640)
Accounts payable.....	139,716	(21,204)
Accrued liabilities.....	168,071	142,087
Net cash provided by operating activities.....	4,535,414	3,089,737
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITY:		
Receipts of property and other taxes.....	3,238,365	3,150,640
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:		
Receipts of property and other taxes.....	153,662	200,376
Acquisition and construction of capital assets.....	(5,792,508)	(15,735,284)
Proceeds from sale of capital assets.....	16,626	1,744
Principal paid on bonds and other long-term debt.....	(2,500,026)	(1,842,571)
Interest paid on bonds and other long-term debt.....	(2,864,000)	(2,791,311)
Bond proceeds and other long-term debt.....	---	166,000
Capital grant receipts.....	2,103,530	669,193
Passenger facility charge receipts.....	954,117	923,696
Net cash used in capital and related financing activities.....	(7,928,599)	(18,408,157)
CASH FLOWS FROM INVESTING ACTIVITIES:		
Purchase of investment securities.....	(9,206,193)	(4,000,000)
Proceeds from sale and maturities of investment securities.....	3,230,819	16,630,685
Interest received on investments.....	898,353	1,212,928
Net cash provided by (used in) investing activities.....	(5,077,021)	13,843,613
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS.....	(5,231,841)	1,675,833
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR.....	11,259,652	9,583,819
CASH AND CASH EQUIVALENTS, END OF YEAR.....	\$ 6,027,811	\$ 11,259,652
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:		
CAPITAL AND RELATED FINANCING ACTIVITIES:		
Capital assets included in accounts payable.....	\$ 399,689	\$ 131,153
Loss on disposal of property and equipment.....	---	7,172

The accompanying notes are an integral part of the combined financial statements.

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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements

NOTE 1 ORGANIZATION AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Organization - The Fort Wayne-Allen County Airport Authority (the Authority) is a municipal corporation established July 1, 1985, under authority granted by Indiana statute (1961 Acts, Chapter 283, IC 1979 19-6-2, superseded by IC 8-22-3-1). The Authority, a component unit of Allen County, Indiana, was established for the general purpose of acquiring, maintaining, operating, and financing airports and landing fields in and bordering on Allen 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 Authority administers an airport system composed of Fort Wayne International Airport, a small hub air carrier airport, and Smith Field, a general aviation reliever airport. The Authority has no stockholders or equity holders and all revenues and other receipts must be disbursed in accordance with such statute.

Reporting Entity - As required by generally accepted accounting principles, these combined financial statements present Fort Wayne-Allen County Airport Authority, a component unit of Allen County, Indiana, and the component units of the Authority: Fort Wayne International Airport Building Corporation (FWIABC) and Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC).

The Authority's Board consists of six members, three appointed by the Mayor of the City of Fort Wayne, and three by the Allen County Commissioners.

Based upon the fiscal independence or dependence criterion set forth by the Governmental Accounting Standards Board (GASB) the Authority is considered a component unit of Allen County.

In reaching the aforementioned conclusion, the Authority considered the following reporting entity definition criteria:

A. Financial Benefit or Burden Relationship

1. Responsibility for financing deficits lies exclusively with the Authority.
2. No other governmental entity is entitled to any portion of a surplus the Authority generates.
3. All guarantees of, or "moral responsibility" for, debt are borne by the Authority. Subject to approval, the Authority is empowered to and has issued Revenue Bonds payable solely from revenues derived from the operation of the airport system. The Authority also has outstanding General Obligation Bonds and, subject to approval, is empowered to issue such bonds in the future. These bonds are not general obligations of any other governmental entity, and neither

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

the faith and credit nor the taxing power of any other governmental entity is pledged to their payment.

Although Allen County officials do not appoint a majority of the Authority's Board and no financial benefit or burden relationship exists, Allen County **is** financially accountable based upon fiscal dependency as follows:

B. Fiscal Dependency

1. The Authority's budget and the tax levy to meet it may be reviewed or modified by the Allen County Council.
2. The Authority may not issue general obligation bonds without the Allen County Council's approval, nor issue revenue bonds without the Allen County Commissioners' approval.

Since the Authority does not have the ability to complete the above essential events without substantive approval by Allen County officials, it is fiscally dependent upon Allen County and Allen County is financially accountable for the Authority. The Authority is therefore a component unit of Allen County.

The Authority's component units, FWIABC and FWIAATCBC, are autonomous quasi-governmental units. Although FWIABC and FWIAATCBC are legally separate from the Authority, they are reported as if they were part of the Authority because their sole purpose is to finance construction projects for the Authority. FWIABC sold tax-exempt bonds to finance these construction projects which include the Terminal Building Modernization, and Local Access Roads and Parking Facilities projects. FWIAATCBC sold tax-exempt bonds to finance Air Trade Center construction projects which include an air freight hub, aircraft maintenance facility, air cargo sorting facilities, parking, fueling and related facilities, and personal property connected to the above. These bonds are collateralized by lease agreements with the Authority and will be retired through lease payments from the Authority. These lease agreements constitute the imposition of a financial burden on the Authority, and FWIABC and FWIAATCBC provide services exclusively to the Authority. Since FWIABC and FWIAATCBC are so intertwined with the Authority, their balances and transactions are blended with the Authority's balances and transactions.

Financial information for FWIABC and FWIAATCBC can be obtained at the following addresses:

Fort Wayne International Airport
Building Corporation
c/o Summers and Company
1000 Commerce Building
Fort Wayne, IN 46802

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Fort Wayne international Airport Air
Trade Center Building Corporation
C/O City Securities, inc
701 S. Clinton Street, Suite 316
Fort Wayne, In 46802

Basis of Accounting and Reporting - The combined financial statements consist of three enterprise funds which are accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred.

Capital lease transactions between the Authority and the FWIABC and FWIAATCBC have been eliminated in the combined and combining financial statements.

In accordance with the provisions of the Governmental Accounting Standards Board (GASB) Statement No. 20, Accounting and Financial Reporting for Proprietary Funds and other Governmental Entities that use Proprietary Fund Accounting, the Authority applies all applicable GASB pronouncements plus all Financial Accounting Standards Board (FASB) Statements and Interpretations, Accounting Principles Board opinions, and Accounting Research Bulletins issued on or before November 30, 1989, except for those that conflict with or contradict GASB pronouncements. The Authority has elected not to apply FASB Statements and Interpretations issued after November 30, 1989. The same application of FASB pronouncements are used for the Authority's component units.

Cash and Cash Equivalents - For purposes of the statement of cash flows, the Authority considers all highly liquid investments (including restricted assets) with a maturity of three months or less when purchased to be cash equivalents. Cash equivalents, which are stated at cost, consist of daily repurchase agreements and short-term government mutual funds.

Investments - The Authority invests exclusively in short-term nonnegotiable certificates of deposit which are stated at cost. The Authority's component units (FWIABC and FWIAATCBC) may invest in short term highly liquid money-market investments that have maturities less than one year. These investments are valued at amortized cost.

Unbilled Revenue - The Authority accrues revenue for rentals and fees earned but not yet billed as of year end.

Property and Equipment - On July 1, 1985, under an intergovernmental joint agreement between Allen County and the City of Fort Wayne, and pursuant to Indiana Statute 8-22-3-1, the Authority was established and thereupon assumed all assets, obligations and equity of the City of Fort Wayne's airport operations. Prior to

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

that date, the airport operated as an agency of the City of Fort Wayne under the Board of Aviation.

Property and equipment assumed by the Authority on July 1, 1985, is carried at cost, net of accumulated depreciation, in the accompanying combined financial statements and aggregates \$6,415,621 at December 31, 2000. Subsequent additions to property and equipment are recorded at cost.

Maintenance and repairs are expensed as incurred. When properties are disposed of, the related cost and accumulated depreciation are removed from the respective accounts and any gain or loss on disposition is credited or charged to expense. Runways, taxiways, parking areas, sewers and other similar items are written off when fully depreciated unless clearly identified as still being in use.

Assets are depreciated using the straight-line method over the estimated useful lives of the assets as follows:

	<u>Years</u>
Buildings and improvements	5-30
Infrastructure items	10-50
Equipment	3-20

Depreciation applicable to certain property and equipment which have been funded or contributed to the Authority by federal and state governments is charged against the respective capital grant equity balance. This charge is effected by transferring the applicable depreciation from retained earnings and has no effect on income.

In accordance with Financial Accounting Standards Board Statement No. 62, net interest during construction periods, when significant, is capitalized and included in the cost of property and equipment. The Authority incurred total interest cost of \$2,856,020 and \$2,861,778 in 2000 and 1999, respectively. The Authority capitalized \$2,037 in 2000 and \$190,433 in 1999 of these amounts.

Bond Issue Costs - Bond issue costs are deferred and amortized over the life of the respective bond issue using the interest method.

Original Issue Discount and Premium - Original issue discount and premium on bonds are amortized using the interest method over the life of the bonds to which it relates.

Compensated Absences - All full-time employees receive compensation for vacations, holidays, illness, and certain other qualifying absences. The number of days compensated for the various categories of absence is generally based on length of service. Vacation which has been earned but not paid has been accrued in the combined financial statements.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Accumulated unused sick leave benefits are nonvesting and are only paid out upon retirement. The maximum accumulation per employee is 1,456 hours for Public Safety employees and 1,040 hours for all other employees.

In accordance with GASB Statement No. 16, the Authority accrues accumulated unused sick leave benefits for employees with at least 10 years of service regardless of age and employees age 50 or older regardless of length of service. Based upon historical information, it was determined that these employees would most likely meet the conditions necessary to receive their sick leave benefits.

Capital Grant Funds - Certain expenditures for airport capital improvements receive significant federal funding through the Airport Improvement Program of the Federal Aviation Administration (FAA), and the Department of the Army, National Guard Bureau, Department of Defense. Funds are also received for airport development from the State of Indiana. The Authority funds the remaining balance of such expenditures. Capital funding provided under government grants is considered earned as the related approved capital improvement expenditures are disbursed.

Passenger Facility Charge (PFC) Revenue - The Authority received approval from the FAA to impose and use a PFC of \$3 per enplaned passenger beginning July 1, 1993. The charge is used for construction and debt service payments on two projects:

- (1) Loop Access Roadway and Parking Improvements and,
- (2) Terminal Expansion and Renovation

PFC's are collected by the airlines and are recognized as revenue by the Authority as they are earned, and are included in nonoperating revenues.

Rental Income - All leases of the Authority are accounted for as operating leases. Rental income is generally recognized as it becomes receivable over the respective lease terms. The Authority has no significant leases that would require the recording of income in accordance with GASB No. 13, Accounting for Operating Leases with Scheduled Rent Increases.

Property Taxes - The following summarizes the property tax calendar for the current year:

Lien date	March 1, 1999
Levy date	January 1, 2000
Tax bills mailed	April 1 and October 1, 2000
First installment payment due	May 10, 2000
Second installment payment due	November 10, 2000
Authority collection dates	June and December, 2000
Tax sale - 2000 delinquent property taxes	August, 2002

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Property taxes levied are collected by the Allen County Treasurer and periodically remitted to the Authority.

Property taxes are accrued when levied and receivables aggregated \$107,412 and \$109,881 at December 31, 2000, and 1999, respectively. An allowance of \$16,799 and \$19,713 at December 31, 2000, and 1999, respectively, is provided for all delinquent taxes.

Risk Management - The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The Authority carries commercial insurance to protect against all of these risks of loss. Settled claims resulting from these risks have not exceeded commercial insurance coverage during the past three years. There was no reduction in insurance coverage during 2000.

The Authority is self-insured up to certain limits for health care benefits. The health care plan provides for annual aggregate coverage up to a maximum of \$311,046 as well as an individual limit of \$15,000. The Authority contracts with a commercial insurance carrier to provide stop loss coverage to employees for claims exceeding the above amounts.

The health care claims liability of \$70,479 is reported in accrued liabilities as of December 31, 2000. The liability is based on the ultimate cost of settling the claims. GASB Statement No. 10 requires that a liability for claims be reported if information prior to the issuance of the combined financial statements indicates that it is probable that a liability has been incurred at the date of the combined financial statements and the amount of the loss can be reasonably estimated. The liability includes an amount for claims that have been incurred but not reported. Based upon the short history of the Authority's health claim experience, the effects of specific, incremental claim adjustment expenses, salvage, and subrogation, are considered to be a minimal, and thus an immaterial amount. Therefore, these costs are not included. In addition, allocated and unallocated claim adjustment expenses are excluded for the same reason. An analysis of claims activities is presented below:

	<u>Beginning</u> <u>Balance</u>	Claims and Changes in <u>Estimates</u>	Claim <u>Payments</u>	Ending <u>Balance</u>
1998	\$ 32,693	\$ 147,196	\$ 133,495	\$ 46,394
1999	46,394	205,056	208,586	42,864
2000	42,864	294,826	267,211	70,479

Budgetary Compliance - The State of Indiana requires the Authority to legally adopt a budget annually. The basis of budgetary adoption and compliance is primarily cash basis accounting. Open purchase orders are added to budgetary

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

expenditures at year end to measure compliance. Additionally, open purchase orders are automatically added to the following year's budget without the necessity of the additional appropriation legal process. All remaining unencumbered appropriations lapse at year end.

The legal level of budgetary control is by major expense category. Budgeted amounts may be transferred within major expense categories solely upon approval from the Authority's Board. However, any revision that alters the total appropriation of any major expense category must, in addition, be approved by the State Board of Tax Commissioners. During the year, several appropriation transfers were made to ensure that expenditures did not exceed budgeted appropriations.

A budgetary compliance reconciliation for 2000 follows:

	<u>Budget</u>	<u>2000</u> <u>Actual</u>
Revenues		
Total 2000 revenues-budgetary basis	\$19,272,953	\$15,461,059
Adjustments:		
Federal and state grants	(6,032,500)	(2,103,530)
Accrual basis	<u>---</u>	<u>2,627,375</u>
Total 2000 revenues-GAAP basis	<u>\$13,240,453</u>	<u>\$15,984,904</u>
Expenses		
Total 2000 expenses-budgetary basis	\$19,768,229	\$16,753,231
Adjustments:		
Open purchase orders	---	(2,075,410)
Depreciation expense	---	7,749,815
Capital expenditures	(9,062,612)	(5,152,342)
Accrual basis	<u>---</u>	<u>(351,912)</u>
Total 2000 expenses-GAAP basis	<u>\$10,705,617</u>	<u>\$16,923,382</u>

NOTE 2 CASH, CASH EQUIVALENTS AND INVESTMENTS

Cash, cash equivalents and investments included in the balance sheet consist of the following:

	<u>December 31</u>	
	<u>2000</u>	<u>1999</u>
Cash and Cash Equivalents:		
Current	\$ 2,505,369	\$ 6,055,169
Restricted	<u>3,522,442</u>	<u>5,204,483</u>
	<u>6,027,811</u>	<u>11,259,652</u>
Investments:		
Current	10,500,000	6,000,000
Restricted	<u>2,497,056</u>	<u>1,021,682</u>
	<u>12,997,056</u>	<u>7,021,682</u>
	<u>\$19,024,867</u>	<u>\$18,281,334</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Indiana statutes authorize the Authority to invest in United States obligations and issues of federal agencies, secured repurchase agreements, certificates of deposit, money market deposit accounts, passbook savings accounts and negotiable order of withdrawal (NOW) accounts.

