

DEBT MANAGEMENT REFERRAL

November 2005

The information contained herein is not in connection with any bond sale or offer.

FOREWARD

The administration of debt should not be a matter guesswork. While certain phases of debt administration require decisions based on sound judgment, most actions must be taken in pursuance to requirements of the bond indenture and other governing provisions and accepted practices. Attention to debt administration must be adhered to on a constant and not periodic basis that includes:

- Observance of operating results of the Aviation Department for the City of Kansas City, Missouri ("Department"), its revenue producing facilities for servicing and payment of debt service; and.
- Determine that interest, reserve, and sinking funds are properly maintained; and,
- Determine the amounts available for redemption of bonds and take appropriate action for retirement of such debt as funds permit; and,
- Provide information to bond holders, citizens, and others interested in the administration of the debt.

Because of the span of years over which bonds mature, it is probable that many personnel changes having debt administration responsibilities will occur. And so shall be the endeavor of this Debt Management Referral ("Referral"); to provide all future personnel charged with the responsibility of the Department's debt administration and all other interested parties an updated review of all current debt issues and practices. This Referral shall be updated and reviewed on an annual basis and be available for distribution before December 1, of each year.

Lastly, should this Referral fail in its endeavor, please do not hesitate to call the Deputy Director/Finance for the Aviation Department, for the City of Kansas City, Missouri.

Michael F. Zonsius, CPA
Deputy Director/Finance

November 17, 2005

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| Engineering | 243-3030 | 243-3071 |
| Human Resources | 243-3010 | 243-3072 |
| Information Services | 243-3140 | 243-3172 |
| Marketing | 243-3160 | 243-3171 |

November 17, 2005

Dear Reader:

I hereby present the first Debt Management Referral ("Referral") for the City of Kansas City, Missouri, Department of Aviation ("Department"). This Referral is prepared in accordance with sound debt administration practices to constantly maintain updated bond series information within the Department.

Since 1954, the Department has issued four (4) types of bonds in twenty-two (22) bond issues itemized as follows:

| Issue Type | Original Issues | | Refunding Issues | | Total Issues | |
|------------------|-----------------|----------------------|------------------|----------------------|--------------|----------------------|
| | # | Amount | # | Amount | # | Amount |
| Special Facility | 5 | \$105,290,000. | 1 | \$ 14,940,000 | 6 | \$120,230,000 |
| GARBs | 8 | 338,220,000 | 5 | 152,125,000 | 13 | 490,345,000 |
| PFC | 1 | 140,000,000 | - | - | 1 | 140,000,000 |
| Subordinate | 2 | 67,020,000 | - | - | 2 | 67,020,000 |
| Total | 16 | \$650,530,000 | 6 | \$167,065,000 | 22 | \$817,595,000 |

Special Facility Bonds

The City of Kansas City, Missouri ("the City") acquired 4,965.8 acres of land located fifteen (15) miles northwest of its downtown in 1953 via grant proceeds from the Federal Aid to Airport Programs (FAAP) which was authorized by Congress in 1946 by the Federal Airport Act. The impetus for this purchase was most probably, besides the foresight of local officials of the rapid growth of air travel, the occurrence of a flood in 1951.

Trans World Airline's ("TWA") first major overhaul base was located at the now named Charles B. Wheeler Downtown Airport in 1932 in buildings provided by the City. With the growth of TWA's traffic, size of its fleet, and the size and complexity of modern aircraft, it became apparent that its current facility was inadequate and it leased two large hangars at Fairfax Airport (formerly the North American Aviation Company bomber plant) located just across the Missouri River.

Both airports being located on the Missouri River were protected by a levee, however, the disastrous floods of 1951 inundated the overhaul facility with twelve (12) feet of water and estimated damage of \$6,400,000. Hence, a move to a dryer location seemed warranted.

Although is some parlance the special facility bonds issued in 1954 may be considered airport revenue bonds, they were issued with the intent of repayment from a lease with TWA and for the purposes of this Referral" shall be considered special facility bonds.

For TWA, the original issue funded the construction of two buildings, one for aircraft overhaul and the other for engine overhaul, one engine test facility, one power plant, and infrastructure including aprons, access roads, public utilities and parking lots for 1,610 automobiles. These structures were constructed on 135 acres of existing airport property.

This initial bond issue was subsequently refunded with a like \$14,940,000 Special Facility Revenue Bond that matured December 1, 1984.

An additional \$51,000,000 in special facility bonds was issued in 1967 for TWA to construct (a) a 747-SST hangar and aircraft support facility, a big engine test cell and fuel component test facility, (b) a kitchen and commissary facility for the preparation, handling and selling of meals, foods and beverages to be served as in-flight meals on aircraft and for the preparation of meals, foods and beverages for sale to employees at MCI, and (c) a cargo terminal building with equipment and facilities for receiving, delivering, dispatching, handling, processing and storing air cargo, express, mail and other property. The rental payments from TWA to the Department for the lease of such facilities in the 1967 Agreement and Ground Lease were pledged solely to the payment of debt service requirements on the 1967 Bonds. All of the Series 1967B Bonds have matured.

In 1971, \$27,500,000 in special facility bonds were issued to supplement the previously special facility bond issue. Specifically, proceeds were used for (a) power plant overhaul building addition, (b) additional 46,200 square feet in the 747-SST hangar, (c) additional 14,478 square feet in the big engine test cell, (d) additional 3,100 square feet in the fuel component test facility, (e) additional 21,040 square feet in the in-flight kitchen and commissary facility, (f) Phase I of a flight training center, and (g) additional 159 acres of land at the entrance to the airport. All of the Series 1971 Bonds have matured.

In 1991, \$4,550,000 in special facility bonds were issued for the purpose of paying the cost of constructing certain lease hold improvements and purchasing and installing machinery and equipment to be leased to Host International. The rental payments, pursuant to a lease agreement dated August 19, 1980, from Host International are pledged solely to pay the bond debt service. All of the Series 1991A Bonds have matured.

In 2005, \$31,040,000 in special facility bonds were issued to pay the costs for the renovation of the overhaul base project. The overhaul base was originally built for use by TWA.

General Airport Revenue Bonds

The initial general airport revenue bonds series, Series 1967A, in the amount of \$53,000,000 provided funds to construct the terminal buildings, two of the three runways, many of the support buildings, the basic airport infrastructure and 8,000 parking spaces. A particularly noteworthy covenant established in this issue was the 1.35 coverage for all subsequent parity bonds issued.

The second general airport revenue bond series, Series 1987, in the amount of \$33,000,000 funded the construction of a multilevel garage adjacent to Terminal A having a capacity of 2,017 cars. The garage has three levels and is constructed partially underground with the top level at grade with each terminal to provide an unobstructed view across the parking lot from one side of the terminal building to the other side.

The third general airport revenue bond series, Series 1989A in the amount of \$38,720,000 funded (i) the construction of a third runway, 9,500 long and 150 wide with dual parallel taxiways, and (ii) removal and replacement of fireproofing materials in the airport terminals and office building.

The fourth general airport revenue bond series, Series 1989B, in the amount of \$16,280,000 funded the construction of a 2,000 car multilevel garage adjacent to Terminal B.

The fifth general airport revenue bond series, Series 1994A, in the amount of \$39,210,000 funded the rehabilitation of Runway 1L/19R and its associated taxiways. This runway is 10,800 long and 150 wide and was originally constructed in the late 1950's. A \$19,800,000 grant from the FAA was received in conjunction with this project bringing the total project cost to \$59,010,000.

The sixth general airport revenue bond series, Series 1994B, in the amount of \$28,000,000 funded the construction of a new 2,000 car multilevel parking garage adjacent to Terminal C.

The seventh general airport revenue bond series, Series 1995A, in the amount of \$41,020,000 refunded \$9,490,000 in principal outstanding of Series 1967 Bonds and the entire \$16,280,000 in principal outstanding of Series 1989B Bonds. The outstanding balance of this issue was subsequently refunded and reissued with the 2005H Bond issue.

The eighth general airport revenue bond series, Series 1997A, in the amount of \$29,495,000 refunded \$28,000,000 in principal outstanding of Series 1994B Bonds.

The ninth general airport revenue bond series, Series 1999A, in the amount of \$35,260,000 refunded \$33,255,000 in principal outstanding of Series 1989A Bonds.

The tenth general airport revenue bond series, Series 2003A, in the amount of \$76,955,000 will partially fund the Terminal Improvement Project ("TIP"). TIP involves extensive capital renovations to the infrastructures, building systems and finishes of the three existing terminal buildings, Terminals A, B, and C. The total estimated capital costs of TIP were approximately \$256,000,000. Approximately \$69,244,000 of the bond proceeds were used to fund the capital costs, the remaining amount of the bond proceeds funded capitalized interest.

The eleventh general airport revenue bond series, Series 2003B, in the amount of \$53,055,000 funded the Economy Parking Lot Project. The Economy Parking Lot Project consists of the construction and equipping of a 15,000 space asphaltic concrete, long-term satellite parking lot, with area to expand for future parking demand projections.

The twelfth general airport revenue bond series, Series 2004E, in the amount of \$25,835,000 partially refunded \$36,080,000 in principal outstanding of Series 1994A Bonds.

The thirteenth general airport revenue bond series, Series 2005H, in the amount of \$19,615,000 partially refunded \$25,285,000 in principal outstanding of Series 1995A Bonds.

Subordinate Taxable Airport Improvement Bonds

Bond Series 2000, was the initial subordinate taxable airport improvement bond series issued in the amount of \$10,000,000. Said bond series was junior and subordinate with respect to the payment of principal and interest from revenues derived by the Department from the operation of the airports and in all other respects to outstanding senior bonds. The bonds funded the preliminary design and engineering of the consolidated rental car facility and was subsequently refunded and reissued with Series 2005C Bonds.

In 2005, \$57,020,000 of subordinated taxable airport improvement and refunding bonds were issued as Series 2005C. Said bond issue funded (i) a portion of the \$90,000,000 consolidated rental car facility that facilitates the operations of rental car companies at the Kansas City International Airport, and (ii) the repayment of \$10,000,000 in outstanding principal of Series 2000. The bonds are special limited obligations of the City payable solely from the net income and revenues of the City's airport operations after payment of costs of operation and maintenance and junior and subordinate payments on the outstanding senior bonds.

Passenger Facility Charge Revenue Bonds

The initial passenger facility charge revenue bond, Series 2001A, in the amount of \$140,000,000 funded the design, construction and equipment within the Terminal Improvement Program which was a major renovation of the airports three terminals.

Future Debt Management Opportunities

Future debt management opportunities are limited to the following:

- Exercising call provisions.

Series 1995A was called and reissued with Series 2005H that has a five (5) year term, maturing in FYE10.

Series 1997A has a call provision that will allow for early redemption on September 1, 2007. Provided this early redemption is exercised in whole and entirely paid off with, a cost savings of \$10M may be realized.

Bond Series 1995A, 1999A, and 2005H all mature at or prior September 1, 2010. Provided Series 1997A is entire redeemed and paid off early, the Department will have only three (3) GARB bond series of debt outstanding, one of which matures and one of which may be called on September 1, 2013.

Respectfully Submitted

Michael F. Zonsius, CPA
Deputy Director/
Finance

Bond Series History

| <i>Series</i> | <i>Name</i> | <i>Original Amount</i> | <i>Original Maturity</i> | <i>Purpose</i> | <i>Matured:</i> | <i>Refunded</i> |
|---------------|---|------------------------|--------------------------|---|-----------------|-----------------|
| 1954 | Special Facility Airport Revenue Bonds | 18,700,000 | 01-Jul-84 | To fund the complete aircraft overhaul base facilities at MCI | | 12/1/1964 |
| 1964 | Special Facility Airport Revenue Refunding Bonds | 14,940,000 | 01-Jul-84 | To refund Series 1954 Special Facility Airport Revenue Bonds | 12/1/1984 | |
| 1967A | General Improvement Airport Revenue Bonds | 53,000,000 | 01-Sep-97 | To fund costs of construction and providing general facilities, including terminal buildings, ramps and runways at MCI | 1/9/1997 | |
| 1967B | Special Facility Airport Revenue Bonds | 51,000,000 | 01-Dec-97 | To fund the following special facilities; airframe overhaul facility, jet engine test facility, fuel components test facility, air cargo building, dining and commissary facility | 12/1/1997 | |
| 1971 | Special Facility Airport Revenue Bonds | 27,500,000 | 01-May-00 | To fund the acquisition of additional land and the construction, purchase or acquisition of certain additional special facilities for lease to Trans World Airlines, Inc. | 5/1/2000 | |
| 1987 | General Improvement Airport Revenue Bonds | 33,000,000 | 01-Sep-07 | To fund part of the cost of improving KCI including construction and equipping parking facilities and two multi level garages adjacent to Terminal A& B. | | 12/15/1995 |
| 1989A | General Improvement Airport Revenue Bonds | 38,720,000 | 01-Sep-08 | To fund construction of a third runway and regional airline concourse and ramp with an adjacent aircraft parking apron at Terminal A, improvements to MKC and removing and replacing fireproofing materials in the airport terminals and office building. | | 8/1/1999 |
| 1989B | General Improvement Airport Revenue Bonds | 16,280,000 | 01-Sep-09 | To fund major expansion of terminal parking at MCI which will consist of a multilevel garage adjacent to Terminal B | | 12/15/1995 |
| 1991A | Special Facility Airport Revenue Bonds (Host Int'l) | 4,550,000 | 01-Oct-05 | To fund the cost of constructing certain leasehold improvements and purchasing and installing machinery and equipment to be leased to Host International Inc. | 10/1/2001 | |
| 1994A | General Improvement Airport Revenue Bonds (AMT) | 39,210,000 | 01-Sep-12 | To fund the rehabilitation of Rwy 1L/19R and associated taxiways | | 6/1/2004 |
| 1994B | General Improvement Airport Revenue Bonds | 28,000,000 | 01-Sep-14 | To fund a new multilevel parking garage adjacent to Terminal C and other parking facility improvements. | | 3/15/1997 |

| <i>Series</i> | <i>Name</i> | <i>Original Amount</i> | <i>Original Maturity</i> | <i>Purpose</i> | <i>Matured:</i> | <i>Refunded</i> |
|---------------|---|------------------------|--------------------------|--|-----------------|-----------------|
| 1995A | General Improvement Airport Refunding Revenue Bonds | 41,020,000 | 01-Sep-09 | To refund 1987 and 1989B bonds. | | 8/15/2005 |
| 1997A | General Improvement Airport Refunding Revenue Bonds | 29,495,000 | 01-Sep-14 | To refund Series 1994B bonds. | | |
| 1999A | General Improvement Airport Refunding Revenue Bonds | 35,260,000 | 01-Sep-08 | To refund Series 1989A bonds. | | |
| 2000 | Subordinated Taxable Airport Revenue Bonds (Consol. Renatal Car Fac.) | 10,000,000 | 01-Sep-25 | To fund the preliminary design and engineering of a consolidated rental car facility. | | 8/11/2005 |
| 2001A | Passenger Facility Charge Revenue Bonds | 140,000,000 | 01-Apr-26 | To fund or refinance, together with other available funds of the City, a portion fo the design and construction costs of termina improvements at MCI | | |
| 2003A | General Improvement Airport Revenue Bonds (TIP) (AMT) | 76,955,000 | 01-Sep-27 | To fund a portion of the costs of the Terminal Improvement Project. | | |
| 2003B | General Improvement Airport Revenue Bonds (Economy Parking Lot) | 53,055,000 | 01-Sep-18 | To fund a portion of the costs of the Economy Parking Lot Project. | | |
| 2004E | General Improvement Airport Refunding Revenue Bonds (AMT) | 25,835,000 | 01-Sep-12 | To refund Series 1994A bonds. | | |
| 2005C | Subordinated Taxable Airport Improvement and Refunding Bonds | 57,020,000 | 01-Sep-20 | To fund (a) a portion of the costs of the Consolidated Rental Car Facility Project, (b) to refund the Series 2000 Bonds | | |
| 2005G | Special Facility Airport Revenue Bonds (MCI Overhaul Base) | 31,040,000 | 01-Sep-29 | To fund a portion of the costs incurred in connection with the repair, improvement and rehabilitation of the aircraft maintenance and overhaul base. | | |
| 2005H | General Improvement Airport Refunding Revenue Bonds | 19,615,000 | 01-Sep-09 | To refund Series 1995 bonds. | | |