The carrying amount of deposits and investments by type of investment are:

	December 31	
	2000	1999
Cash deposits	\$ 1,922,405	\$ 5,539,106
Certificates of deposit	<u>10,900,000</u>	<u>6,402,500</u>
Total deposits	<u>12,822,405</u>	<u>11,941,606</u>
Short-term government mutual funds	2,931,406	4,632,547
Repurchase agreements	1,174,000	1,088,000
U. S. Government Securities	2,097,056	---
Investment Contract	<u>---</u>	<u>619,181</u>
Total investments	<u>6,202,462</u>	<u>6,339,728</u>
	<u>\$19,024,867</u>	<u>\$18,281,334</u>

Deposits of the Authority with financial institutions are categorized by custodial credit risk as follows:

	December 31			
	2000		1999	
	Carrying Value	Bank Balance	Carrying Value	Bank Balance
Cash on deposit:				
Insured by Federal Deposit Insurance Corporation	\$ 700,000	\$ 700,000	\$ 469,764	\$ 602,500
Insured by Indiana Public Deposit Insurance Fund	<u>12,088,307</u>	<u>12,183,248</u>	<u>11,443,881</u>	<u>11,921,762</u>
	12,788,307	12,883,248	11,913,645	12,524,262
Cash on hand (petty cash)	<u>850</u>	<u>---</u>	<u>850</u>	<u>---</u>
	<u>\$12,789,157</u>	<u>\$12,883,248</u>	<u>\$11,914,495</u>	<u>\$12,524,262</u>

The Authority's deposits were entirely covered by federal depository insurance (FDIC), Indiana public depository insurance, or by collateral held in the financial institution's name. The Indiana Public Deposit Insurance Fund (IPDIF) is a multiple financial institution collateral pool as provided under Indiana Code, Section 5-13-12-1. This Fund conforms with the requirements of GASB Statement No. 3, paragraph 11 which describes criteria for determining whether deposits are fully insured. FWIABC had deposits with a carrying amount and bank balance of \$33,248 that were not covered by FDIC. Indiana public depository insurance does not cover deposits held by FWIABC, a not-for-profit institution.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

These deposits were collateralized by government securities held by the financial institution's trust department in the financial institution's name.

The investment contract, invested in during 1999, was held by FWIAATCBC, an Authority blended component unit. This investment contract, with a carrying amount and bank balance of \$619,181, was not insured by FDIC nor collateralized by government securities. This contract was terminated in 1999. Since FWIAATCBC is a not-for-profit organization, it is not subject to the requirements of Indiana statutes governing authorized investments.

The Authority's investments are categorized to give an indication of the level of risk assumed by the entity. Category 1 includes investments that are insured or registered, or securities held by the Authority or its agent in the Authority's name. Category 2 includes uninsured and unregistered investments for which the securities are held by the counterparty's trust department or agent in the Authority's name. Category 3 includes uninsured and unregistered investments for which the securities are held by the counterparty or by its trust department or agent but not in the Authority's name.

December 31, 2000				
Category			Carrying	Fair
1	2	3	Value	Value
Repurchase agreements,				
secured by U.S. Treasury				
or Federal Agency				
Securities				
		\$ 1,174,000	\$ 1,174,000	\$ 1,174,000
U. S. Government Securities				
		2,097,056	2,097,056	2,097,056
\$ ---	\$ ---	<u>\$ 3,211,056</u>	3,271,056	3,271,056
Short-term government				
mutual funds				
			<u>2,931,406</u>	<u>2,931,406</u>
			<u>\$ 6,202,462</u>	<u>\$ 6,202,462</u>

December 31, 1999				
Category			Carrying	Fair
1	2	3	Value	Value
Repurchase agreements,				
secured by U.S. Treasury				
or Federal Agency				
Securities				
	---	<u>\$ ---</u>	<u>\$ 1,088,000</u>	\$ 1,088,000
Short-term government				
mutual funds				
			<u>4,632,547</u>	<u>4,632,547</u>
			<u>\$ 5,720,547</u>	<u>\$ 5,120,547</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 3 RESTRICTED ASSETS

Cash, Cash Equivalents and Investments - Cash, cash equivalents and investments are restricted as follows:

	December 31	
	2000	1999
Pursuant to the Revenue Bonds of 1998		
Trust Indenture:		
Construction Account	\$ ---	\$ 97,530
Bond Fund Account	381,440	278,740
Bond Reserve Account	767,418	767,418
Pursuant to the FWIAATCBC First Mortgage		
Bonds of 1998 Trust Indenture:		
Construction Account	53,727	649,566
Bond Interest Account	---	619,730
Bond Sinking Fund Account	2,099,117	1,022,042
Pursuant to the Revenue Refunding Bonds of		
1995 Trust Indenture:		
Bond Fund Account	192,548	195,108
Bond Reserve Account	391,874	391,874
Pursuant to the FWIABC Improvement Bonds:		
1994 Trust Indenture:		
Sinking Fund Account	950,263	665,256
Operation and Reserve Account	---	3,943
1993 Trust Indenture:		
Sinking Fund Account	192,076	560,521
Pursuant to the General Obligation Airport		
Improvement Bonds of 1979 and the		
FWIABC First Mortgage Refunding Bonds,		
Series 1993:		
Property Tax Revenues Reserved for Debt		
Service	---	91,515
Pursuant to the FWIABC First Mortgage		
Refunding Bonds of 1993 Trust Indenture:		
Sinking Fund Account	124,470	119,814
Reserve	7,394	1,297
Pursuant to the Aviation Safety and Capacity		
Expansion Act of 1990, Federal Aviation		
Regulation Part 158:		
Passenger Facility Charge Account	816,609	712,082
Security Deposits	42,562	43,729
Total	\$ 6,019,498	\$ 6,226,165

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Revenue Bonds of 1998

The Trust Indenture (a supplemental indenture to the Trust Indenture adopted with the issuance of the Revenue Refunding bonds of 1995) was adopted on August 1, 1998 in conjunction with the issuance of the Revenue Bonds of 1998 (the 1998 Bonds). The 1998 Bond Trust Indenture created the Bond Fund and Reserve accounts as described below in the Revenue Refunding Bonds of 1995 section, and in addition, established the Construction Account.

Construction Account - This account is used to pay the construction costs related to the construction of the public use ramp within the Air Trade Center.

First Mortgage Bonds of 1998

The Trust Indenture adopted August 15, 1998 with the issuance of the First Mortgage Bonds of 1998, provided that certain accounts be maintained by the Trustee: Construction, Bond Interest, and Sinking Fund accounts.

Construction Account - This account is used to pay the cost of acquisition, construction, and equipment of the buildings to be constructed within the Air Trade Center.

Bond Interest Account - This is a temporary account used to pay interest as it becomes due on the First Mortgage Bonds until the filing of the Affidavit of Completion. Once the Affidavit is filed with the Trustee, the Trustee will transfer all available funds from this account to the Sinking Fund Account.

Sinking Fund Account - This account is used to deposit rental payments received, and to pay principal and interest as they become due.

Revenue Refunding Bonds of 1995

The Trust Indenture adopted June 1, 1995 in conjunction with the issuance of the Revenue Refunding Bonds of 1995 (the 1995 Bonds), provides, among other things, that certain accounting procedures be followed and certain accounts be established. The Trust Indenture created the Bond Fund and Reserve accounts.

Bond Fund Account - This account is used to pay the principal and interest due on the next payment date. The Authority pays the Trustee the required amounts no later than the last business day prior to the date such amounts are due to the bondholders.

Reserve Account - This account is used to set aside resources to subsidize potential deficiencies from the Authority's operation that could affect debt service payments. The Trustee maintains in this account an amount equal to the lesser of (a) the maximum annual debt service of Bonds outstanding or (b) the total remaining debt service requirements. In the event deposits in the Bond Fund Account are insufficient to pay the required principal and interest due, the

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Trustee shall transfer from the Reserve Account the required amount then due.

Airport Improvement Bonds of 1993 and 1994

The Trust Indenture adopted May 1, 1993, and supplemented on March 1, 1994 in conjunction with the issuance of the Airport Improvement Bonds of 1993 (the 1993 Bonds) and the Airport Improvement Bonds of 1994 (the 1994 Bonds), provides, that certain accounting procedures be followed and certain accounts be established. The Trust Indenture requires the Trustee to maintain the Sinking Fund and the Operation and Reserve accounts.

Sinking Fund Account - The Trustee will transfer into this account any balance remaining in the construction account after payment of all construction related claims. The Trustee will also deposit all rental payments received from the Authority, or a lesser amount, which when added to the balance in the Sinking Fund account equals the sum of the interest and principal due on the next payment date. Any portion of rental payments remaining after such deposit shall be deposited into the Operation and Reserve Account. Principal and interest on the 1993 and 1994 Bonds will be paid from the Sinking Fund Accounts as they become due.

Operation and Reserve Account - This account is used to pay incidental expenses of FWIABC, the principal, interest and redemption premium on the Bonds and, if the amount' in the Sinking Fund Account is less than the required amount, the Trustee will transfer funds from the Operation and Reserve Account to raise the Sinking Fund Account to the appropriate level. The Authority is in compliance with all significant financial bond covenants as of December 31, 2000.

NOTE 4 PROPERTY AND EQUIPMENT

Property and equipment at December 31 consists of:

	<u>2000</u>	<u>1999</u>
Land	\$ 11,698,146	\$ 10,554,483
Buildings and improvements	62,476,803	61,647,235
Infrastructure items	91,530,730	88,494,113
Equipment	5,175,460	5,110,167
Construction in progress	<u>630,410</u>	<u>360,362</u>
Total	171,511,549	166,166,360
Less accumulated depreciation	<u>(54,317,996)</u>	<u>(47,286,073)</u>
Net Property and Equipment	<u>\$117,193,553</u>	<u>\$ 118,880,287</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 5 PROPERTY TAX

The applicable property tax rates and related levies in 2001 will be as follows:

	Rate <u>Per \$100</u>	Property Tax <u>Levies</u>
Operating	\$.0703	\$ 2,229,931
Cumulative Building.0100	<u>317,202</u>
 Total	 <u>\$.0803</u>	 <u>\$ 2,547,133</u>

NOTE 6 PENSION PLAN

On January 1, 1997, the statewide Indiana Public Employee's Retirement Fund (PERF) separated the Authority from Allen County's PERF account and established a separate account for the Authority. On the above date, the Authority assumed no liabilities and received no assets for employee service prior to this date. Assets and liabilities of the plan for Authority employee's prior to January 1, 1997, remain with Allen County. The Authority has adopted Governmental Accounting Standards Board (GASB) Statement Number 27, Accountins for Pensions by State and Local Governmental Employers. The Authority's Pension Plan has both a defined benefit and a defined contribution component.

Defined Benefit

Plan Description - The Authority's defined benefit pension plan, Indiana Public Employee's Retirement Fund (PERF), provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. PERF is a statewide agent multiple-employer pension plan that acts as a common investment and administrative agent for state and local governmental units in Indiana. PERF issues a publicly available financial report that includes financial statements and required supplementary information. That report may be obtained by writing to the Indiana Public Employee's Retirement Fund, 143 W. Market Street, Suite 800, Indianapolis, Indiana 46205, or by calling 1-317-233-4162.

Funding Policy - Indiana Statutes (IC 5-10.2 and 5-10.3) govern most requirements of the defined benefit plan, and give the Authority the authority to contribute to the plan. The contribution requirements of the Authority are established by the Board of Trustees of PERF, and may be amended by this Board. PERF members do not contribute to the defined benefit plan. The Authority is required to contribute at an actuarially determined rate; the current rate is 3.50 percent of annual covered payroll.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Annual Pension Cost - For 2000, the Authority's annual pension cost of \$88,107 for PERF was equal to the Authority's required and actual contributions. The required contribution was determined as part of the June 30, 1999 actuarial valuation using the entry age normal actuarial cost method. The actuarial assumptions included (a) 7.25 percent investment rate of return (net of administrative expenses), (b) projected salary increases of 5 percent (3 percent due to inflation and 2 percent due to merit) per year, and (c) 2 percent post-retirement benefit increases. The actuarial value of PERF assets was determined using techniques that smooth the effects of short-term volatility in the market value of investments over a four-year period. The Authority's excess of assets over actuarial accrued liability is being amortized by level percentage of projected payroll on a closed basis over a forty-year period (15 years in the case of cost of living adjustments). A thirty-year period is being phased in beginning July 1, 1998. The remaining amortization period at December 31, 2000, was 28 years.

Pension Liability (Asset) - A pension liability (asset) at transition was determined in accordance with GASB Statement 27. The amount of the pension liability (asset) at transition was zero. There is no difference between that amount and the previously reported liability (asset) for PERF.

Three Year Trend Information - Trend information gives an indication of the progress made in accumulating sufficient assets to pay benefits when due. The negative amount for net pension obligation is an indication that the Authority's annual contributions exceeded the annual pension costs since January 1, 1997, the date the Authority was separated from Allen County's PERF account.

<u>Year</u>	<u>Annual Pension Cost (APC)</u>	<u>Percentage of APC Contributed</u>	<u>Net Pension Obligation</u>
1998	\$ 149,222	100%	\$ ---
1999	141,081	100	(52,669)
2000	88,107	100	(63,600)

Defined Contribution

The Authority's defined contribution plan is the other component of the Authority's pension plan which is also administered by PERF. PERF accumulates employee contributions and allocates interest income into a separate system wide fund for all members. Upon retirement, employees may elect a lump sum distribution of all or part of the savings account. Employees who leave employment before qualifying for benefits under the defined benefit component, receive a refund of this savings account.

Employees are required to contribute 3 percent of their annual salary to an annuity savings account. Since 1987, the Authority has been funding the employee contribution requirement. The contribution rate is established by the Indiana State Legislature, and may be amended only by this body. During 2000, the

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Authority contributed \$75,521 on behalf of the employees. This amount represents the employers' required contribution to the plan.