Total Outstanding GARB Debt

| <i>FYE</i> | <i>1995A</i> | <i>1997A</i> | <i>1999A</i> | <i>2003A</i> | <i>2003B</i> | <i>2004E</i> | <i>2005H</i> | <i>Total Of GARB Debt Outstanding</i> |
|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---|
| FYE05 | 25,285,000 | 29,495,000 | 15,785,000 | 76,955,000 | 53,055,000 | 25,835,000 | | 226,410,000 |
| FYE06 | 22,490,000 | 29,495,000 | 11,210,000 | 76,955,000 | 53,055,000 | 25,265,000 | 19,615,000 | 238,085,000 |
| FYE07 | 19,540,000 | 29,495,000 | 6,405,000 | 76,955,000 | 53,055,000 | 24,665,000 | 16,995,000 | 227,110,000 |
| FYE08 | 16,410,000 | 29,495,000 | 1,355,000 | 76,955,000 | 53,055,000 | 24,035,000 | 14,485,000 | 215,790,000 |
| FYE09 | 9,140,000 | 29,495,000 | | 74,535,000 | 53,055,000 | 23,375,000 | 7,955,000 | 197,555,000 |
| FYE10 | | 29,400,000 | | 71,970,000 | 53,055,000 | 22,695,000 | | 177,120,000 |
| FYE11 | | 29,060,000 | | 69,255,000 | 53,055,000 | 15,065,000 | | 166,435,000 |
| FYE12 | | 28,700,000 | | 66,415,000 | 53,055,000 | 7,025,000 | | 155,195,000 |
| FYE13 | | 27,100,000 | | 63,465,000 | 53,055,000 | | | 143,620,000 |
| FYE14 | | 13,910,000 | | 60,400,000 | 53,055,000 | | | 127,365,000 |
| FYE15 | | | | 57,205,000 | 53,055,000 | | | 110,260,000 |
| FYE16 | | | | 53,880,000 | 39,075,000 | | | 92,955,000 |
| FYE17 | | | | 50,410,000 | 24,435,000 | | | 74,845,000 |
| FYE18 | | | | 46,790,000 | 9,085,000 | | | 55,875,000 |
| FYE19 | | | | 43,010,000 | | | | 43,010,000 |
| FYE20 | | | | 39,060,000 | | | | 39,060,000 |
| FYE21 | | | | 34,930,000 | | | | 34,930,000 |
| FYE22 | | | | 30,610,000 | | | | 30,610,000 |
| FYE23 | | | | 26,085,000 | | | | 26,085,000 |
| FYE24 | | | | 21,345,000 | | | | 21,345,000 |
| FYE25 | | | | 16,380,000 | | | | 16,380,000 |
| FYE26 | | | | 11,175,000 | | | | 11,175,000 |
| FYE27 | | | | 5,720,000 | | | | 5,720,000 |
| FYE28 | | | | 5,855,850 | | | | 5,855,850 |

Total Outstanding GARB and Subordinate Debt

| <i>FYE</i> | <i>1995A GARB</i> | <i>1997A GARB</i> | <i>1999A GARB</i> | <i>2003A GARB</i> | <i>2003B GARB</i> | <i>2004E GARB</i> | <i>2005C Subord.</i> | <i>2005H GARB</i> | <i>Total</i> |
|-------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|---------------------------------|------------------------------|---------------------|
| FYE05 | 25,285,000 | 29,495,000 | 15,785,000 | 76,955,000 | 53,055,000 | 25,835,000 | | | 226,410,000 |
| FYE06 | 22,490,000 | 29,495,000 | 11,210,000 | 76,955,000 | 53,055,000 | 25,265,000 | 57,020,000 | 19,615,000 | 295,105,000 |
| FYE07 | 19,540,000 | 29,495,000 | 6,405,000 | 76,955,000 | 53,055,000 | 24,665,000 | 57,020,000 | 16,995,000 | 284,130,000 |
| FYE08 | 16,410,000 | 29,495,000 | 1,355,000 | 76,955,000 | 53,055,000 | 24,035,000 | 54,005,000 | 14,485,000 | 269,795,000 |
| FYE09 | 9,140,000 | 29,495,000 | | 74,535,000 | 53,055,000 | 23,375,000 | 50,875,000 | 7,955,000 | 248,430,000 |
| FYE10 | | 29,400,000 | | 71,970,000 | 53,055,000 | 22,695,000 | 47,615,000 | | 224,735,000 |
| FYE11 | | 29,060,000 | | 69,255,000 | 53,055,000 | 15,065,000 | 44,220,000 | | 210,655,000 |
| FYE12 | | 28,700,000 | | 66,415,000 | 53,055,000 | 7,025,000 | 40,670,000 | | 195,865,000 |
| FYE13 | | 27,100,000 | | 63,465,000 | 53,055,000 | | 36,960,000 | | 180,580,000 |
| FYE14 | | 13,910,000 | | 60,400,000 | 53,055,000 | | 33,080,000 | | 160,445,000 |
| FYE15 | | | | 57,205,000 | 53,055,000 | | 29,015,000 | | 139,275,000 |
| FYE16 | | | | 53,880,000 | 39,075,000 | | 24,750,000 | | 117,705,000 |
| FYE17 | | | | 50,410,000 | 24,435,000 | | 20,275,000 | | 95,120,000 |
| FYE18 | | | | 46,790,000 | 9,085,000 | | 15,575,000 | | 71,450,000 |
| FYE19 | | | | 43,010,000 | | | 10,640,000 | | 53,650,000 |
| FYE20 | | | | 39,060,000 | | | 5,455,000 | | 44,515,000 |
| FYE21 | | | | 34,930,000 | | | | | 34,930,000 |
| FYE22 | | | | 30,610,000 | | | | | 30,610,000 |
| FYE23 | | | | 26,085,000 | | | | | 26,085,000 |
| FYE24 | | | | 21,345,000 | | | | | 21,345,000 |
| FYE25 | | | | 16,380,000 | | | | | 16,380,000 |
| FYE26 | | | | 11,175,000 | | | | | 11,175,000 |
| FYE27 | | | | 5,720,000 | | | | | 5,720,000 |
| FYE28 | | | | 5,855,850 | | | | | 5,855,850 |

Total Outstanding GARB, Subordinate, and PFC Debt

| <i>FYE</i> | <i>1995A GARB</i> | <i>1997A GARB</i> | <i>1999A GARB</i> | <i>2001A PFC</i> | <i>2003A GARB</i> | <i>2003B GARB</i> | <i>2004E GARB</i> | <i>2005C Subord.</i> | <i>2005H GARB</i> | <i>Total</i> |
|------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|--------------|
| FYE05 | 25,285,000 | 29,495,000 | 15,785,000 | 129,220,000 | 76,955,000 | 53,055,000 | 25,835,000 | | | 355,630,000 |
| FYE06 | 22,490,000 | 29,495,000 | 11,210,000 | 129,220,000 | 76,955,000 | 53,055,000 | 25,265,000 | 57,020,000 | 19,615,000 | 424,325,000 |
| FYE07 | 19,540,000 | 29,495,000 | 6,405,000 | 125,380,000 | 76,955,000 | 53,055,000 | 24,665,000 | 57,020,000 | 16,995,000 | 409,510,000 |
| FYE08 | 16,410,000 | 29,495,000 | 1,355,000 | 117,265,000 | 76,955,000 | 53,055,000 | 24,035,000 | 54,005,000 | 14,485,000 | 387,060,000 |
| FYE09 | 9,140,000 | 29,495,000 | | 112,965,000 | 74,535,000 | 53,055,000 | 23,375,000 | 50,875,000 | 7,955,000 | 361,395,000 |
| FYE10 | | 29,400,000 | | 108,485,000 | 71,970,000 | 53,055,000 | 22,695,000 | 47,615,000 | | 333,220,000 |
| FYE11 | | 29,060,000 | | 103,815,000 | 69,255,000 | 53,055,000 | 15,065,000 | 44,220,000 | | 314,470,000 |
| FYE12 | | 28,700,000 | | 98,940,000 | 66,415,000 | 53,055,000 | 7,025,000 | 40,670,000 | | 294,805,000 |
| FYE13 | | 27,100,000 | | 93,850,000 | 63,465,000 | 53,055,000 | | 36,960,000 | | 274,430,000 |
| FYE14 | | 13,910,000 | | 88,530,000 | 60,400,000 | 53,055,000 | | 33,080,000 | | 248,975,000 |
| FYE15 | | | | 82,955,000 | 57,205,000 | 53,055,000 | | 29,015,000 | | 222,230,000 |
| FYE16 | | | | 77,115,000 | 53,880,000 | 39,075,000 | | 24,750,000 | | 194,820,000 |
| FYE17 | | | | 70,990,000 | 50,410,000 | 24,435,000 | | 20,275,000 | | 166,110,000 |
| FYE18 | | | | 64,565,000 | 46,790,000 | 9,085,000 | | 15,575,000 | | 136,015,000 |
| FYE19 | | | | 57,820,000 | 43,010,000 | | | 10,640,000 | | 111,470,000 |
| FYE20 | | | | 50,740,000 | 39,060,000 | | | 5,455,000 | | 95,255,000 |
| FYE21 | | | | 43,300,000 | 34,930,000 | | | | | 78,230,000 |
| FYE22 | | | | 35,485,000 | 30,610,000 | | | | | 66,095,000 |
| FYE23 | | | | 27,270,000 | 26,085,000 | | | | | 53,355,000 |
| FYE24 | | | | 18,630,000 | 21,345,000 | | | | | 39,975,000 |
| FYE25 | | | | 9,550,000 | 16,380,000 | | | | | 25,930,000 |
| FYE26 | | | | | 11,175,000 | | | | | 11,175,000 |
| FYE27 | | | | | 5,720,000 | | | | | 5,720,000 |
| FYE28 | | | | | 5,855,850 | | | | | 5,855,850 |