NOTE 7 BONDS AND OTHER LONG-TERM DEBT

Bonds and Other Long-Term Debt consist of:

	December 31	
	2000	1999
<u>Revenue Bonds</u>		
Revenue Bonds of 1998:		
Principal payable semi-annually on January 1, 2001 to July 1, 2008 in payments ranging from \$540,000 in 2001 to \$740,000 in 2008. Interest at 4.25 to 6.00% due semi-annually on January 1 and July 1	\$ 5,090,000	\$5,500,000
Plus: Unamortized Discount	119,475	(11,692)
	5,070,525	5,488,308
First Mortgage Bonds of 1998:		
Fort Wayne International Airport Air Trade Center Building Corporation		
Principal payable semi-annually on July 15, 2001 to January 15, 2020 in payments ranging from \$810,000 in 2001 to \$1,900,000 in 2019. Interest at 4.1 to 5.3% due semi-annually on January 15 and July 15	24,985,000	25,375,000
Less: Unamortized discount	(249,620)	(266,758)
	24,735,380	25,108,242
Revenue Refunding Bonds of 1995:		
Principal payable semi-annually on January 1, 2001 to July 1, 2005 in payments ranging from \$295,000 in 2001 to \$375,000 in 2005. Interest at 5.5 to 5.9% due semi-annually on January 1 and July 1	1,665,000	1,945,000
Less: Unamortized discount and deferred amount	(40,883)	(59,271)
	1,624,117	1,885,729
Airport Improvement Bonds of 1994:		
Fort Wayne International Airport Building Corporation--		
Principal payable semi-annually on January 1, 2001 to January 1, 2014 in payments ranging from \$900,000 in 2001 to \$1,770,000 in 2013. Interest at 5.1 to 5.9% due semi-annually on January 1 and July 1	17,625,000	18,225,000
Less: Unamortized discount	(166,519)	(183,703)
	17,458,481	18,041,297

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

Airport Improvement Bonds of 1993:

Fort Wayne International Airport
 Building Corporation--

Principal payable semi-annually
 on January 1, 2001 to January 1, 2014
 in payments ranging from \$180,000
 in 2001 to \$355,000 in 2013.

Interest at 5.4 to 5.75% due
 semi-annually on January 1 and

July 1	3,575,000	4,105,000
Less: Unamortized discount	(72,982)	(81,560)
	<u>3,502,018</u>	<u>4,023,440</u>

Total Revenue Bonds	<u>52,390,521</u>	<u>54,547,016</u>
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General obligation debt

First Mortgage Refunding Bonds of 1993:

Fort Wayne International Airport
 Building Corporation--

Final principal and interest will
 be paid on January 1, 2001. Principal
 and interest will be \$120,000 and
 \$2,910, respectively. Interest rate
 is 4.95%

	<u>120,000</u>	<u>345,000</u>
--	----------------	----------------

Totalbonds	52,510,521	54,892,016
----------------------	------------	------------

Otherdebt	231,883	296,909
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Less: Current portion	<u>(2,909,657)</u>	<u>(2,500,026)</u>
---------------------------------	--------------------	--------------------

	<u>\$49,832,147</u>	<u>\$52,688,899</u>
--	---------------------	---------------------

The Authority has a legal debt limit of \$61,352,485 which represents 2 percent of the assessed value of Allen County property as certified by the State Board of Tax Commissioners. The legal debt margin is \$61,232,485 as of December 31, 2000.

Revenue bonds of 1998

The Revenue Bonds of 1998 (the 1998 Bonds) are collateralized, on a parity with the Revenue Refunding Bonds of 1995, solely by a pledge of net revenues generated by the airport system, and cash and investments held in the 1998 Bond fund and reserve accounts pursuant to the 1998 Bond Trust Indenture.

The proceeds from the sale of the 1998 Bonds were used to construct a public use ramp and to provide utility distribution and roadways within the Air Trade Center at the Fort Wayne International Airport.

The 1998 Bonds are subject to redemption prior to maturity at the Authority's option on or after July 1, 2005. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on July 1, 2005 to par beginning July 1, 2007 and thereafter.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

First Mortgage of 1998

The Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC) First Mortgage Bonds of 1998 (the 1998 First Mortgage Bonds) are collateralized by revenues and assets of the Trust, and semiannual lease rental payments to be paid by the Authority pursuant to the terms of the Master Lease agreement between the FWIAATCBC (Lessor) and the Authority (Lessee) described below. Payment of the principal and interest on the bonds maturing on January 15, 2015, January 15, 2017 and January 15, 2020 are guaranteed by a financial guaranty insurance policy.

The proceeds from the sale of the 1998 First Mortgage Bonds were used to construct and equip an air freight hub, aircraft maintenance facility, air cargo sorting facilities, parking, fueling and related facilities, and personal property connected with the above.

In 1998, the Authority entered into a Master Lease with FWIAATCBC. The FWIAATCBC agreed to sell bonds to finance the construction of the project described above. In addition, the Authority has agreed to sublet the project through a Building Lease with an unrelated Air Cargo Company. In accordance with the terms of the Building Lease, the lease payments payable by the Authority will be paid directly to the Trustee by the Air Cargo Company. In the event revenues from the building lease are not sufficient, lease payments will be payable from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

FWIAATCBC retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

The First Mortgage Bonds are subject to redemption prior to maturity at the Authority's option on any date not earlier than January 15, 2008. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 15, 2008, to par beginning January 15, 2010 and thereafter.

Revenue Refunding Bonds of 1995

The Revenue Refunding Bonds of 1995 (the 1995 Bonds) are collateralized solely by a pledge of all the net revenues generated by the airport system, and cash and investments held in the 1995 Bond reserve account pursuant to the 1995 Bond Trust Indenture. The proceeds from the 1995 Bonds were used to refund the Airport Revenue Bonds of 1985.

The 1995 Bonds are not subject to redemption prior to maturity

Airport Improvement Bonds of 1994

The Fort Wayne International Airport Building Corporation (FWIABC) Airport Improvement Bonds of 1994 (the 1994 Bonds) are collateralized by the revenues and

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

assets of the Trust, and rent and other payments made by the Authority under the lease between the FWIABC (Lessor) and the Authority (Lessee) described below.

The proceeds from the sale of the 1994 Bonds were used to provide funds for constructing, renovating, and equipping the terminal building.

In 1994, the Authority entered into a lease with FWIABC. FWIABC agreed to sell bonds to finance the construction of the project described above. The Authority will make semi-annual lease-purchase payments, which approximate bond principal and interest payments. The lease payments by the Authority will be made from operating revenues and, in the event such revenues are insufficient, from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

The 1994 Bonds are subject to redemption prior to maturity at the Authority's option on or after January 1, 2004. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 1, 2004 to par beginning January 1, 2005 and thereafter.

FWIABC retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

Airport Improvement Bonds of 1993

The Fort Wayne International Airport Building Corporation (FWIABC) Airport Improvement Bonds of 1993 (the 1993 Bonds) are collateralized by the revenues and assets of the Trust, and rent and other payments made by the Authority under the lease between the FWIABC (Lessor) and the Authority (Lessee) described below.

The proceeds from the sale of the 1993 Bonds were used to provide funds for constructing a loop access roadway, parking facilities, and utilities located generally north of the terminal building. The proceeds were also used to refund Series 1986A and Series 1987 Participation Certificates.

In 1993, the Authority entered into a lease with FWIABC. FWIABC agreed to sell bonds to finance the construction of the project described above. The Authority will make semi-annual lease-purchase payments, which approximate bond principal and interest payments. The lease payments by the Authority will be made from operating revenues and, in the event such revenues are insufficient, from unlimited ad valorem taxes to be levied by the Authority on all taxable property within Allen County.

The 1993 Bonds are subject to redemption prior to maturity at the option of the Authority on or after January 1, 2003. The Bonds are redeemable at amounts ranging from 101 percent of principal beginning on January 1, 2003 to par beginning January 1, 2004 and thereafter.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

FWIABC retains title to the facilities until the option to purchase is exercised or the lease term is ended. At such time, the facilities become the property of the Authority.

First Mortgage Refunding Bonds of 1993

The Fort Wayne International Airport Building Corporation (FWIABC) First Mortgage Refunding Bonds of 1993 (the 1993 Refunding Bonds) are collateralized by a first mortgage on a two-bay hangar and office complex, including land and taxiways. The proceeds from the 1993 Refunding Bonds were used to refund the First Mortgage Bonds of 1981.

The Authority originally entered into a lease with Baer Field Building Corporation (BFBC) on March 30, 1981 for the facilities acquired and constructed from the proceeds of the First Mortgage Bonds of 1981. On December 15, 1993, BFBC assigned its rights and interests under the Lease to FWIABC.

Final lease payment was made to the FWIABC on December 28, 2000. The FWIABC will pay final principal and interest to the bondholders on January 1, 2001. On this date the facilities become the property of the Authority.

Debt Defeasance

The Authority has no outstanding defeased debt.

Annual debt service requirements to maturity for revenue bonds are as follows as of December 31, 2000:

Debt Service Requirements

Years ending December 31:	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2001	\$ 2,725,000	\$ 2,721,230	\$ 5,446,230
2002	2,865,000	2,582,241	5,447,241
2003	3,015,000	2,441,066	5,456,066
2004	3,175,000	2,290,930	5,465,930
2005	3,335,000	2,130,291	5,465,291
Thereafter	<u>37,825,000</u>	<u>13,199,940</u>	<u>51,024,940</u>
	52,940,000	25,365,698	78,305,698
Less: Unamortized discount, premium and deferred amount.	<u>549,479</u>	<u>---</u>	<u>549,479</u>
	<u>\$52,390,521</u>	<u>\$25,365,698</u>	<u>577,756,219</u>

Annual debt service requirements to maturity for general obligation bonds are as follows as of December 31, 2000:

Year ending December 31:	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2001	<u>\$ 120,000</u>	<u>\$ 2,970</u>	<u>\$ 122,970</u>

Other debt consists of a non-interest bearing note for \$31,492 for utility power conversion. The debt amount includes imputed interest of \$793 at an effective interest rate of 5 percent. This debt is repaid with monthly payments of \$2,935

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

through November 30, 2001. In addition, during 1998, the Authority entered into a financing agreement for \$83,079 to construct entrance lights to its Air Trade Center. The financing agreement bears interest at 5.54 percent. The debt will be repaid with monthly principal and interest payments of \$1,581 through November 16, 2003. At December 31, 2000, the remaining balance is \$50,991. During 1999, the Authority received a non-interest bearing loan of \$166,000 from the City of Fort Wayne for Air Trade Center utility improvements. This loan will be repaid to the City at \$16,600 per year over a 10-year period. At December 31, 2000, the remaining balance is \$149,400.

NOTE 8 DEFERRED REVENUE

On June 22, 1993, the Authority entered into a 10-year License Agreement with APCOA, Inc. (APCOA) for APCOA to operate all public parking facilities located at Fort Wayne International Airport in exchange for license fees. As part of the agreement, APCOA agreed to pay \$1,300,000 of the license fees in advance to the Authority for improvements associated with the Loop Access Roadway and Parking Project.

The advance has been recorded as deferred revenue and is being amortized, according to the agreement, over the 10-year life of the agreement on a straight-line basis beginning July 1, 1993 and ending June 30, 2003. Since the lease inception, \$972,750 of this advance has been earned by the Authority, leaving \$327,250 as deferred revenue at December 31, 2000. During 2000, the Authority earned and recognized \$130,900 as parking revenue.

The Authority is contingently liable to APCOA, upon termination of the agreement, for the unamortized portion of the advance license fees.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 9 SEGMENT INFORMATION

The Authority maintains one enterprise fund and blends two component unit enterprise funds into the reporting entity. Financial segment information for the Authority, EWIABC and FWIAATCBC as of and for the year ended December 31, 2000 is presented below:

	<u>AUTHORITY</u>	<u>FWIABC</u>	<u>FWIAATCBC</u>	<u>ELIMINATIONS(*)</u>	<u>TOTALS</u>
Operating revenues.	\$10,595,470	\$ ---	\$ ---	\$ ---	\$10,595,470
Depreciation expense.	7,749,815	---	---	---	7,749,815
Operating loss	(3,392,535)	(3,950)	(77,444)	---	(3,473,929)
Tax revenues.	3,392,472	---	---	---	3,392,472
Net income (loss)	(932,022)	(1,477)	(4,979)	---	(938,478)
Current equity					
contributions	3,493,337	---	---	---	3,493,337
Property & equipment					
Additions	10,112,989	---	---	---	10,112,989
Deletions	4,767,800	---	---	---	4,767,800
Investment in capital					
lease	---	20,420,500	24,735,380	(45,155,880)	---
Net working capital	13,103,521	---	---	---	13,103,521
Total assets.	140,033,344	21,696,087	26,888,224	(47,865,017)	140,752,638
Obligations under					
capital lease.	45,155,880	---	---	(45,155,880)	---
Bonds and other					
long-term debt:					
Payable from operating					
revenues	6,926,524	7,785,509	24,735,380	---	39,447,413
Payable from tax					
revenues	---	120,000	---	---	120,000
Payable from PFC					
revenues	---	13,174,991	---	---	13,174,991
Total Equity.	83,634,155	587	709,008	---	84,343,750

* - Eliminations are for capital lease transactions and balances between the Authority and its component units, FWIABC and FWIAATCBC.

NOTE 10 COMMITMENTS AND CONTINGENCIES

Capital Improvements - At December 31, 2000, the Authority was obligated for completion of airfield infrastructure and various smaller projects under commitments of approximately \$1,282,286 of which an estimated \$1,033,748 is eligible for reimbursement at 95 percent from the FAA and State of Indiana. In addition, the Authority has a land purchase commitment of \$253,200.

Rebatable Arbitrage - Based upon calculations through December 31, 2000, there are no rebatable arbitrage liabilities.

Environmental Investigation - The Environmental Protection Agency (EPA) contacted management of the Authority in 1988 regarding the dumping and burning of certain

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

chemicals alleged to be hazardous materials. The EPA, through consulting engineers employed by it, has conducted an investigation of two sites at Fort Wayne International Airport. In late 1989, the EPA forwarded to the Authority a detailed analytical report on the engineers' findings. At this time the extent, if any, of remedial action which may be required cannot be ascertained until the Authority receives a summary of the report and recommendations from the EPA.

Concentration of Credit Risk - The Authority leases facilities to the airlines under certain leases and/or use agreements and to other businesses under agreements to operate concessions at the Airport. Accounts receivable and unbilled revenue balances relate primarily to these activities. Amounts due from the passenger airlines represent approximately 2 percent of the balances as of December 31, 2000, and 17 percent as of December 31, 1999. Amounts due from cargo carrier airlines represent approximately 49 percent of the accounts receivable balances as of December 31, 2000, and 32 percent as of December 31, 1999.

Litigation - The nature of the business of the Authority generates certain litigation against the Authority arising in the ordinary course of business. However, the Authority believes the ultimate outcome of these matters in the aggregate should not have a materially adverse effect on its financial position or results of operations.

NOTE 11 GRANTS AND CONTRIBUTIONS

Changes in grants and contributions are summarized as follows:

	Federal Government	State & Local Government	Total
Balances, January 1, 1999	\$ 42,542,332	\$ 4,138,634	\$ 46,680,966
1999 Additions (Deductions):			
Grants for specific projects. . .	1,133,889	56,516	1,190,405
Depreciation of property and equipment acquired by government grants and contributions	<u>(3,036,079)</u>	<u>(328,083)</u>	<u>(3,364,162)</u>
Balances, December 31, 1999	40,640,142	3,867,067	44,507,209
2000 Additions (Deductions):			
Grants for specific projects. . .	3,309,477	183,860	3,493,337
Depreciation of property and equipment acquired by government grants and contributions	<u>(3,196,642)</u>	<u>(335,182)</u>	<u>(3,531,824)</u>
Balances, December 31, 2000	<u>\$ 40,752,977</u>	<u>\$ 3,715,745</u>	<u>\$ 44,468,722</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
Notes to Combined Financial Statements-Continued

NOTE 12 RENTAL INCOME UNDER OPERATING LEASES

A significant portion of the operating revenue of the Authority is generated through the leasing of airport and building space to airlines and others on a fixed fee as well as a contingent rental basis. Ownership risks are retained by the Authority and, accordingly, such leases are treated as operating leases.

The following is a schedule of minimum future rentals on noncancellable operating leases to be received in each of the next five years and thereafter:

Years ending December 31:	
2001	4,999,650
2002	5,013,387
2003	5,521,732
2004	5,306,546
2005	4,073,805
Later Years	39,663,528

The schedule above includes changes in rental rates that became effective on January 1, 2001. These rates are redetermined annually.

Contingent rentals and fees aggregated \$4,593,652 in 2000 and \$4,048,077 in 1999.

Substantially all the assets classified under property and equipment in the balance sheet are held by the Authority for the purpose of rental or related use.

NOTE 13 MAJOR CUSTOMERS

The Authority receives significant operating revenue from one airline cargo carrier. Rentals, landing fees, apron fees and other revenues from this cargo carrier aggregated approximately 33 percent of operating revenues for the year ended December 31, 2000. On May 1, 2000, this airline cargo carrier filed voluntary petitions for reorganization, under the Chapter 11 Bankruptcy Code. The company announced, in a press release, the company and its subsidiaries, will seek to continue to operate their businesses in the ordinary course under the protection of the bankruptcy court while seeking to finalize a plan of reorganization to implement its anticipated restructuring." As of December 31, 2000, this cargo carrier has not finalized its plan of reorganization. In the pre-bankruptcy period of February, March and April, this cargo carrier incurred landing fees and other costs totaling \$323,714. At year end, this amount is included in the Authority's accounts receivable balance, and an appropriate amount based upon the Authority's policy, has been included in the allowance for doubtful accounts. The cargo carrier is current on all other payments. The Authority filed a formal claim in the bankruptcy proceedings against this carrier for this amount. At this time, we expect a favorable resolution to our claim.

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**REQUIRED SUPPLEMENTARY
INFORMATION (UNAUDITED)**



FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
 Required Supplementary Information
 Schedule of Funding Progress

Employees Retirement Plan

Actuarial Valuation Date	Actuarial Value of Assets (1)	Actuarial Accrued Liability (AAL) -Entry Age (2)	Excess of Assets Over (Unfunded) AAL (1 - 2)	Funded Ratio (1 / 2)	Covered Payroll (3)	Excess of Assets Over (Unfunded) AAL as a Percentage of covered Payroll ((1 - 2)/3)
7/1/97	\$ 32,848	\$ 32,848	\$ 0	100.0%	\$1,959,219	0.00%
7/1/98	179,068	182,716	(3,648)	98.0	2,058,231	(0.18)
7/1/99	329,496	351,178	(21,682)	93.8	2,257,300	(0.96)
7/1/00	598,500	547,700	50,800	109.3	2,517,352	2.02

ENTERPRISE FUNDS COMBINING FINANCIAL STATEMENTS

Enterprise funds are used to account for operations financed and operated in a manner similar to private business enterprises. The Board intends that costs (i.e., expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges.

The Fort Wayne-Allen County Airport Authority (Authority) Fund - This fund is used to account for the activities of the Authority.

The Fort Wayne International Airport Building Corporation (FWIABC) Fund - This fund is used to account for the activities involving financing the construction of the Authority's Terminal Building Modernization, and Local Access Roads and Parking Facilities projects. This is a blended component unit of the Authority. Capital lease balances and transactions between the Authority and the FWIABC have been eliminated.

The Fort Wayne International Airport Air Trade Center Building Corporation (FWIAATCBC) Fund - This fund is used to account for the activities involving financing the construction of an air freight hub, aircraft maintenance facilities, air cargo sorting facilities, parking, fueling and related facilities within the Authority's Air Trade Center. This is a blended component unit of the Authority. Capital lease balances and transactions between the Authority and the FWIAATCBC have been eliminated.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUND
Combining Balance Sheet
December 31, 2000
(With Comparative Totals at December 31, 1999)

	<u>Authority</u>	<u>FWIABC</u>	<u>FWIAATCBC</u>	<u>Totals</u>	
				<u>2000</u>	<u>1999</u>
CURRENT ASSETS:					
Cash and cash equivalents.....	\$ 2,505,369	\$ ---	\$ ---	\$ 2,505,369	\$ 6,055,169
Investments.....	10,500,000	---	---	10,500,000	6,000,000
Accounts receivable, net of allowance.....	530,022	---	---	530,022	458,572
Unbilled revenue.....	359,497	---	---	359,497	462,803
Other receivables, net of allowance.....	267,410	---	---	267,410	139,702
Deposits and prepaid items.....	96,735	---	---	96,735	87,351
Total current assets.....	14,259,033	---	---	14,259,033	13,203,597
RESTRICTED ASSETS:					
Cash and cash equivalents.....	2,803,148	10,286	709,008	3,522,442	5,204,483
Investments.....	2,497,056	---	---	2,497,056	1,021,682
Passenger facility charge receivable.....	134,802	---	---	134,802	120,991
Federal and State grants receivable.....	2,323,228	---	---	2,323,228	933,421
Other receivables.....	57,631	---	---	57,631	29,522
Total restricted assets.....	7,815,865	10,286	709,008	8,535,159	7,310,099
PROPERTY AND EQUIPMENT, NET.....	117,193,553	---	---	117,193,553	118,880,287
OTHER ASSETS:					
Bond issue, costs, less accumulated amortization of \$578,110 and \$476,624, 2000 and 1999, respectively..	764,893	---	---	764,893	866,379
Total assets.....	\$ 140,033,344	\$ 10,286	\$ 709,008	\$ 140,752,638	\$ 140,260,362

	Authority	FWIABC	FWIAATCBC	Totals	
				2000	1999
CURRENT LIABILITIES:					
Accounts payable.....	\$ 808,733	\$ ---	\$ ---	\$ 808,733	\$ 333,623
Accrued liabilities.....	346,779	---	---	346,779	288,137
Total current liabilities.....	1,155,512	---	---	1,155,512	621,760
LIABILITIES PAYABLE FROM RESTRICTED ASSETS:					
Accounts payable.....	33,324	9,699	---	43,023	109,881
Current portion of long-term debt.....	2,909,657	---	---	2,909,657	2,500,026
Accrued interest on long-term debt.....	1,380,720	---	---	1,380,720	1,442,205
Total liabilities payable from restricted assets	4,323,701	9,699	---	4,333,400	4,052,112
LONG-TERM LIABILITIES:					
Deferred revenue.....	327,250	---	---	327,250	458,150
Accrued compensated absences.....	759,979	---	---	759,979	650,550
Total long-term liabilities.....	1,087,229	---	---	1,087,229	1,108,700
BONDS and OTHER LONG-TERM DEBT, NET.....	49,832,747	---	---	49,832,747	52,688,899
Total liabilities.....	56,399,189	9,699	---	56,408,888	58,471,471
EQUITY:					
Grants and contributions.....	44,468,722	---	---	44,468,722	44,507,209
Retained earnings.....	39,165,433	587	709,008	39,875,028	37,281,682
Total equity.....	83,634,155	587	709,008	84,343,750	81,788,891
Total liabilities and equity.....	\$ 140,033,344	\$ 10,286	\$ 709,008	\$ 140,752,638	\$ 140,260,362

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUNDS
Combining Statement of Revenues, Expenses and Changes in Retained Earnings
For the Year Ended December 31, 2000
(With Comparative Totals for the Year Ended December 31, 1999)

	Totals				
	Authority	FWIABC	FWIAATCBC	2000	1999
OPERATING REVENUES:					
Airfield.....	\$ 2,841,935	\$ ---	\$ ---	\$ 2,841,935	\$ 2,321,163
Buildings and grounds.....	2,880,797	---	---	2,880,797	1,747,276
Terminal.....	2,908,882	---	---	2,908,882	2,427,074
Parking.....	1,912,208	---	---	1,912,208	1,814,295
Reliever airport.....	51,648	---	---	51,648	58,952
Total operating revenues.....	10,595,470	---	---	10,595,470	8,368,760
OPERATING EXPENSES (including depreciation of \$7,749,815 and \$6,369,161, 2000 and 1999, respectively):					
Airfield.....	7,553,997	---	---	7,553,997	5,851,719
Buildings and grounds.....	811,262	---	77,444	888,706	803,496
Terminal.....	2,388,575	2,200	---	2,390,775	2,417,449
Parking.....	862,031	1,750	---	863,781	832,851
Reliever airport.....	133,996	---	---	133,996	123,178
Administration.....	2,238,144	---	---	2,238,144	1,758,994
Total operating expenses.....	13,988,005	3,950	77,444	14,069,399	11,787,687
LOSS FROM OPERATIONS.....	(3,392,535)	(3,950)	(77,444)	(3,473,929)	(3,418,927)
NONOPERATING REVENUES (EXPENSES):					
Property and other taxes.....	3,392,472	---	---	3,392,472	3,361,218
Passenger facility charge.....	967,928	---	---	967,928	941,382
Interest income.....	937,470	2,473	72,465	1,012,408	967,818
Interest expense.....	(2,853,983)	---	---	(2,853,983)	(2,774,531)
Gain (Loss) on disposal of fixed assets.....	16,626	---	---	16,626	(5,428)
Net nonoperating revenues (expenses).....	2,460,513	2,473	72,465	2,535,451	2,490,459
NET LOSS.....	(932,022)	(1,477)	(4,979)	(938,478)	(928,468)
Add: Depreciation on government-provided assets.....	3,531,824	---	---	3,531,824	3,364,162
INCREASE (DECREASE) IN RETAINED EARNINGS	2,599,802	(1,477)	(4,979)	2,593,346	2,435,694
RETAINED EARNINGS, BEGINNING OF YEAR.....	36,565,631	2,064	713,987	37,281,682	34,845,988
RETAINED EARNINGS, END OF YEAR.....	\$ 39,165,433	\$ 587	\$ 709,008	\$ 39,875,028	\$ 37,281,682

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY
ENTERPRISE FUNDS
Combining Statement of Cash Flows
For the Year Ended December 31,2000
(With Comparative Totals for the Year Ended December 31,1999)

	Totals				
	Authority	FWIABC	FWIAATCBC	2000	1999
CASH FLOWS FROM OPERATING ACTIVITIES:					
Loss from operations.....	\$ (3,392,535)	\$ (3,950)	\$ (77,444)	\$ (3,473,929)	\$ (3,418,927)
Adjustments to reconcile operating loss to net cash provided by operating activities:					
Bad debt expense.....	157,316	---	---	157,316	---
Depreciation.....	7,749,815	---	---	7,749,815	---
Amortization of bond issuance cost.....	101,486	---	---	101,486	6,477,854
Amortization of deferred revenue.....	(130,900)	---	---	(130,900)	(130,900)
Change in assets and liabilities:					
Accounts receivable and unbilled revenue.....	(125,460)	---	---	(125,460)	(193,457)
Other receivables.....	(41,317)	---	---	(41,317)	239,924
Deposits and prepaid items.....	(9,384)	---	---	(9,384)	(5,640)
Accounts payable.....	140,707	(991)	---	139,716	(21,204)
Accrued liabilities.....	168,071	---	---	168,071	142,087
Net cash provided by (used in) operating activities.....	<u>4,617,799</u>	<u>(4,941)</u>	<u>(77,444)</u>	<u>4,535,414</u>	<u>3,089,737</u>
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITY:					
Receipts of property and other taxes.....	<u>3,238,365</u>	---	---	<u>3,238,365</u>	<u>3,150,640</u>
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:					
Receipts of property and other taxes.....	153,662	---	---	153,662	200,376
Acquisition and construction of capital assets.....	(5,792,508)	---	---	(5,792,508)	(15,735,284)
Proceeds from sale of capital assets.....	16,626	---	---	16,626	1,744
Principal paid on bonds and other long-term debt.....	(2,500,026)	---	---	(2,500,026)	(1,842,571)
Interest paid on bonds and other long-term debt.....	(2,864,000)	---	---	(2,864,000)	(2,791,311)
Bond proceeds and other long-term debt.....	---	---	---	---	166,000
Capital grant receipts.....	2,103,530	---	---	2,103,530	669,193
Passenger facility charge receipts.....	954,117	---	---	954,117	923,696
Net cash provided by (used in) capital and related financing activities.....	<u>(7,928,599)</u>	---	---	<u>(7,928,599)</u>	<u>(18,408,157)</u>
CASH FLOWS FROM INVESTING ACTIVITIES:					
Purchase of investment securities.....	(9,206,193)	---	---	(9,206,193)	(4,000,000)
Proceeds from sale and maturities of investment securities.....	3,230,819	---	---	3,230,819	16,630,685
Interest received on investments.....	800,790	2,487	95,076	898,353	1,212,928
Net cash provided by (used in) investing activities.....	<u>(5,174,584)</u>	<u>2,487</u>	<u>95,076</u>	<u>(5,077,021)</u>	<u>13,843,613</u>
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS.....	(5,247,019)	(2,454)	17,632	(5,231,841)	1,675,833
CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR.....	<u>10,555,536</u>	<u>12,740</u>	<u>691,376</u>	<u>11,259,652</u>	<u>9,583,819</u>
CASH AND CASH EQUIVALENTS, END OF YEAR.....	<u>\$ 5,308,517</u>	<u>\$ 10,286</u>	<u>\$ 709,008</u>	<u>\$ 6,027,811</u>	<u>\$ 11,259,652</u>
NONCASH INVESTING, CAPITAL AND RELATED FINANCING ACTIVITIES:					
CAPITAL AND RELATED FINANCING ACTIVITIES:					
Capital assets included in accounts payable.....	\$ 399,689	---	---	\$ 399,689	\$ 131,153
Loss on disposal of property and equipment.....	---	---	---	---	7,172