Annual GARB Debt Service

| <i>FYE</i> | <i>1995A GARB</i> | <i>1997A GARB</i> | <i>1999A GARB</i> | <i>2003A GARB</i> | <i>2003B GARB</i> | <i>2004E GARB</i> | <i>2005H GARB</i> | <i>Total Of Debt Service</i> |
|------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|----------------------------------|
| FYE06 | 4,142,144 | 1,619,395 | 5,283,619 | 3,504,620 | 2,712,012 | 1,861,962 | 506,034 | 19,629,786 |
| FYE07 | 4,158,856 | 1,619,395 | 5,267,394 | 3,504,620 | 2,712,012 | 1,872,988 | 3,497,050 | 22,632,315 |
| FYE08 | 4,188,700 | 1,619,395 | 5,253,700 | 3,504,620 | 2,712,012 | 1,884,538 | 3,284,450 | 22,447,415 |
| FYE09 | 8,068,700 | 1,619,395 | 1,390,569 | 5,855,045 | 2,712,012 | 1,891,888 | 7,091,000 | 28,628,609 |
| FYE10 | 9,448,475 | 1,711,878 | | 5,856,726 | 2,712,012 | 1,885,088 | 8,153,875 | 29,768,054 |
| FYE11 | | 1,945,350 | | 5,857,641 | 2,712,012 | 8,621,200 | | 19,136,203 |
| FYE12 | | 1,946,620 | | 5,856,150 | 2,712,012 | 8,619,862 | | 19,134,644 |
| FYE13 | | 3,133,700 | | 5,859,010 | 2,712,012 | 7,209,406 | | 18,914,128 |
| FYE14 | | 14,317,775 | | 5,856,660 | 2,712,012 | | | 22,886,447 |
| FYE15 | | 14,292,525 | | 5,859,862 | 2,712,012 | | | 22,864,399 |
| FYE16 | | | | 5,855,371 | 16,316,300 | | | 22,171,671 |
| FYE17 | | | | 5,858,508 | 16,216,288 | | | 22,074,796 |
| FYE18 | | | | 5,857,808 | 16,139,050 | | | 21,996,858 |
| FYE19 | | | | 5,857,762 | 9,278,056 | | | 15,135,818 |
| FYE20 | | | | 5,857,660 | | | | 5,857,660 |
| FYE21 | | | | 5,856,848 | | | | 5,856,848 |
| FYE22 | | | | 5,855,642 | | | | 5,855,642 |
| FYE23 | | | | 5,858,287 | | | | 5,858,287 |
| FYE24 | | | | 5,859,008 | | | | 5,859,008 |
| FYE25 | | | | 5,857,125 | | | | 5,857,125 |
| FYE26 | | | | 5,858,130 | | | | 5,858,130 |
| FYE27 | | | | 5,856,256 | | | | 5,856,256 |
| FYE28 | | | | 5,855,850 | | | | 5,855,850 |
| | 30,006,875 | 43,825,428 | 17,195,282 | 27,659,209 | 85,069,814 | 33,846,932 | 22,532,409 | 360,135,949 |

Annual GARB and Subordinate Debt Service

| <i>FYE</i> | <i>1995A GARB</i> | <i>1997A GARB</i> | <i>1999A GARB</i> | <i>2003A GARB</i> | <i>2003B GARB</i> | <i>2004E GARB</i> | <i>2005C Subord.</i> | <i>2005H GARB</i> | <i>Total Of Debt Service</i> |
|------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|----------------------------------|
| FYE06 | 4,142,144 | 1,619,395 | 5,283,619 | 3,504,620 | 2,712,012 | 1,861,962 | 2,647,595 | 506,034 | 22,277,381 |
| FYE07 | 4,158,856 | 1,619,395 | 5,267,394 | 3,504,620 | 2,712,012 | 1,872,988 | 2,888,285 | 3,497,050 | 25,520,600 |
| FYE08 | 4,188,700 | 1,619,395 | 5,253,700 | 3,504,620 | 2,712,012 | 1,884,538 | 5,827,910 | 3,284,450 | 28,275,325 |
| FYE09 | 8,068,700 | 1,619,395 | 1,390,569 | 5,855,045 | 2,712,012 | 1,891,888 | 5,789,285 | 7,091,000 | 34,417,894 |
| FYE10 | 9,448,475 | 1,711,878 | | 5,856,726 | 2,712,012 | 1,885,088 | 5,759,535 | 8,153,875 | 35,527,589 |
| FYE11 | | 1,945,350 | | 5,857,641 | 2,712,012 | 8,621,200 | 5,728,160 | | 24,864,363 |
| FYE12 | | 1,946,620 | | 5,856,150 | 2,712,012 | 8,619,862 | 5,709,535 | | 24,844,179 |
| FYE13 | | 3,133,700 | | 5,859,010 | 2,712,012 | 7,209,406 | 5,688,035 | | 24,602,163 |
| FYE14 | | 14,317,775 | | 5,856,660 | 2,712,012 | | 5,668,285 | | 28,554,732 |
| FYE15 | | 14,292,525 | | 5,859,862 | 2,712,012 | | 5,654,660 | | 28,519,059 |
| FYE16 | | | | 5,855,371 | 16,316,300 | | 5,646,410 | | 27,818,081 |
| FYE17 | | | | 5,858,508 | 16,216,288 | | 5,637,910 | | 27,712,706 |
| FYE18 | | | | 5,857,808 | 16,139,050 | | 5,630,598 | | 27,627,456 |
| FYE19 | | | | 5,857,762 | 9,278,056 | | 5,618,084 | | 20,753,902 |
| FYE20 | | | | 5,857,660 | | | 5,606,198 | | 11,463,858 |
| FYE21 | | | | 5,856,848 | | | 5,598,194 | | 11,455,042 |
| FYE22 | | | | 5,855,642 | | | | | 5,855,642 |
| FYE23 | | | | 5,858,287 | | | | | 5,858,287 |
| FYE24 | | | | 5,859,008 | | | | | 5,859,008 |
| FYE25 | | | | 5,857,125 | | | | | 5,857,125 |
| FYE26 | | | | 5,858,130 | | | | | 5,858,130 |
| FYE27 | | | | 5,856,256 | | | | | 5,856,256 |
| FYE28 | | | | 5,855,850 | | | | | 5,855,850 |
| | 30,006,875 | 43,825,428 | 17,195,282 | 27,659,209 | 85,069,814 | 33,846,932 | 85,098,679 | 22,532,409 | 445,234,628 |