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**OTHER SUPPLEMENTARY
INFORMATION**

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Debt Service Requirements to Maturity
December 31,2000**

	Principal		Interest		Total
2001.....	\$ 2,909,657		\$ 2,727,401		\$ 5,637,058
2002.....	2,899,106		2,583,707		5,482,813
2003.....	3,048,520		2,441,538		5,490,058
2004.....	3,191,600		2,290,930		5,482,530
2005.....	3,351,600		2,130,291		5,481,891
2006.....	3,106,600		1,966,499		5,073,099
2007.....	3,276,600		1,808,820		5,085,420
2008.....	3,446,600		1,640,779		5,087,379
2009.....	2,851,600		1,471,484		4,323,084
2010.....	2,995,000		13 17,082		43 12,082
2011.....	3,165,000		1,148,533		43 13,533
2012.....	3,340,000		968,383		4,308,383
2013.....	3,525,000		779,788		4,304,788
2014.....	2,585,000		580,261		3,165,261
2015.....	1,550,000		471,163		2,021,163
2016.....	1,635,000		388,623		2,023,623
2017.....	1,720,000		300,775		2,020,775
2018.....	1,810,000		212,375		2,022,375
2019.....	1,900,000		120,750		2,020,750
2020.....	985,000		24,625		1,009,625
Totals	\$ 53,291,883 (1)		\$ 25,373,807		\$ 78,665,690

(1) Excludes unamortized discount, premium and deferred amount of \$549,479.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Property and Equipment and Accumulated Depreciation
For the Year Ended December 31,2000**

Property and Equipment (1)

Category	Balance at 01/01/00	Additions	Deletions (2)	Balance at 12/31/00
Land and easements	\$ 10,554,483	\$ 1,143,663		\$ 11,698,146
Runways and taxiways....	79,359,556	3,488,861	\$452,244	82,396,173
Buildings..	61,647,235	829,568		62,476,803
Roads and parking.....	8,387,338			8,387,338
Snow equipment.....	2,231,807	109,430	79,621	2,261,616
Vehicles	1,381,865	159,262	186,028	1,355,099
Other equipment.....	1,496,495	62,250		1,558,745
Master plans	747,219			747,219
Construction work in progress	360,362	4,319,955	4,049,907	630,410
Total fixedassets	\$ 166,166,360	\$ 10,112,989	\$ 4,767,800	\$ 171,511,549

Accumulated Depreciation

Category	Balance at 01/01/00	Additions	Deletions (2)	Balance at 12/31/00
Runways and taxiways....	\$ 29,808,554	\$ 4,048,389	\$ 452,243	\$ 33,404,700
Buildings	11,558,481	2,838,103		14,396,584
Roads and parking.....	1,958,757	387,042		2,345,799
Snow equipment.....	1,337,821	155,010	79,621	1,413,210
Vehicles.....	1,121,743	116,321	186,028	1,052,036
Other equipment.....	990,528	140,241		1,130,769
Master plans	510,189	64,709		574,898
Total depreciation	\$ 47,286,073	\$ 7,749,815	\$ 717,892	\$ 54,317,996

(1) Property and equipment is carried at cost except for assets assumed by the Authority at July 1, 1985, which are carried at cost, net of accumulated depreciation. Assets are depreciated using the straight-line method over their useful lives.

(2) Deletions consist of disposals and assets traded in as part of the purchase price for new assets.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Revenues - Budget and Actual
For the Year Ended December 31,2000**

Major Revenue Categories	2000 Actual			2000 Budget As Adjusted	Variance Favorable (Unfavorable)
	GAAP Basis	GAAP Adjustments	Cash Basis (1)		
Airfield use fees.....	\$ 2,844,280	\$ (216,151)	\$ 2,628,129	\$ 2,954,988	\$ (326,859)
Building rent and services.....	4,317,177	(2,044,381)	2,272,796	2,760,263	(487,467)
Land rent.....	464,582	4,596	469,178	378,444	90,734
Utilities.....	4,516	(381)	4,135	5,000	(865)
Parking.....	1,912,208	(167,333)	1,744,875	1,458,000	286,875
Auto rental.....	873,821	(5,477)	868,344	761,964	106,380
Restaurant and hotel	142,550	(9,392)	133,158	161,500	(28,342)
Other commissions.....	30,342	---	30,342	18,700	11,642
Interest income.....	1,012,408	(278,585)	733,823	415,000	318,823
Contractual reimbursements.....	5,630	45,270	50,900	56,250	(5,350)
Property and other taxes.....	4,360,400	(17,973)	4,342,427	4,269,844	72,583
Federal grant receipts.....	---	2,066,071	2,066,071	5,715,000	(3,648,929)
State grant receipts.....	---	37,459	37,459	317,500	(280,041)
Other income.....	16,990	62,432	79,422	500	78,922
Total.....	\$ 15,984,904	\$ (523,845)	\$ 15,461,059	\$ 19,272,953	\$ (3,811,894)

(1) Indiana state statutes require budgetary compliance accounting on a cash basis.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Schedule of Expenses-Budget and Actual
For the Year Ended December 31,2000**

Major Expense Categories	2000 Actual				2000 Actual	2000 Budget	Variance Favorable (Unfavorable)(2)
	GAAP Basis	GAAP Adjustments	Cash Basis (1)	Open Purchase Orders			
PERSONAL SERVICES:							
Salaries and wages.....	\$ 2,887,498	\$ (137,481)	\$ 2,750,017	\$ ---	\$ 2,750,017	\$ 2,919,693	\$ 169,676
Employee benefits.....	625,208	31,689	656,897	4,884	661,781	687,881	26,100
Total personal services.....	3,512,706	(105,792)	3,406,914	4,884	3,411,798	3,607,574	195,776
SUPPLIES.....	751,512	(114,492)	637,020	170,279	807,299	1,039,056	231,757
CONTRACTUAL SERVICES:							
Professional services.....	290,498	3,645	294,143	72,978	367,121	405,805	38,684
Utilities.....	356,354	28,212	384,566	---	384,566	493,558	108,992
Contracted repairs.....	255,952	(29,539)	226,413	37,491	263,904	368,317	104,413
Debt service payments.....	2,853,983	846,478	3,700,461	---	3,700,461	3,702,950	2,489
Other contracted services.....	1,152,562	(276,600)	875,962	68,451	944,413	1,088,357	143,944
Total contractual services.....	4,909,349	572,196	5,481,545	178,920	5,660,465	6,058,987	398,522
CAPITAL EXPENDITURES.....		5,152,342	5,152,342	1,721,327	6,873,669	9,062,612	2,188,943
DEPRECIATION EXPENSE.....	7,749,815	(7,749,815)	---	---	---	---	---
Totals.....	\$ 16,923,382	\$ (2,245,561)	\$ 14,677,821	\$ 2,075,410	\$ 16,753,231	\$ 19,768,229	\$ 3,014,998

(1) State of Indiana budgetary compliance requires cash expenditures plus purchase commitments not to exceed annual appropriations.
(2) Balance equals funds not committed by the Authority.

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Allen County's Construction of the New Airport Expressway

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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Revenues by Source, Expenses by Function and Net Income (Loss)
Last Ten Fiscal Years
(Accrual Basis)**

<u>Revenues:</u>	<u>2000</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>
Airfield.....	\$ 2,841,935	\$ 2,321,163	\$ 1,675,554	\$ 1,629,023
Buildings and grounds.....	2,880,797	1,747,276	634,555	635,519
Terminal.....	2,908,882	2,427,074	2,505,681	2,360,561
Parking.....	1,912,208	1,814,295	1,674,614	1,369,989
Reliever airport.....	51,648	58,952	56,720	47,932
	<u>10,595,470</u>	<u>8,368,760</u>	<u>6,548,124</u>	<u>6,043,024</u>
Interest.....	1,012,408	967,818	992,578	681,928
Property and other taxes.....	3,392,472	3,361,218	3,486,487	3,374,811
Passenger facility charge.....	967,928	941,382	950,735	921,450
Gain on disposal of fixed assets.....	16,626	---	300	7,228
	<u>15,984,904</u>	<u>13,639,178</u>	<u>11,978,224</u>	<u>11,028,441</u>
 <u>Expenses:</u>				
Airfield.....	2,188,070	1,936,416	1,839,200	1,625,851
Buildings and grounds.....	539,251	426,213	346,837	392,741
Terminal.....	927,055	912,252	883,158	598,868
Parking.....	442,105	418,263	288,838	318,108
Reliever airport.....	49,787	39,450	37,619	37,721
Administration.....	2,173,316	1,691,360	1,576,880	1,476,739
	<u>6,319,584</u>	<u>5,423,954</u>	<u>4,972,532</u>	<u>4,450,028</u>
Interest.....	2,853,983	2,774,531	1,893,070	1,587,175
Depreciation.....	7,749,815	6,369,161	6,251,560	5,619,786
	<u>16,923,382</u>	<u>14,567,646</u>	<u>13,117,162</u>	<u>11,656,989</u>
Extraordinary loss.....	---	---	---	---
Net income (loss).....	<u>\$ (938,478)</u>	<u>\$ (928,468)</u>	<u>\$ (1,138,938)</u>	<u>\$ (628,548)</u>

1996	1995	1994	1993	1992	1991
\$ 1,632,337	\$ 1,702,110	\$ 1,621,711	\$ 1,689,844	\$ 1,689,588	\$ 2,934,252
632,035	598,147	553,234	799,069	936,170	1,598,365
2,048,212	1,715,947	1,525,962	1,558,723	1,398,331	1,346,292
1,265,139	1,230,305	1,064,132	929,689	881,114	912,035
43,765	46,269	49,285	53,714	38,317	26,071
5,621,488	5,292,778	4,814,324	5,031,039	4,943,520	6,817,015
624,341	766,180	751,757	451,389	231,212	283,145
3,263,027	3,319,825	3,146,233	3,145,078	2,918,096	2,811,643
911,094	921,116	989,323	372,758	---	---
8,112	---	---	---	---	---
10,428,062	10,299,899	9,701,637	9,000,264	8,092,828	9,911,803
1,379,656	1,543,318	1,273,015	1,304,313	1,144,246	1,347,886
140,485	183,301	161,945	284,122	168,803	454,486
747,474	841,940	618,445	575,127	604,827	568,733
268,849	319,413	402,480	132,822	126,965	95,379
35,055	53,445	47,141	78,750	67,262	110,791
1,381,676	1,347,817	1,230,386	1,517,040	1,322,853	1,117,367
3,953,195	4,289,234	3,733,412	3,892,174	3,434,956	3,694,642
1,688,992	1,579,949	584,880	909,370	1,007,082	1,098,059
5,253,341	4,736,887	3,720,851	3,549,061	3,311,337	3,168,779
10,895,528	10,606,070	8,039,143	8,350,605	7,753,375	7,961,480
---	---	---	(302,274)	---	---
\$ (467,466)	\$ (306,171)	\$ 1,662,494	\$ 347,385	\$ 339,453	\$ 1,950,323

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Tax Levies and Collections
Last Ten Fiscal Years (1)
(Cash Basis)**

	2000	1999	1998	1997
Operating excise tax.....	\$ 291,160	\$ 284,385	\$ 279,410	\$ 274,850
Aircraft excise tax.....	20,574	18,160	17,281	18,607
Operating intangibles tax.....	28,865	29,494	26,370	26,438
Operating property tax.....	2,395,864	2,310,951	2,258,216	2,180,211
Debt service property tax.....	135,555	176,422	374,388	356,686
Debt service excise tax.....	16,474	21,703	46,323	44,844
Debt service intangibles tax.....	1,633	2,251	4,372	4,313
County option income tax.....	501,902	507,650	484,158	468,862
Total Authority tax receipts.....	\$ 3,392,027	\$ 3,351,016	\$ 3,490,518	\$ 3,374,811
Rate per \$100 of assessed valuation.....	\$ 0.0803	\$ 0.0818	\$ 0.0886	\$ 0.0884

(1) All tax receipts are shown on a cash basis.

**Allen County Property Tax
Levies and Collections
Last Ten Fiscal Years (1)**

	2000	1999	1998	1997
Total tax levy.....	\$ 300,888,833	\$ 298,675,890	\$ 290,175,549	\$ 279,745,476
Current tax collections.....	297,308,400	291,497,902	287,919,723	276,816,607
Percent of levy collected.....	98.8%	97.6%	99.2%	99.0%
Delinquent tax collections.....	11,253,948	9,043,097	8,448,399	10,755,978
Total tax collections.....	308,562,348	300,540,999	296,368,122	287,572,585
Percent of total tax collections to levy.....	102.6%	100.6%	102.1%	102.8%
Outstanding delinquent taxes.....	13,119,784	13,339,890	11,020,067	10,358,645
Percent of delinquent taxes to levy.....	4.4%	4.5%	3.8%	3.7%

(1) The Authority does not maintain records of tax delinquencies. All taxes are collected and distributed by the Allen County Auditor.