Annual GARB, Subordinate and PFC Debt Service

| <i>FYE</i> | <i>1995A GARB</i> | <i>1997A GARB</i> | <i>1999A GARB</i> | <i>2001A PFC</i> | <i>2003A GARB</i> | <i>2003B GARB</i> | <i>2004E GARB</i> | <i>2005C Subord.</i> | <i>2005H GARB</i> | <i>Total Of Debt Service</i> |
|------------|-----------------------|-----------------------|-----------------------|----------------------|-----------------------|-----------------------|-----------------------|--------------------------|-----------------------|----------------------------------|
| FYE06 | 4,142,144 | 1,619,395 | 5,283,619 | 7,070,500 | 3,504,620 | 2,712,012 | 1,861,962 | 2,647,595 | 506,034 | 29,347,881 |
| FYE07 | 4,158,856 | 1,619,395 | 5,267,394 | 7,114,500 | 3,504,620 | 2,712,012 | 1,872,988 | 2,888,285 | 3,497,050 | 32,635,100 |
| FYE08 | 4,188,700 | 1,619,395 | 5,253,700 | 7,170,000 | 3,504,620 | 2,712,012 | 1,884,538 | 5,827,910 | 3,284,450 | 35,445,325 |
| FYE09 | 8,068,700 | 1,619,395 | 1,390,569 | 7,231,625 | 5,855,045 | 2,712,012 | 1,891,888 | 5,789,285 | 7,091,000 | 41,649,519 |
| FYE10 | 9,448,475 | 1,711,878 | | 7,304,125 | 5,856,726 | 2,712,012 | 1,885,088 | 5,759,535 | 8,153,875 | 42,831,714 |
| FYE11 | | 1,945,350 | | 7,382,125 | 5,857,641 | 2,712,012 | 8,621,200 | 5,728,160 | | 32,246,488 |
| FYE12 | | 1,946,620 | | 7,470,375 | 5,856,150 | 2,712,012 | 8,619,862 | 5,709,535 | | 32,314,554 |
| FYE13 | | 3,133,700 | | 7,563,500 | 5,859,010 | 2,712,012 | 7,209,406 | 5,688,035 | | 32,165,663 |
| FYE14 | | 14,317,775 | | 7,666,250 | 5,856,660 | 2,712,012 | | 5,668,285 | | 36,220,982 |
| FYE15 | | 14,292,525 | | 7,788,250 | 5,859,862 | 2,712,012 | | 5,654,660 | | 36,307,309 |
| FYE16 | | | | 7,913,875 | 5,855,371 | 16,316,300 | | 5,646,410 | | 35,731,956 |
| FYE17 | | | | 8,052,875 | 5,858,508 | 16,216,288 | | 5,637,910 | | 35,765,581 |
| FYE18 | | | | 8,199,750 | 5,857,808 | 16,139,050 | | 5,630,598 | | 35,827,206 |
| FYE19 | | | | 8,359,125 | 5,857,762 | 9,278,056 | | 5,618,084 | | 29,113,027 |
| FYE20 | | | | 8,525,500 | 5,857,660 | | | 5,606,198 | | 19,989,358 |
| FYE21 | | | | 8,708,500 | 5,856,848 | | | 5,598,194 | | 20,163,542 |
| FYE22 | | | | 8,897,500 | 5,855,642 | | | | | 14,753,142 |
| FYE23 | | | | 9,102,125 | 5,858,287 | | | | | 14,960,412 |
| FYE24 | | | | 9,321,750 | 5,859,008 | | | | | 15,180,758 |
| FYE25 | | | | 9,545,750 | 5,857,125 | | | | | 15,402,875 |
| FYE26 | | | | 9,788,750 | 5,858,130 | | | | | 15,646,880 |
| FYE27 | | | | | 5,856,256 | | | | | 5,856,256 |
| FYE28 | | | | | 5,855,850 | | | | | 5,855,850 |
| | 30,006,875 | 43,825,428 | 17,195,282 | 70,176,750 | 27,659,209 | 85,069,814 | 33,846,932 | 85,098,679 | 22,532,409 | 615,411,378 |

Bond Series Information

1995A Bond Series

General Improvement Airport Refunding Revenue Bonds Exempt

GARBs

| | | | |
|-------------------------|---------------------------------|------------------------------|---------------------------------|
| Original Amount: | \$41,020,000 | Bond Council: | Gilmore & Bell, P.C. |
| Dated | 15-Dec-95 | Bond Council 2: | Hardwick Law Firm |
| Denomination | \$5,000 | Financial Advisor: | B.C. Christopher Securities Co. |
| Maturity: | 01-Sep-09 | Financial Advisor 2: | |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | Mercantile Bank of Kansas City |
| Moody's: | Aaa | Underwriter: | Paine Webber Incorporated |
| Fitch: | | | |
| SP: | AAA | Call Provisions: | 9/1/2006 |
| Insured by: | Capital Guaranty Insurance Co | Interest (TIC): | 4.9310% |
| Purpose: | To refund 1987 and 1989B bonds. | | |

Funding: Payable solely from revenues derived and to be derived by the City from the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | 484890 ??? | 4.750% | 4.850% | 2,795,000 | 706,762 | 640,381 | 4,142,144 | 22,490,000 |
| FYE07 | 484890 ??? | 4.875% | 4.950% | 2,950,000 | 640,381 | 568,475 | 4,158,856 | 19,540,000 |
| FYE08 | 484890 ??? | 5.000% | 5.050% | 3,130,000 | 568,475 | 490,225 | 4,188,700 | 16,410,000 |
| FYE09 | 484890 ??? | 5.000% | 5.150% | 7,270,000 | 490,225 | 308,475 | 8,068,700 | 9,140,000 |
| FYE10 | 484890 ??? | 6.750% | 5.150% | 9,140,000 | 308,475 | | 9,448,475 | |
| | | | | \$25,285,000 | \$2,714,318 | \$2,007,556 | \$30,006,875 | |

Bond Series Information

1997A Bond Series

General Improvement Airport Refunding Revenue Bonds

Exempt

GARBs

| | | | |
|-------------------------|-------------------------------|------------------------------|-----------------------|
| <i>Original Amount:</i> | \$29,495,000 | <i>Bond Council:</i> | Gilmore & Bell, P.C. |
| <i>Dated</i> | 15-Mar-97 | <i>Bond Council 2:</i> | Hardwick Law Firm |
| <i>Denomination</i> | \$5,000 | <i>Financial Advisor:</i> | Fahnestock & Co. Inc. |
| <i>Maturity:</i> | 01-Sep-14 | <i>Financial Advisor 2:</i> | Knight Capital, L.L.C |
| <i>Interest Paid:</i> | Mar & Sept 1 | <i>Trustee Paying Agent:</i> | UMB Bank, N.A. |
| <i>Moody's:</i> | Aaa | <i>Underwriter:</i> | Lehman Brothers |
| <i>Fitch:</i> | | | |
| <i>SP:</i> | AAA | <i>Call Provisions:</i> | 9/1/2007 |
| <i>Insured by:</i> | MBIA Insurance Corporation | <i>Interest (TIC):</i> | 5.8825% |
| <i>Purpose:</i> | To refund Series 1994B bonds. | | |

Funding: Payable solely from the net income and revenues derived by the City from the operation of the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | | 5.300% | 5.300% | | 809,698 | 809,698 | 1,619,395 | 29,495,000 |
| FYE07 | | 5.300% | 5.300% | | 809,698 | 809,698 | 1,619,395 | 29,495,000 |
| FYE08 | | 5.300% | 5.300% | | 809,698 | 809,698 | 1,619,395 | 29,495,000 |
| FYE09 | | 5.300% | 5.300% | | 809,698 | 809,698 | 1,619,395 | 29,495,000 |
| FYE10 | 484890 GE 2 | 5.300% | 5.300% | 95,000 | 809,698 | 807,180 | 1,711,878 | 29,400,000 |
| FYE11 | 484890 GF 9 | 5.300% | 5.350% | 340,000 | 807,180 | 798,170 | 1,945,350 | 29,060,000 |
| FYE12 | 484890 GG 7 | 5.400% | 5.400% | 360,000 | 798,170 | 788,450 | 1,946,620 | 28,700,000 |
| FYE13 | 484890 GH 5 | 5.400% | 5.450% | 1,600,000 | 788,450 | 745,250 | 3,133,700 | 27,100,000 |
| FYE14 | 484890 GJ 1 | 5.500% | 5.500% | 13,190,000 | 745,250 | 382,525 | 14,317,775 | 13,910,000 |
| FYE15 | | 5.500% | 5.500% | 13,910,000 | 382,525 | | 14,292,525 | |
| | | | | \$29,495,000 | \$7,570,065 | \$6,760,367 | \$43,825,428 | |

Bond Series Information

1999A Bond Series

General Improvement Airport Refunding Revenue Bonds Exempt

GARBs

| | | | |
|-------------------------|---------------------------------|------------------------------|-------------------------------|
| Original Amount: | \$35,260,000 | Bond Council: | McDowell, Rice, Smith & Gaar |
| Dated | 01-Aug-99 | Bond Council 2: | Hardwick Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Fahnestock & Co. Inc. |
| Maturity: | 01-Sep-08 | Financial Advisor 2: | The Chapman Company |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | State Stree Bank and Trust Co |
| Moody's: | Aaa | Underwriter: | Merrill Lynch & Co. |
| Fitch: | | Call Provisions: | |
| SP: | | Interest (TIC): | 5.4229% |
| Insured by: | Financial Security Assurance, I | | |
| Purpose: | To refund Series 1989A bonds. | | |

Funding: Payable solely from the net income and revenues derived by the City from the operation of the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | 484890 GR | 5.250% | 4.900% | 4,575,000 | 414,356 | 294,262 | 5,283,619 | 11,210,000 |
| FYE07 | 484890 GS | 5.250% | 5.000% | 4,805,000 | 294,262 | 168,131 | 5,267,394 | 6,405,000 |
| FYE08 | 484890 GT | 5.250% | 5.100% | 5,050,000 | 168,131 | 35,569 | 5,253,700 | 1,355,000 |
| FYE09 | 484890 GU | 5.250% | 5.150% | 1,355,000 | 35,569 | | 1,390,569 | |
| | | | | \$15,785,000 | \$912,318 | \$497,962 | \$17,195,282 | |

Bond Series Information

2001A Bond Series

Passenger Facility Charge Revenue Bonds

Exempt

PFCs

| | | | |
|-------------------------|-----------------------------|------------------------------|-----------------------|
| Original Amount: | \$140,000,000 | Bond Council: | Gilmore & Bell, P.C. |
| Dated | 01-Aug-01 | Bond Council 2: | The Martinez Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Fahnestock & Co. Inc. |
| Maturity: | 01-Apr-26 | Financial Advisor 2: | The Chapman Company |
| Interest Paid: | Apr & Oct 1 | Trustee Paying Agent: | |
| Moody's: | Aaa | Underwriter: | Merrill Lynch & Co. |
| Fitch: | | Call Provisions: | 4/1/2012 |
| SP: | AAA | Interest (TIC): | 5.0800% |
| Insured by: | Ambac Assurance Corporation | | |

Purpose: To fund or refinance, together with other available funds of the City, a portion for the design and construction costs of terminal improvements at MCI

Funding: Payable solely from the PFC Revenues derived and to be derived by the City from the operation of MCI.

| | CUSIP | Coupon | Yield | Principal | September Interest | March Interest | Debt Service | Debt Outstanding |
|-------|------------|--------|--------|---------------|--------------------|----------------|--------------|------------------|
| FYE06 | 48507R ??? | 5.000% | 3.880% | 3,840,000 | 3,230,500 | 3,230,200 | 7,070,500 | 129,220,000 |
| FYE07 | | 5.000% | 4.060% | 3,980,000 | 3,134,500 | 7,114,500 | 7,114,500 | 125,380,000 |
| FYE08 | | 5.000% | 4.200% | 4,135,000 | 3,035,000 | 7,170,000 | 7,170,000 | 117,265,000 |
| FYE09 | | 5.000% | 4.320% | 4,300,000 | 2,931,625 | 7,231,625 | 7,231,625 | 112,965,000 |
| FYE10 | | 5.000% | 4.420% | 4,480,000 | 2,824,125 | 2,824,125 | 7,304,125 | 108,485,000 |
| FYE11 | | 5.000% | 4.520% | 4,670,000 | 2,712,125 | 2,712,125 | 7,382,125 | 103,815,000 |
| FYE12 | | 5.000% | 4.650% | 4,875,000 | 2,595,375 | 2,595,375 | 7,470,375 | 98,940,000 |
| FYE13 | | 5.000% | 4.750% | 5,090,000 | 2,473,500 | 2,473,500 | 7,563,500 | 93,850,000 |
| FYE14 | | 5.000% | 4.859% | 5,320,000 | 2,346,250 | 2,346,250 | 7,666,250 | 88,530,000 |
| FYE15 | | 5.000% | 4.955% | 5,575,000 | 2,213,250 | 2,213,250 | 7,788,250 | 82,955,000 |
| FYE16 | | 5.000% | 5.030% | 5,840,000 | 2,073,875 | 2,073,875 | 7,913,875 | 77,115,000 |
| FYE17 | | 5.000% | 5.090% | 6,125,000 | 1,927,875 | 1,927,875 | 8,052,875 | 70,990,000 |
| FYE18 | | 5.000% | 5.140% | 6,425,000 | 1,774,750 | 1,774,750 | 8,199,750 | 64,565,000 |
| FYE19 | | 5.000% | 5.190% | 6,745,000 | 1,614,125 | 1,614,125 | 8,359,125 | 57,820,000 |
| FYE20 | | 5.000% | 5.230% | 7,080,000 | 1,445,500 | 1,445,500 | 8,525,500 | 50,740,000 |
| FYE21 | | 5.000% | 5.250% | 7,440,000 | 1,268,500 | 1,268,500 | 8,708,500 | 43,300,000 |
| FYE22 | | 5.000% | 5.270% | 7,815,000 | 1,082,500 | 1,082,500 | 8,897,500 | 35,485,000 |
| FYE23 | | 5.000% | 5.280% | 8,215,000 | 887,125 | 887,125 | 9,102,125 | 27,270,000 |
| FYE24 | | 5.000% | 5.300% | 8,640,000 | 681,750 | 681,750 | 9,321,750 | 18,630,000 |
| FYE25 | | 5.000% | 5.310% | 9,080,000 | 465,750 | 465,750 | 9,545,750 | 9,550,000 |
| FYE26 | | 5.000% | 5.320% | 9,550,000 | 238,750 | 238,750 | 9,788,750 | |
| | | | | \$129,220,000 | \$40,956,750 | \$53,371,450 | 170,176,750 | |

Bond Series Information

2003A Bond Series

General Improvement Airport Revenue Bonds (TIP) (AMT Exempt)

GARBs

| | | | |
|-------------------------|---|------------------------------|-----------------------------|
| Original Amount: | \$76,955,000 | Bond Council: | Gilmore & Bell, P.C. |
| Dated | 15-Feb-03 | Bond Council 2: | The Martinez Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Fahnestock & Co. Inc. |
| Maturity: | 01-Sep-27 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | UMB Bank, N.A. |
| Moody's: | A2 | Underwriter: | Edward D. Jones & Co., L.P. |
| Fitch: | | Call Provisions: | 9/1/2013 |
| SP: | A+ | Interest (TIC): | 4.3209% |
| Insured by: | Financial Guaranty Insurance | | |
| Purpose: | To fund a portion of the costs of the Terminal Improvement Project. | | |