1996	1995	1994	1993	1992	1991
\$ 267,647	\$ 279,999	\$ 263,283	\$ 270,998	\$ 275,384	\$ 274,679
18,518	16,833	20,995	21,403	26,184	22,818
26,642	26,397	25,225	25,596	24,866	25,783
2,107,155	2,019,319	1,969,491	2,002,015	1,857,111	1,766,865
327,164	302,123	420,595	462,013	451,216	384,499
41,556	41,892	56,225	65,497	66,909	59,775
4,136	3,949	5,387	6,186	6,042	5,611
467,777	633,500	383,757	291,370	210,384	271,613
\$ 3,260,595	\$ 3,324,012	\$ 3,144,958	\$ 3,145,078	\$ 2,918,096	\$ 2,811,643
\$ 0.0878	\$ 0.0899	\$ 0.0949	\$ 0.0971	\$ 0.0972	\$ 0.0940

1996	1995	1994	1993	1992	1991
\$ 267,705,753	\$ 244,854,049	\$ 239,125,956	\$ 217,936,097	\$ 203,003,330	\$ 188,526,505
255,058,209	238,631,064	232,500,074	212,963,706	194,620,371	181,168,964
95.3%	97.5%	97.2%	97.7%	95.9%	96.1%
8,069,516	8,902,255	7,982,597	6,992,067	5,716,515	5,704,713
263,127,725	247,533,314	240,482,671	219,955,773	200,336,886	186,873,677
98.3%	101.1%	100.6%	100.9%	98.7%	99.1%
11,910,180	9,944,084	10,559,042	11,730,989	11,818,617	10,957,914
4.4%	4.1%	4.4%	5.4%	5.8%	5.8%

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Assessed and Estimated Actual Value of Taxable Property
Last Ten Fiscal Years (3)**

Allen County	2000	1999	1998	1997
Total assessed value (1) (2)	\$ 3,067,624,274	\$ 3,007,390,136	\$ 2,935,243,905	\$ 2,842,393,179
Estimated actual value.....	9,202,872,822	9,022,170,408	8,805,731,715	8,527,179,537

(1) Assessed values for real property for 1990 - 1995 represent 1990 values, and assessed values for 1996 - 2000 represent 1995 values.
The most recent reassessment for real property was completed in 1995.

(2) Assessed values for personal property are updated annually.

(3) Source: Allen County Auditor's Office.

**Property Tax Rates and Tax Levies
Direct and Overlapping Governments
Last Ten Years (2)**

Allen County	2000	1999	1998	1997
Rates per \$100 of assessed valuation (1):				
Airport Authority.....	\$ 0.0803	\$ 0.0818	\$ 0.0886	\$ 0.0884
Other municipal corporations.....	0.5607	0.5670	0.5539	0.5291
School districts.....	5.2302	5.2169	5.3682	5.2963
Allen County.....	1.2500	1.2678	1.2167	1.1506
City of Fort Wayne.....	1.8671	1.8878	1.8242	1.8078
State of Indiana.....	0.5509	0.6490	0.5772	0.6115
Other.....	0.2682	0.2594	0.2575	0.3585
Totals.....	\$ 9.8074	\$ 9.9297	\$ 9.8862	\$ 9.8422

Levies:				
Airport Authnty.....	\$ 2,497,858	\$ 2,460,046	\$ 2,599,755	\$ 2,513,805
Other municipal corporations.....	17,199,432	17,050,660	16,258,490	15,038,012
School districts.....	160,443,258	156,893,272	157,569,358	150,542,094
Allen County.....	38,345,072	38,126,494	35,711,934	32,705,062
City of Fort Wayne.....	57,276,624	56,774,815	53,544,929	51,384,749
State of Indiana.....	16,900,202	19,522,048	16,944,508	17,383,363
Other.....	8,226,387	7,789,828	7,546,575	10,178,391
Totals.....	\$ 300,888,833	\$ 298,617,163	\$ 290,175,549	\$ 279,745,476

(1) School districts, the City, municipal corporations, and other rates represent countywide averages.

(2) Source: Allen County Auditor's Office

	1996	1995	1994	1993	1992	1991
\$	2,835,784,332	\$ 2,559,436,979	\$ 2,502,468,368	\$ 2,428,590,398	\$ 2,382,897,634	\$ 2,295,651,365
	8,507,352,996	7,678,310,937	7,507,405,104	7,285,771,194	7,148,692,902	6,886,954,095

	1996	1995	1994	1993	1992	1991
\$	0.0878	\$ 0.0899	\$ 0.0949	\$ 0.0971	\$ 0.0972	\$ 0.0940
	0.4981	0.5320	0.5037	0.5087	0.4823	0.5521
	5.1771	5.2439	4.9782	4.8005	4.3643	4.1650
	1.1171	1.4260	1.6555	1.2336	1.2336	1.1706
	1.6323	1.7246	1.7662	1.7518	1.7867	1.7363
	0.5795	0.1535	0.1508	0.1497	0.1467	0.1280
	0.3487	0.3971	0.4068	0.4327	0.4084	0.3663

\$	<u>9.4406</u>	\$ <u>9.5670</u>	\$ <u>9.5561</u>	\$ <u>8.9741</u>	\$ <u>8.5192</u>	\$ <u>8.2123</u>
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\$	2,489,819	\$ 2,301,727	\$ 2,372,917	\$ 2,358,952	\$ 2,324,904	\$ 2,157,912
	14,124,413	13,616,459	12,603,689	12,354,430	11,493,297	12,674,365
	146,811,441	134,213,444	124,577,108	116,583,979	103,996,539	95,614,044
	31,678,814	36,497,356	41,427,297	29,959,423	29,396,158	26,872,894
	46,288,800	44,140,985	44,199,822	42,544,505	42,574,400	39,859,116
	16,435,513	3,930,091	3,775,665	3,636,820	3,496,923	2,938,433
	9,876,953	10,153,987	10,169,458	10,497,988	9,721,109	8,409,741

\$	<u>267,705,753</u>	\$ <u>244,854,049</u>	\$ <u>239,125,956</u>	\$ <u>217,936,097</u>	\$ <u>203,003,330</u>	\$ <u>188,526,505</u>
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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Ratio of Net General Bonded Debt to Assessed Value
And Net Bonded Debt Per Capita
Last Ten Fiscal Years**

<u>Allen County</u>	<u>2000</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>
Assessed value (1).....	\$ 3,067,624,274	\$ 3,007,390,136	\$ 2,935,243,905	\$ 2,842,393,179
2% Limit.....	61,352,485	60,147,803	58,704,878	56,847,864
Gross general obligation debt.....	120,000	345,000	710,000	1,070,000
Less: Restricted debt service fund.....	120,000	218,626	413,359	396,929
Net debt (3).....	<u>\$ ---</u>	<u>\$ 126,374</u>	<u>\$ 296,641</u>	<u>\$ 673,071</u>
Percentage of net debt to assessed valuation.....	0.000%	0.004%	0.010%	0.024%
Percentage of net general obligation debt to limit.....	0.00%	0.21%	0.51%	1.18%
Population (2).....	331,849	300,836	300,836	300,836
Net debt per capita	\$ ---	\$ 0.42	\$ 0.99	\$ 2.24

(1) Assessed values for real property for 1991 - 1995 represent 1990 values, and assessed values for 1996 - 2000 represent 1995 values. The most recent reassessment for real property was completed in 1995.

(2) Population numbers are from the 2000 census.

(3) Debt items incurred prior to July 1, 1985 are assumed obligations from the City of Fort Wayne.

1996	1995	1994	1993	1992	1991
\$ 2,835,784,332	\$ 2,559,436,979	\$ 2,502,468,368	\$ 2,428,590,398	\$ 2,382,897,634	\$ 2,295,651,365
56,715,687	51,188,740	50,049,367	48,571,808	47,657,953	45,913,027
1,420,000	1,760,000	2,095,000	2,335,000	2,683,182	2,969,896
406,016	459,330	459,020	369,664	297,606	281,935
<u>\$ 1,013,984</u>	<u>\$ 1,300,670</u>	<u>\$ 1,635,980</u>	<u>\$ 1,965,336</u>	<u>\$ 2,385,576</u>	<u>\$ 2,687,961</u>

0.036%	0.051%	0.065%	0.081%	0.100%	0.117%
1.79%	2.54%	3.27%	4.05%	5.01%	5.85%
300,836	300,836	300,836	300,836	300,836	300,836
\$ 3.37	\$ 4.32	\$ 5.44	\$ 6.53	\$ 7.93	\$ 8.93

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Direct and Overlapping Bonded Debt and Bonding Limit
December 31,2000 (1) (8)**

Governmental Unit	Net Assessed Valuation (5)	Bonding Limit		Bonds Outstanding
		Percent	Amount	
DIRECT DEBT:				
Airport Authority.....	<u>\$ 3,067,624,274</u>	2 %	<u>\$ 61,352,485</u>	<u>\$ 120,000</u>
OVERLAPPING DEBT:				
City of Fort Wayne.....	<u>\$ 1,704,032,071</u>	(3) 2	<u>\$ 34,080,641</u>	<u>\$ 1,800,000</u>
Municipal Corporations:				
Allen County Public Library.....	<u>\$ 3,067,624,274</u>	(4) 2	\$ 67,142,485	\$ 4,980,000
Public Transportation Corporation.....	<u>\$ 1,919,274,789</u>	2	38,385,496	---
Fort Wayne Park District.....	<u>\$ 1,682,168,100</u>	2	33,643,362	10,050,000
Fort Wayne Fire District.....	<u>\$ 1,669,837,671</u>	2	33,396,753	---
Redevelopment Commission.....	<u>\$ 1,704,032,071</u>	(7)		
General.....		2	34,080,641	---
Tax increment.....		(3)	---	7,520,000
Convention and Tourism Authority.....	<u>\$ 3,067,624,274</u>	(2)	---	---
Southwest Allen Fire District.....	<u>\$ 179,288,320</u>	2	3,585,766	240,000
New Haven Park District.....	<u>\$ 179,191,712</u>	2	3,583,834	---
New Haven Annex	<u>\$ 59,806</u>	2	1,261,196	1,260,000
Total municipal corporations.....			<u>\$ 215,079,535</u>	<u>\$ 24,050,000</u>
Allen County.....	<u>\$ 3,067,624,274</u>	(6) 2	<u>\$ 116,502,485</u>	<u>\$ 72,655,846</u>
School Districts:				
Southwest Allen School District.....	\$ 492,649,630	(4) 2	\$ 80,968,993	\$ 71,116,000
East Allen School District.....	519,440,430	(4) 2	64,323,809	53,935,000
Fort Wayne Community Schools.....	1,836,631,584	(4) 2	70,567,632	33,835,000
Northwest Allen School District.....	<u>218,902,630</u>	(4) 2	<u>67,808,053</u>	<u>63,430,000</u>
Total school districts.....	<u>\$ 3,067,624,274</u>		<u>\$ 283,668,485</u>	<u>\$ 222,316,000</u>
Other Cities and Towns:				
Grabill.....	\$ 11,463,579	2	\$ 229,272	---
Huntertown.....	12,729,890	(4) 2	1,514,598	1,260,000
Leo/Cedarville.....	17,489,898	2	349,798	---
Monroeville.....	4,653,760	2	93,075	---
New Haven.....	114,934,190	(4) 2	6,008,684	4,930,000
Woodburn.....	7,879,298	2	157,586	60,000
Zanesville.....	<u>466,510</u>	2	<u>9,330</u>	<u>---</u>
Total other cities and towns.....	<u>\$ 169,617,125</u>		<u>\$ 8,362,343</u>	<u>\$ 6,250,000</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Direct and Overlapping Bonded Debt and Bonding Limit
December 31,2000 (1) (8)**

Governmental Unit	Net Assessed Valuation (5)	Bonding Limit		Bonds Outstanding
		Percent	Amount	
Townships:				
Aboite.....	\$ 414,374,960	2 %	\$ 8,287,499	\$ 1,700,000
Adams.....	256,241,004	(4) 2	5,292,932	168,112
Cedar Creek.....	81,831,097	2	1,636,622	---
Eel River.....	21,794,665	2	435,893	---
Jackson.....	7,208,547	2	144,171	---
Jefferson.....	34,142,842	2	682,857	---
Lafayette.....	78,274,670	2	1,565,493	---
Lake.....	16,433,355	2	328,667	---
Madison.....	15,898,192	2	317,964	---
Marion.....	23,856,179	2	477,124	---
Maumee.....	18,140,927	2	362,819	97,896
Milan.....	48,124,331	2	962,487	---
Monroe.....	11,370,621	2	227,412	---
Perry.....	180,674,610	2	3,613,492	---
Pleasant.....	55,532,205	2	1,110,644	---
Scipio.....	3,487,869	2	69,757	---
Springfield.....	22,990,727	(4) 2	1,058,116	746,035
St. Joseph.....	476,505,562	2	9,530,111	---
Washington.....	605,694,982	2	12,113,900	---
Wayne.....	695,046,929	2	13,900,939	1,055,000
Total townships.....	<u>\$ 3,067,624,274</u>		<u>\$ 62,118,897</u>	<u>\$ 3,767,043</u>
Total overlapping debt.....				<u>\$ 330,838,889</u>
Total direct and overlapping debt.....				<u>\$ 330,958,889</u>

- (1) Excludes all revenue bonds not payable from ad valorem property taxes.
- (2) No bonding authority.
- (3) 2% statutory limit on debt for Park Districts (included in the City of Fort Wayne). No limit on Redevelopment Districts for tax increment bonds.
- (4) The statutory 2% limit on the debt of a municipal corporation does not apply to any debt that is incurred by a building corporation for constructing facilities to be leased to a municipal corporation at a payment level that will at least cover the corporation's annual debt service requirement. The bonding limit shown is the sum of the statutory limit plus the outstanding building corporation debt.
- (5) The assessed valuation numbers represent amounts certified to the State Board of Tax Commissioners as of January 1,2000.
- (6) Includes debt payable from Food and Beverage Tax. The bonding limit shown is the sum of the statutory limit plus the outstanding debt payable by the Food and Beverage Tax.
- (7) Tax increment bonds are not payable from the full faith and credit of the Redevelopment District.
- (8) Source: Allen County Auditor's Office.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Ratio of Annual Debt Service to Total General Expenditures
Last Ten Fiscal Years (2)**

	2000	1999	1998	1997
Principal	\$ 2,500,026	\$ 1,842,571	\$ 1,739,641	\$ 1,728,198
Interest (1) (3).....	2,808,246	1,674,939	1,542,971	1,586,644
Total debt service.....	<u>\$ 5,308,272</u>	<u>\$ 3,517,510</u>	<u>\$ 3,282,612</u>	<u>\$ 3,314,842</u>
 Total general expenses (1).....	\$ 16,925,419	\$ 14,752,651	\$ 13,344,849	\$ 11,709,931
Subtract: Depreciation and gain or loss on disposal of property and equipment	7,733,189	6,374,589	6,251,260	5,612,558
Add: Principal.....	2,500,026	1,842,571	1,739,641	1,728,198
 Total general expenditures	<u>\$ 11,692,256</u>	<u>\$ 10,220,633</u>	<u>\$ 8,833,230</u>	<u>\$ 7,825,571</u>
 Ratio of debt service to total general expenditures.....	<u>0.454</u>	<u>0.344</u>	<u>0.372</u>	<u>0.424</u>

(1) Includes capitalized interest.