Funding: Payable solely from the net income and revenues derived by the City from the operation of the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | | 5.750% | 5.750% | | 1,752,310 | 1,752,310 | 3,504,620 | 76,955,000 |
| FYE07 | | 5.750% | 5.750% | | 1,752,310 | 1,752,310 | 3,504,620 | 76,955,000 |
| FYE08 | | 5.750% | 5.750% | | 1,752,310 | 1,752,310 | 3,504,620 | 76,955,000 |
| FYE09 | 484890 HA 9 | 5.750% | 2.750% | 2,420,000 | 1,752,310 | 1,682,735 | 5,855,045 | 74,535,000 |
| FYE10 | | 5.750% | 3.100% | 2,565,000 | 1,682,735 | 1,608,991 | 5,856,726 | 71,970,000 |
| FYE11 | | 5.550% | 3.400% | 2,715,000 | 1,608,991 | 1,533,650 | 5,857,641 | 69,255,000 |
| FYE12 | | 3.600% | 3.600% | 2,840,000 | 1,533,650 | 1,482,530 | 5,856,150 | 66,415,000 |
| FYE13 | | 3.800% | 3.800% | 2,950,000 | 1,482,530 | 1,426,480 | 5,859,010 | 63,465,000 |
| FYE14 | | 4.000% | 4.000% | 3,065,000 | 1,426,180 | 1,365,180 | 5,856,660 | 60,400,000 |
| FYE15 | | 4.100% | 4.100% | 3,195,000 | 1,365,180 | 1,299,382 | 5,859,862 | 57,205,000 |
| FYE16 | | 4.150% | 4.150% | 3,325,000 | 1,299,682 | 1,230,689 | 5,855,371 | 53,880,000 |
| FYE17 | | 4.200% | 4.200% | 3,470,000 | 1,230,689 | 1,157,819 | 5,858,508 | 50,410,000 |
| FYE18 | | 4.300% | 4.300% | 3,620,000 | 1,157,819 | 1,079,989 | 5,857,808 | 46,790,000 |
| FYE19 | | 4.350% | 4.350% | 3,780,000 | 1,079,989 | 99,777,375 | 5,857,762 | 43,010,000 |
| FYE20 | | 4.450% | 4.450% | 3,950,000 | 997,774 | 909,886 | 5,857,660 | 39,060,000 |
| FYE21 | | 4.500% | 4.500% | 4,130,000 | 909,886 | 816,961 | 5,856,848 | 34,930,000 |
| FYE22 | | 4.550% | 4.550% | 4,320,000 | 816,961 | 71,868,125 | 5,855,642 | 30,610,000 |
| FYE23 | | 4.600% | 4.600% | 4,525,000 | 718,681 | 614,606 | 5,858,287 | 26,085,000 |
| FYE24 | | 4.650% | 4.650% | 4,740,000 | 614,606 | 504,401 | 5,859,008 | 21,345,000 |
| FYE25 | | 4.700% | 4.700% | 4,965,000 | 504,401 | 387,724 | 5,857,125 | 16,380,000 |
| FYE26 | | 4.700% | 4.700% | 5,205,000 | 387,724 | 265,406 | 5,858,130 | 11,175,000 |
| FYE27 | | 4.700% | 4.750% | 5,455,000 | 265,406 | 135,850 | 5,856,256 | 5,720,000 |
| FYE28 | | 4.700% | 4.750% | 5,720,000 | 13,585,000 | | 5,855,850 | 5,855,850 |
| | | | | \$76,955,000 | \$39,677,124 | \$194,404,709 | 127,659,209 | |

Bond Series Information

2003B Bond Series

General Improvement Airport Revenue Bonds (Economy Exempt)

GARBs

| | | | |
|-------------------------|--|------------------------------|-----------------------------|
| Original Amount: | \$53,055,000 | Bond Council: | Gilmore & Bell, P.C. |
| Dated | 15-Feb-03 | Bond Council 2: | The Martinez Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Fahnestock & Co. Inc. |
| Maturity: | 01-Sep-18 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | UMB Bank, N.A. |
| Moody's: | A2 | Underwriter: | Edward D. Jones & Co., L.P. |
| Fitch: | | Call Provisions: | 9/1/2013 |
| SP: | A+ | Interest (TIC): | 4.6617% |
| Insured by: | Financial Guaranty Insurance | | |
| Purpose: | To fund a portion of the costs of the Economy Parking Lot Project. | | |

Funding: Payable solely from the net income and revenues derived by the City from the operation of the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|---------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE07 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE08 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE09 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE10 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE11 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE12 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE13 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE14 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE15 | | 5.375% | 5.375% | | 1,356,006 | 1,356,006 | 2,712,012 | 53,055,000 |
| FYE16 | 484890 GW 2 | 5.375% | 4.120% | 13,980,000 | 1,356,006 | 980,294 | 16,316,300 | 39,075,000 |
| FYE17 | | 5.250% | 4.210% | 14,640,000 | 15,620,294 | 595,994 | 16,216,288 | 24,435,000 |
| FYE18 | | 5.250% | 4.290% | 15,350,000 | 595,994 | 193,056 | 16,139,050 | 9,085,000 |
| FYE19 | | 4.250% | 99.000% | 9,085,000 | 193,056 | | 9,278,056 | |
| | | | | \$53,055,000 | \$31,325,410 | \$15,329,404 | \$85,069,814 | |

Bond Series Information

2004E Bond Series

General Improvement Airport Refunding Revenue Bonds Exempt

GARBs

| | | | |
|-------------------------|-------------------------------|------------------------------|---------------------------------|
| Original Amount: | \$25,835,000 | BondCouncil: | Gilmore & Bell, P.C. |
| Dated | 01-Jun-04 | BondCouncil 2: | Hardwick Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Oppenheimer & Co. Inc. |
| Maturity: | 01-Sep-12 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | U.S. Bank Trust National Associ |
| Moody's: | Aaa | Underwriter: | Citigroup Global Markets Inc. |
| Fitch: | | Call Provisions: | |
| SP: | AAA | Interest (TIC): | 4.0590% |
| Insured by: | Financial Guaranty Insurance | | |
| Purpose: | To refund Series 1994A bonds. | | |

Funding: Payable solely from revenues derived and to be derived by the City from the operations of the Airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|---------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | 484890 HW 1 | 3.500% | 2.000% | 570,000 | 650,969 | 640,994 | 1,861,962 | 25,265,000 |
| FYE07 | 484890 HX 9 | 3.000% | 2.550% | 600,000 | 640,994 | 631,994 | 1,872,988 | 24,665,000 |
| FYE08 | 484890 HY 7 | 3.000% | 3.000% | 630,000 | 631,994 | 622,544 | 1,884,538 | 24,035,000 |
| FYE09 | 484890 HZ 4 | 4.000% | 3.400% | 660,000 | 622,544 | 609,344 | 1,891,888 | 23,375,000 |
| FYE10 | 484890 JA 7 | 4.000% | 3.700% | 680,000 | 609,344 | 595,744 | 1,885,088 | 22,695,000 |
| FYE11 | 484890 JB 5 | 5.250% | 3.910% | 7,630,000 | 595,744 | 395,456 | 8,621,200 | 15,065,000 |
| FYE12 | 484890 JC 3 | 5.250% | 4.100% | 8,040,000 | 395,456 | 184,406 | 8,619,862 | 7,025,000 |
| FYE13 | 484890 JD 1 | 5.250% | 4.270% | 7,025,000 | 184,406 | | 7,209,406 | |
| | | | | \$25,835,000 | \$4,331,451 | \$3,680,482 | \$33,846,932 | |

Bond Series Information

2005C Bond Series

Subordinated Taxable Airport Improvement and Refundin Taxable

Subordinated

| | | | |
|-------------------------|---|------------------------------|---------------------------|
| Original Amount: | \$57,020,000 | Bond Council: | Gilmore & Bell , P.C. |
| Dated | 01-Apr-05 | Bond Council 2: | Hardwick Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Oppenheimer & Co. Inc. |
| Maturity: | 01-Sep-20 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | |
| Moody's: | Aaa | Underwriter: | First Albany Capital Inc. |
| Fitch: | AAA | Call Provisions: | 9/1/2016 |
| SP: | AAA | Interest (TIC): | 5.1522% |
| Insured by: | MBIA Insurance Corporation | | |
| Purpose: | To fund (a) a portion of the costs of the Consolidated Rental Car Facility Project, (b) to refund the Series 2000 Bonds | | |
| Funding: | Payable solely from the net income and revenues derived by the City from the operator of the City's airports. | | |