(2) Includes all long-term debt assumed by the Authority from the City of Fort Wayne on July 1, 1985.

(3) Excludes interest paid on July 1, 1996 for the 1994 Airport Improvement Bonds, and interest paid in 1998, 1999, and January 15, 2000 for the 1998 First Mortgage Bonds. The interest amounts excluded

1996	1995	1994	1993	1992	1991
\$ 1,476,826	\$ 1,322,176	\$ 1,555,000	\$ 1,509,227	\$ 1,268,099	\$ 1,151,279
1,130,304	742,341	864,047	779,903	983,787	1,056,967
<u>\$ 2,607,130</u>	<u>\$ 2,064,517</u>	<u>\$ 2,419,047</u>	<u>\$ 2,289,130</u>	<u>\$ 2,251,886</u>	<u>\$ 2,208,246</u>
\$ 10,928,590	\$ 10,874,005	\$ 9,151,787	\$ 8,552,332	\$ 7,717,999	\$ 7,961,480
5,245,229	4,737,185	3,720,851	3,836,804	3,508,307	3,168,779
1,476,826	1,322,176	1,555,000	1,509,227	1,268,099	1,151,279
<u>\$ 7,160,187</u>	<u>\$ 7,458,996</u>	<u>\$ 6,985,936</u>	<u>\$ 6,224,755</u>	<u>\$ 5,477,791</u>	<u>\$ 5,943,980</u>
<u>0.364</u>	<u>0.277</u>	<u>0.346</u>	<u>0.368</u>	<u>0.411</u>	<u>0.372</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Debt Service Coverage
Last Ten Fiscal Years**

Gross Revenues:	2000	1999	1998	1997
Airfield.....	\$ 2,841,935	\$ 2,321,163	\$ 1,675,554	\$ 1,629,023
Buildings and grounds	2,880,797	1,747,276	634,555	635,519
Terminal	2,908,882	2,427,074	2,506,681	2,360,561
Parking.....	1,912,208	1,814,295	1,674,614	1,369,989
Reliever airport.....	51,648	58,952	56,720	47,932
Interest income	1,012,408	967,818	992,578	681,928
Property and other taxes.....	3,392,472	3,361,218	3,486,487	3,374,811
Passenger facility charge.....	967,928	941,382	950,735	921,450
Gain on disposal of fixed assets.....	16,626	---	300	7,228
	15,984,904	13,639,178	11,978,224	11,028,441
Less: Amortization of deferred revenue.....	130,900	130,900	130,900	130,900
	\$ 15,854,004	\$ 13,508,278	\$ 11,847,324	\$ 10,897,541
 <u>Operating Expenses:</u>				
Airfield.....	\$ 2,188,070	\$ 1,936,416	\$ 1,839,200	\$ 1,625,851
Buildings, and grounds.....	539,251	426,213	346,837	392,741
Terminal.....	927,055	912,252	883,158	598,868
Parking.....	442,105	418,263	288,838	318,108
Reliever airport.....	49,787	39,450	37,619	37,721
Administration.....	2,173,316	1,691,360	1,576,880	1,476,739
	6,319,584	5,423,954	4,972,532	4,450,028
Less: Non-cash items.....	258,802	108,693	79,310	64,950
	6,060,782	5,315,261	4,893,222	4,385,078
Net revenues available for debt service.....	\$ 9,793,222	\$ 8,193,017	\$ 6,954,102	\$ 6,512,463
 <u>Debt Service Requirements:</u>				
Revenue bond and other long-term debt(1)...	\$ 5,068,870	\$ 3,133,353	\$ 2,856,705	\$ 2,873,765
General obligation debt(2).....	233,671	384,157	247,828	405,858
	\$ 5,302,542	\$ 3,517,510	\$ 3,104,533	\$ 3,279,623
Debt service coverage.....	184.69%	232.92%	224.00%	198.57%

- (1) Includes Revenue Bonds of 1985; Fort Wayne International Airport Building Corporation Airport Improvement Bonds of 1993 and 1994; Revenue Refunding Bonds of 1995; Revenue Bonds of 1998; and excludes interest from 1994 Airport Improvement Bonds paid on July 1, 1996; and interest paid in 1998, 1999 and Jan. 15, 2000 for the 1998 First Mortgage Bonds, which were paid from Bond proceeds.
- (2) Includes Airport Improvement General Obligation Bonds of 1979 and Fort Wayne International Airport Building Corporation First Mortgage Bonds of 1993.

	1996	1995	1994	1993	1992	1991
\$	1,632,337	\$ 1,702,110	\$ 1,621,711	\$ 1,689,844	\$ 1,689,588	\$ 2,934,252
	632,035	598,147	553,234	799,069	936,170	1,598,365
	2,048,212	1,715,947	1,525,962	1,558,723	1,398,331	1,346,292
	1,265,139	1,230,305	1,064,132	929,689	881,114	912,035
	43,765	46,269	49,285	53,714	38,317	26,071
	624,341	766,180	751,757	451,389	231,212	283,145
	3,263,027	3,319,825	3,146,233	3,145,078	2,918,096	2,811,643
	911,094	921,116	989,323	372,758	---	---
	8,112	---	---	---	---	---
	10,428,062	10,299,899	9,701,637	9,000,264	8,092,828	9,911,803
	130,900	130,900	130,900	56,450	---	---
\$	<u>10,297,162</u>	<u>\$ 10,168,999</u>	<u>\$ 9,570,737</u>	<u>\$ 8,943,814</u>	<u>\$ 8,092,828</u>	<u>\$ 9,911,803</u>
\$	1,379,656	\$ 1,543,318	\$ 1,273,015	\$ 1,304,313	\$ 1,144,246	\$ 1,347,886
	140,485	183,301	161,945	284,122	168,803	454,486
	747,474	841,940	618,445	575,127	604,827	568,733
	268,849	319,413	402,480	132,822	126,965	95,379
	35,055	53,445	47,141	78,750	67,262	110,791
	1,381,676	1,347,817	1,230,386	1,229,297	1,125,883	1,117,367
	3,953,195	4,289,234	3,733,412	3,604,431	3,237,986	3,694,642
	70,915	70,086	66,435	291,969	---	---
	3,882,280	4,219,148	3,666,977	3,312,462	3,237,986	3,694,642
\$	<u>6,414,882</u>	<u>\$ 5,949,851</u>	<u>\$ 5,903,760</u>	<u>\$ 5,631,352</u>	<u>\$ 4,854,842</u>	<u>\$ 6,217,161</u>
\$	2,193,173	\$ 1,638,202	\$ 2,071,343	\$ 1,794,922	\$ 1,743,390	\$ 1,745,982
	413,958	426,315	347,704	494,208	508,496	462,264
\$	<u>2,607,131</u>	<u>\$ 2,064,517</u>	<u>\$ 2,419,047</u>	<u>\$ 2,289,130</u>	<u>\$ 2,251,886</u>	<u>\$ 2,208,246</u>
	246.05%	288.20%	244.05%	246.00%	215.59%	281.54%

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Allen County Demographic Statistics (1)

Population Age Distribution-Nominal Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
2000					331,849 (2)
1990	96,505	116,529	53,678	34,124	300,836
1980	100,553	111,089	63,811	28,074	303,527
1970	113,038	90,719	61,065	23,874	288,696
1960	92,647	75,762	44,312	19,475	232,196
1950	59,196	71,288	38,452	14,786	183,722
1940	49,377	63,129	32,108	11,010	155,624

Population Age Distribution-Relative Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
2000					100.00 %
1990	32.08%	38.74%	17.84%	11.34%	100.00
1980	33.13	36.60	21.02	9.25	100.00
1970	39.16	31.42	21.15	8.27	100.00
1960	39.90	32.63	19.08	8.39	100.00
1950	32.22	38.80	20.93	8.05	100.00
1940	31.73	40.57	20.63	7.07	100.00

(1) Source: Allen County Public Library. (2000 - Census figures)

(2) The breakdown by age is not available.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Allen County
Property Values and Construction
Last Ten Fiscal Years**

	Building Permits (1)			
	Number Issued	Value of Buildings	Average Building Cost	Property Value (2)
2000	1,651	\$ 267,201,528	\$ 161,842	\$ 9,202,872,822
1999	2,022	303,302,745	150,001	9,022,170,408
1998	1,936	295,367,138	152,566	8,805,731,715
1997	1,623	245,030,183	150,974	8,527,179,537
1996	1,772	249,646,140	140,884	8,507,352,996
1995	1,706	222,201,741	130,247	7,678,310,937
1994	1,678	213,868,147	127,454	7,507,405,104
1993	1,599	206,679,329	129,255	7,285,771,194
1992	1,547	180,902,000	116,937	7,148,692,902
1991	1,343	130,845,000	97,427	6,886,954,095

(1) New single-family residences and duplexes. Source: Allen County Building Department

(2) Property value is estimated actual value, i.e., assessed valuation times three.

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Allen County
Principal Taxpayers and Employers
December 31, 2000**

<u>Principal Taxpayers - Name (1)</u>	<u>Type of Business</u>	<u>2000 Net Assessed Valuation (2)</u>	<u>Percent of Total Assessed Valuation</u>
General Motors - Truck & Bus Group	Manufacturing	\$ 82,308,610	2.7 %
General Telephone North	Utility	48,660,650	1.6
Dana Corporation	Manufacturing	36,850,800	1.2
Indiana Michigan Power	Utility	32,564,020	1.1
Uniroyal BF Goodrich	Manufacturing	24,266,530	0.8
Lake County Trust/Landau & Hayden	Property Development	19,808,210	0.6
General Electric Company	Manufacturing	19,119,620	0.6
IOM Health Systems	Insurance	18,631,170	0.6
Lockheed Martin	Manufacturing	16,128,340	0.5
Northern Indiana Public Service Co.	Utility	15,018,000	0.5
Total of Ten Largest Taxpayers		\$ 313,355,950	10.2 %

<u>Principal Employers - Name (3)</u>	<u>Type of Business</u>	<u>Number of Employees</u>	<u>Percent of Total Employment</u>
Fort Wayne Community Schools	Education	3,488	2.1 %
General Motors - Truck & Bus Group	Manufacturing	3,050	1.8
Parkview Memorial Hospital	Health Care	2,994	1.8
Lincoln National Corporation	Insurance	2,813	1.7
Lutheran Health Network	Health Care	2,525	1.5
Verizon Telephone Operations	Utility	2,383	1.4
Dana Corporation, Spicer Axle Division	Manufacturing	2,326	1.4
The City of Fort Wayne	City Management	1,633	1.0
Allen County Government	County Management	1,525	0.9
ITT Aerospace/Communications Division	Manufacturing	1,443	0.9
Total of Ten Largest Employers			14.3 %

(1) Source: Allen County Auditor's Office.

(2) Represents assessed valuations for taxes due and payable in 2000.

(3) Source: The Greater Fort Wayne Chamber of Commerce and the Bureau of Labor Statistics.

	1996	1995	1994	1993	1992	1991
\$	1,632,337	\$ 1,702,110	\$ 1,621,711	\$ 1,689,844	\$ 1,689,588	\$ 2,934,252
	632,035	598,147	553,234	799,069	936,170	1,598,365
	2,048,212	1,715,947	1,525,962	1,558,723	1,398,331	1,346,292
	1,265,139	1,230,305	1,064,132	929,689	881,114	912,035
	43,765	46,269	49,285	53,714	38,317	26,071
	624,341	766,180	751,757	451,389	231,212	283,145
	3,263,027	3,319,825	3,146,233	3,145,078	2,918,096	2,811,643
	911,094	921,116	989,323	372,758	---	---
	8,112	---	---	---	---	---
	10,428,062	10,299,899	9,701,637	9,000,264	8,092,828	9,911,803
	130,900	130,900	130,900	56,450	---	---
\$	<u>10,297,162</u>	<u>\$ 10,168,999</u>	<u>\$ 9,570,737</u>	<u>\$ 8,943,814</u>	<u>\$ 8,092,828</u>	<u>\$ 9,911,803</u>
\$	1,379,656	\$ 1,543,318	\$ 1,273,015	\$ 1,304,313	\$ 1,144,246	\$ 1,347,886
	140,485	183,301	161,945	284,122	168,803	454,486
	747,474	841,940	618,445	575,127	604,827	568,733
	268,849	319,413	402,480	132,822	126,965	95,379
	35,055	53,445	47,141	78,750	67,262	110,791
	1,381,676	1,347,817	1,230,386	1,229,297	1,125,883	1,117,367
	3,953,195	4,289,234	3,733,412	3,604,431	3,237,986	3,694,642
	70,915	70,086	66,435	291,969	---	---
	3,882,280	4,219,148	3,666,977	3,312,462	3,237,986	3,694,642
\$	<u>6,414,882</u>	<u>\$ 5,949,851</u>	<u>\$ 5,903,760</u>	<u>\$ 5,631,352</u>	<u>\$ 4,854,842</u>	<u>\$ 6,217,161</u>
\$	2,193,173	\$ 1,638,202	\$ 2,071,343	\$ 1,794,922	\$ 1,743,390	\$ 1,745,982
	413,958	426,315	347,704	494,208	508,496	462,264
\$	<u>2,607,131</u>	<u>\$ 2,064,517</u>	<u>\$ 2,419,047</u>	<u>\$ 2,289,130</u>	<u>\$ 2,251,886</u>	<u>\$ 2,208,246</u>
	246.05%	288.20%	244.05%	246.00%	215.59%	281.54%

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Allen County Demographic Statistics (1)

Population Age Distribution-Nominal Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
2000					331,849 (2)
1990	96,505	116,529	53,678	34,124	300,836
1980	100,553	111,089	63,811	28,074	303,527
1970	113,038	90,719	61,065	23,874	288,696
1960	92,647	75,762	44,312	19,475	232,196
1950	59,196	71,288	38,452	14,786	183,722
1940	49,377	63,129	32,108	11,010	155,624

Population Age Distribution-Relative Data:

<u>Census Year</u>	<u>Under 20</u>	<u>20-44</u>	<u>45-64</u>	<u>Over 64</u>	<u>Total</u>
2000					100.00 %
1990	32.08%	38.74%	17.84%	11.34%	100.00
1980	33.13	36.60	21.02	9.25	100.00
1970	39.16	31.42	21.15	8.27	100.00
1960	39.90	32.63	19.08	8.39	100.00
1950	32.22	38.80	20.93	8.05	100.00
1940	31.73	40.57	20.63	7.07	100.00

(1) Source: Allen County Public Library. (2000 - Census figures)

(2) The breakdown by age is not available.

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FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Fort Wayne International Airport
Enplaned Passengers
(Listed by Current Rank)**

<u>Airline</u>	<u>2000</u>	<u>Percent of Total 2000</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>
American Eagle	67,584	18.77 %	59,679	69,676	62,068
COMAIR	61,092	16.97	69,560	46,577	35,149
Chautaugua Airlines, Inc.	41,715	11.59	46,627	50,006	46,098
ASA	39,792	11.05	13,075	---	---
Northwest	37,734	10.48	39,526	34,069	35,598
Mesaba	31,064	8.63	34,463	24,218	18,477
Air Wisconsin	30,903	8.58	---	---	---
Trans World Express	21,282	5.91	17,106	18,462	19,624
Continental Express	14,373	3.99	15,323	13,520	14,277
United Express	5,229	1.45	49,655	46,987	44,542
Charter	4,855	1.35	5,834	4,730	4,804
Air Georgian	2,483	0.69	---	---	---
Skyways/ Midwest Express	1,904	0.53	---	---	---
Delta (1)	---	---	---	46,296	59,895
US Air (1)	---	---	---	---	---
Jetstream International (1)	---	---	---	---	---
Direct Air (1)	---	---	---	---	---
Midway Commuter (1)	---	---	---	---	---
Total	360,010	100.00 %	350,851	354,541	340,532

(1) No longer serves Fort Wayne International Airport.

1996	1995	1994	1993	1992	1991
63,106	68,145	80,956	73,795	65,630	54,912
31,185	38,274	35,172	36,097	35,078	29,386
42,447	7,933	7,562	---	---	---
---	---	---	---	---	---
43,557	42,769	39,529	44,772	45,598	45,530
16,957	14,760	10,592	5,573	5,014	3,627
---	---	---	---	---	---
15,817	13,166	3,746	---	---	---
12,808	---	---	---	---	---
46,630	48,823	54,226	54,374	60,482	59,287
2,965	3,134	3,260	1,618	1,169	676
---	---	---	---	---	---
---	---	---	---	---	---
62,935	56,613	57,911	57,421	51,193	43,164
640	43,878	35,907	37,255	37,847	45,958
---	2,552	11,519	13,991	13,695	12,665
---	---	4,132	4,966	2,658	---
---	---	---	---	---	3,461
<u>339,047</u>	<u>340,047</u>	<u>344,512</u>	<u>329,862</u>	<u>318,364</u>	<u>298,666</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Fort Wayne International Airport
Airline Landing Weights (2)
(Listed by Current Rank Within Category)**

Scheduled Air Carriers:	2000	Percent of Total 2000	1999	1998	1997
Northwest	102,336,000	7.13 %	85,864,100	79,180,200	85,691,200
American Eagle	97,949,223	6.83	66,589,329	81,144,297	77,238,040
COMAIR	94,836,800	6.61	102,845,000	70,913,400	53,757,700
Chautauqua	64,035,400	4.46	74,501,000	71,778,400	73,353,900
ASA	49,585,000	3.46	17,601,000	---	---
Mesaba	42,922,500	2.99	55,561,400	42,945,800	32,084,200
Air Wisconsin	32,754,541	2.28	---	---	---
Continental Express	20,384,800	1.42	19,671,000	20,418,000	23,420,248
Trans World Express	8,702,960	0.61	23,015,336	26,577,133	29,284,873
Charter	8,012,600	0.56	10,039,800	10,453,000	9,149,667
United Express	6,817,950	0.48	66,904,200	65,138,400	65,628,900
Skyway Airlines	6,258,200	0.44	---	---	---
Delta (1)	---	---	---	112,314,500	143,841,500
US Air (1)	---	---	---	---	---
Jetstream International (1)	---	---	---	---	---
Direct Air (1)	---	---	---	---	---
Midway Commuter (1)	---	---	---	---	---
Subtotal	534,595,974	37.25	522,592,165	580,863,130	593,450,228
Cargo Carriers:					
Kitty Hawk Inc.	737,200,608	51.37	400,822,566	---	---
United Parcel Service	93,161,500	6.49	94,495,500	90,741,500	72,119,000
Federal Express	70,169,000	4.89	70,923,000	47,207,000	41,869,500
American International (1)	---	---	---	2,316,682	1,663,402
Burlington Air Express (1)	---	---	---	---	---
Subtotal	900,531,108	62.75	566,241,066	140,265,182	115,651,902
Grand Total	1,435,127,082	100.00 %	1,088,833,231	721,128,312	709,102,130

(1) No longer serves Fort Wayne International Airport.

(2) Expressed in pounds.

1996	1995	1994	1993	1992	1991
91,228,300	88,175,700	91,456,900	93,777,400	91,758,000	101,737,400
75,859,480	83,551,910	87,970,909	97,167,203	86,679,977	75,849,616
43,401,900	58,398,700	57,819,600	59,032,900	58,278,900	54,554,600
72,303,100	13,762,000	13,398,000	---	---	---
--	---	---	---	---	---
31,541,900	30,585,700	15,456,400	9,418,300	10,016,000	7,336,000
---	---	---	---	---	---
24,741,810	---	---	---	---	---
27,746,138	21,829,073	4,729,527	---	---	---
7,741,281	7,655,720	5,893,500	6,594,300	6,086,010	4,110,000
72,005,400	84,954,600	100,552,500	112,773,034	182,100,100	91,278,650
---	---	---	---	---	---
141,728,000	49,636,500	163,156,500	152,149,000	148,988,000	47,530,000
1,561,000	86,139,900	79,800,300	88,146,500	97,883,300	03,649,400
---	2,933,350	14,628,000	23,377,050	21,074,350	20,137,200
---	---	12,937,100	32,324,800	24,002,000	---
---	---	---	---	---	6,783,269
<u>589,858,309</u>	<u>627,623,153</u>	<u>647,799,236</u>	<u>674,760,487</u>	<u>726,866,637</u>	<u>712,966,135</u>
---	---	---	---	---	---
51,634,500	56,543,500	76,937,500	48,235,000	41,483,500	37,681,000
42,006,500	41,830,500	43,841,000	43,574,000	43,747,000	42,257,500
795,588	11,455,848	26,203,142	---	---	---
---	---	---	---	---	812,839,680
<u>94,436,588</u>	<u>109,829,848</u>	<u>146,981,642</u>	<u>91,809,000</u>	<u>85,230,500</u>	<u>892,778,180</u>
<u>684,294,897</u>	<u>737,453,001</u>	<u>794,780,878</u>	<u>766,569,487</u>	<u>812,097,137</u>	<u>1,605,744,315</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

Aircraft Operations (3) (4)

Fort Wayne International Airport:

Type of Operation	2000	Percent of Total 2000	1999	1998	1997
Air Carrier (1)	15,190	11.6 %	14,547	12,990	11,568
Air Taxi (2)	40,000	30.4	29,857	24,674	24,342
General Aviation	62,696	47.7	68,723	63,835	57,441
Military	5,793	4.4	6,975	5,935	6,182
Subtotal-International	123,679	94.1	120,102	107,434	99,533

Smith Field Airport:

Air Taxi (2)	29	0.0	160	224	426
General Aviation	7,742	5.9	11,907	8,349	6,530
Subtotal-Smith Field	7,771	5.9	12,067	8,573	6,956

Total Airport Authority	131,450	100.0 %	132,169	116,007	106,489
-------------------------	---------	---------	---------	---------	---------

(1) Aircraft that seat, or are capable of seating, 60 or more passengers.

(2) Aircraft that seat, or are capable of seating, less than 60 passengers.

(3) An aircraft operation can be either a landing or a take-off.

(4) Sources: Fort Wayne International Airport FAA Air Traffic Control Tower; Bowman Aviation, Smith Field

1996	1995	1994	1993	1992	1991
11,698	14,961	13,197	12,124	15,074	23,374
23,998	19,165	17,047	18,699	17,188	13,345
57,965	57,598	55,851	60,219	57,309	53,209
6,453	7,150	8,605	9,428	11,857	7,689
100,114	98,874	94,700	100,470	101,428	97,617
312	1,090	3,157	3,058	3,390	3,328
7,358	8,818	13,141	15,928	18,131	20,386
7,670	9,908	16,298	18,986	21,521	23,714
107,784	108,782	110,998	119,456	122,949	121,331

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Insurance in Force
At December 31,2000**

<u>Name of Carrier</u>	<u>Policy Number</u>	<u>Policy Period</u>
Westchester Fire Insurance Company	APN649397	06/1 1/00 to 06/1 1/01
Federal Insurance Company	3534-90-98	06/14/00 to 06/14/0 1
Great Northern Insurance Company	BAP(01)7323-86-43	06/14/00 to 06/14/0 1
Century Insurance Company	001000001228100	06/ 14/00 to 06/ 14/01
Coregis Insurance Company	POI-000066-4	10/21/00 to 10/2 1/01
Reliance Insurance Company	B1729759	09/26/00 to 09/26/01
Ohio Casualty.....	3042718	10/29/00 to 10/29/01
Cincinnati Insurance Company	BEP2644885	03/02/00 to 03/02/05
Annual Premium Total		

Description of Coverage	Liability Limits	Annual Premium
Airport and Non-owned Aircraft Liability Arising out of Airport Operations	\$50,000,000 Deductible = \$2,500/Occurrence, \$5,000 Aggregate	\$ 35,000
Property Insurance Personal Property, Electronic Data Processing and Other Equipment	Value = \$42,530,500 Property Deductible = \$5,000 Equipment Deductible = \$500 Blanket BI = \$5,000,000 Earthquake = \$5,000,000 Deductible = \$50,000 Flood = \$5,000,000 Deductible = \$50,000	53,010
Automobile Liability and Physical Damage	BI/PD = \$2,000,000 Medical = \$5,000 Uninsured Motorists = \$1,000,000 Underinsured Motorists = \$1,000,000 Deductible for Comprehensive = \$100 Deductible for Collision = \$500 Deductible for Fire Trucks and Sweepers = Comprehensive/Collision \$1,000/\$2,500	27,172
Workers' Compensation	Statutory Benefits Employers Accident Liability - \$100,000 Employers Disease Liability - \$500,000	26,050
Public Officials & Employee Liability	Public Official = \$1,000,000 Deductible = \$7,000 Public Employee = \$100,000 Deductible = \$250	13,571
Public Officials Bond	\$30,000	235
US Customs Bond	\$10,000	100
Boiler and Machinery	\$1,000,000 Deductible = \$1,000	5.040
		<u>\$ 160,178</u>

FORT WAYNE-ALLEN COUNTY AIRPORT AUTHORITY

**Revenues by Source, Expenses by Function and Net Income (Loss)
Presented in Constant Dollars (1991=100)
Last Ten Fiscal Years
(Accrual Basis)**

<u>Revenues:</u>	<u>2000</u>	<u>1999</u>	<u>1998</u>	<u>1997</u>
Airfield.....	\$ 2,252,388	\$ 1,901,687	\$ 1,409,376	\$ 1,392,356
Buildings and grounds.....	2,283,188	1,431,512	533,750	543,190
Terminal.....	2,305,447	1,988,458	2,108,471	2,017,615
Parking.....	1,515,529	1,486,419	1,408,586	1,170,955
Reliever airport.....	40,934	48,298	47,709	40,968
	<u>8,397,484</u>	<u>6,856,374</u>	<u>5,507,892</u>	<u>5,165,084</u>
Interest income.....	802,388	792,916	834,898	582,857
Property and other taxes.....	2,688,718	2,753,785	2,932,626	2,884,514
Passenger facility charge.....	767,135	771,257	799,702	787,580
Gain on disposal of fixed assets.....	13,177	---	252	6,178
	<u>12,668,903</u>	<u>11,174,332</u>	<u>10,075,370</u>	<u>9,426,213</u>
 <u>Expenses:</u>				
Airfield.....	1,734,164	1,586,471	1,547,026	1,389,645
Buildings and land.....	427,386	349,189	291,739	335,683
Terminal.....	734,741	747,392	742,860	511,864
Parking.....	350,392	342,675	242,953	271,893
Reliever airport.....	39,459	32,321	31,643	32,241
Administration.....	1,722,471	1,385,701	1,326,378	1,262,196
	<u>5,008,613</u>	<u>4,443,749</u>	<u>4,182,599</u>	<u>3,803,522</u>
Interest expense.....	2,261,936	2,273,123	1,592,338	1,356,588
Depreciation.....	6,142,149	5,218,138	5,258,440	4,803,335
	<u>13,412,698</u>	<u>11,935,010</u>	<u>11,033,377</u>	<u>9,963,445</u>
Extraordinary loss.....	---	---	---	---
Net income (loss).....	<u>\$ (743,795)</u>	<u>\$ (760,678)</u>	<u>\$ (958,007)</u>	<u>\$ (537,232)</u>

	1996	1995	1994	1993	1992	1991
\$	1,419,274	\$ 1,528,531	\$ 1,493,681	\$ 1,597,769	\$ 1,641,110	\$ 2,934,252
	549,538	537,149	509,558	755,530	909,309	1,598,365
	1,780,866	1,540,957	1,405,491	1,473,793	1,358,209	1,346,292
	1,100,005	1,104,840	980,122	879,033	855,833	912,035
	38,053	41,551	45,394	50,787	37,218	26,071
	4,887,736	4,753,028	4,434,246	4,756,912	4,801,679	6,817,015
	542,848	688,046	692,408	426,794	224,578	283,145
	2,837,116	2,981,274	2,897,846	2,973,712	2,834,369	2,811,643
	792,172	827,182	911,219	352,447	---	---
	7,053	---	---	---	---	---
	9,066,925	9,249,530	8,935,719	8,509,865	7,860,626	9,911,803
	1,199,575	1,385,932	1,172,514	1,233,245	1,111,415	1,347,886
	122,148	164,608	149,160	268,641	163,960	454,486
	649,909	756,080	569,620	543,790	587,473	568,733
	233,757	286,840	370,705	125,585	123,322	95,379
	30,479	47,995	43,419	74,459	65,332	110,791
	1,201,331	1,210,368	1,133,250	1,434,381	1,284,897	791,087
	3,437,199	3,851,823	3,438,668	3,680,101	3,336,399	3,368,362
	1,468,534	1,418,828	538,705	859,821	978,186	777,415
	4,567,642	4,253,825	3,427,100	3,355,683	3,216,327	3,168,779
	9,473,375	9,524,476	7,404,473	7,895,605	7,530,912	7,314,556
	---	---	---	(285,804)	---	---
\$	(406,450)	\$ (274,946)	\$ 1,531,246	\$ 328,456	\$ 329,714	\$ 2,597,247

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