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | | 5.000% | 5.000% | | 1,203,452 | 1,444,142 | 2,647,595 | 57,020,000 |
| FYE07 | | 5.000% | 5.000% | | 1,444,142 | 1,444,142 | 2,888,285 | 57,020,000 |
| FYE08 | 484890 JE 9 | 5.000% | 4.250% | 3,015,000 | 1,444,142 | 1,368,768 | 5,827,910 | 54,005,000 |
| FYE09 | 484890 JF 6 | 5.000% | 4.500% | 3,130,000 | 1,368,768 | 1,290,518 | 5,789,285 | 50,875,000 |
| FYE10 | 484890 JG 4 | 5.000% | 4.650% | 3,260,000 | 1,290,518 | 1,209,018 | 5,759,535 | 47,615,000 |
| FYE11 | 484890 JH 2 | 5.000% | 4.700% | 3,395,000 | 1,209,018 | 1,124,142 | 5,728,160 | 44,220,000 |
| FYE12 | 484890 JJ 8 | 5.000% | 4.800% | 3,550,000 | 1,124,142 | 1,035,392 | 5,709,535 | 40,670,000 |
| FYE13 | 484890 JK 5 | 5.000% | 4.850% | 3,710,000 | 1,035,392 | 942,642 | 5,688,035 | 36,960,000 |
| FYE14 | 484890 JL 3 | 5.000% | 4.950% | 3,880,000 | 942,642 | 845,642 | 5,668,285 | 33,080,000 |
| FYE15 | 484890 JM 1 | 5.000% | 5.050% | 4,065,000 | 845,642 | 744,018 | 5,654,660 | 29,015,000 |
| FYE16 | 484890 JN 9 | 5.000% | 5.100% | 4,265,000 | 744,018 | 637,392 | 5,646,410 | 24,750,000 |
| FYE17 | 484890 JP 4 | 5.000% | 5.150% | 4,475,000 | 637,392 | 525,518 | 5,637,910 | 20,275,000 |
| FYE18 | 484890 JQ 2 | 5.125% | 5.250% | 4,700,000 | 525,518 | 405,080 | 5,630,598 | 15,575,000 |
| FYE19 | 484890 JR 0 | 5.150% | 5.300% | 4,935,000 | 405,080 | 278,004 | 5,618,084 | 10,640,000 |
| FYE20 | 484890 JS 8 | 5.200% | 5.350% | 5,185,000 | 278,004 | 143,194 | 5,606,198 | 5,455,000 |
| FYE21 | 484890 JT 6 | 5.250% | 5.400% | 5,455,000 | 143,194 | | 5,598,194 | |
| | | | | \$57,020,000 | \$14,641,064 | \$13,437,612 | \$85,098,679 | |

Bond Series Information

2005G Bond Series

Special Facility Airport Revenue Bonds (MCI Overhaul Ba Exempt

Special Facility

| | | | |
|-------------------------|--------------|------------------------------|------------------------|
| Original Amount: | \$31,040,000 | Bond Council: | Bryan Cave LLP |
| Dated | 01-Aug-05 | Bond Council 2: | The Martinez Law Firm |
| Denomination | \$5,000 | Financial Advisor: | Oppenheimer & Co. Inc. |
| Maturity: | 01-Sep-29 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | Commerce Bank NA |
| Moody's: | A2 | Underwriter: | Wachovia Bank |
| Fitch: | AA | Call Provisions: | 9/1/2016 |
| SP: | AA- | Interest (TIC): | 4.6700% |
| Insured by: | N/A | | |

Purpose: To fund a portion of the costs incurred in connection with the repair, improvement and rehabilitation of the aircraft maintenance and overhaul base.

Funding: Payable solely from the lease revenues and the sales tax revenues which have been pledged, and subject to annual appropriation, the Airports Extension and Bond Retirement Account

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE07 | 485105 AA 8 | 4.000% | 3.300% | 60,000 | 721,738 | 720,538 | 1,502,275 | 30,980,000 |
| FYE08 | 485105 AB 6 | 4.000% | 3.450% | 530,000 | 720,538 | 709,938 | 1,960,475 | 30,450,000 |
| FYE09 | 485105 AC 4 | 4.000% | 3.600% | 570,000 | 709,938 | 698,538 | 1,978,475 | 29,880,000 |
| FYE10 | 485105 AD 2 | 4.000% | 3.730% | 605,000 | 698,538 | 686,438 | 1,989,975 | 29,275,000 |
| FYE11 | 485105 AE 0 | 4.000% | 3.850% | 675,000 | 686,438 | 672,938 | 2,034,375 | 28,600,000 |
| FYE12 | 485105 AF 7 | 4.000% | 3.980% | 780,000 | 672,938 | 657,338 | 2,110,275 | 27,820,000 |
| FYE13 | 485105 AG 5 | 4.000% | 4.090% | 830,000 | 657,338 | 640,738 | 2,128,075 | 26,990,000 |
| FYE14 | 485105 AH 3 | 4.000% | 4.170% | 880,000 | 640,738 | 623,138 | 2,143,875 | 26,110,000 |
| FYE15 | 485105 AJ 9 | 4.000% | 4.250% | 935,000 | 623,138 | 604,438 | 2,162,575 | 25,175,000 |
| FYE16 | 485105 AK 6 | 5.500% | 4.350% | 1,010,000 | 604,438 | 576,662 | 2,191,100 | 24,165,000 |
| FYE17 | 485105 AL 4 | 4.250% | 4.420% | 1,105,000 | 576,662 | 553,181 | 2,234,844 | 23,060,000 |
| FYE18 | 485105 AM 2 | 5.625% | 4.460% | 1,170,000 | 553,181 | 520,275 | 2,243,456 | 21,890,000 |
| FYE19 | | 5.500% | 4.500% | 1,245,000 | 520,275 | 486,038 | 2,251,312 | 20,645,000 |
| FYE20 | | 5.500% | 4.500% | 1,320,000 | 486,038 | 449,738 | 2,255,775 | 19,325,000 |
| FYE21 | | 5.500% | 4.500% | 1,405,000 | 449,738 | 411,100 | 2,265,838 | 17,920,000 |
| FYE22 | 485105 AN 0 | 4.375% | 4.560% | 1,490,000 | 411,100 | 378,506 | 2,279,606 | 16,430,000 |
| FYE23 | 485105 AP 5 | 4.500% | 4.600% | 1,615,000 | 378,506 | 342,169 | 2,335,675 | 14,815,000 |
| FYE24 | 485105 AQ 2 | 4.500% | 4.640% | 1,770,000 | 342,169 | 302,344 | 2,414,512 | 13,045,000 |
| FYE25 | 485105 AR 1 | 4.500% | 4.680% | 1,880,000 | 302,344 | 260,044 | 2,442,388 | 11,165,000 |
| FYE26 | | 4.500% | 4.750% | 1,990,000 | 260,044 | 215,269 | 2,465,312 | 9,175,000 |
| FYE27 | 485105 AS 9 | 4.500% | 4.750% | 2,110,000 | 215,269 | 167,794 | 2,493,062 | 7,065,000 |
| FYE28 | | 4.750% | 4.840% | 2,235,000 | 167,794 | 114,712 | 2,517,506 | 4,830,000 |
| FYE29 | 485105 AT 7 | 4.750% | 4.840% | 4,605,000 | 114,712 | 58,425 | 2,543,138 | 2,460,000 |
| FYE30 | 485105 AU 4 | 4.750% | 4.850% | 2,460,000 | 58,425 | 0 | 0 | 0 |
| | | | | \$33,275,000 | \$11,572,037 | \$10,850,299 | \$50,943,899 | |

Bond Series Information

2005H Bond Series

General Improvement Airport Refunding Revenue Bonds

Exempt

GARBs

| | | | |
|-------------------------|------------------------------|------------------------------|------------------------|
| Original Amount: | \$19,615,000 | Bond Council: | Kutak Rock LLP |
| Dated | 15-Aug-05 | Bond Council 2: | Hardwick Law Firm, LLC |
| Denomination | \$5,000 | Financial Advisor: | Oppenheimer & Co Inc |
| Maturity: | 01-Sep-09 | Financial Advisor 2: | Valdes & Moreno, Inc. |
| Interest Paid: | Mar & Sept 1 | Trustee Paying Agent: | UMB Bank, N.A. |
| Moody's: | A1 | Underwriter: | Piper Jaffray & Co. |
| Fitch: | A+ | Call Provisions: | |
| SP: | A+ | Interest (TIC): | 3.1077% |
| Insured by: | N/A | | |
| Purpose: | To refund Series 1995 bonds. | | |

Funding: Payable solely from the net income and revenues derived by the City from the operations of the City's airports.

| | <i>CUSIP</i> | <i>Coupon</i> | <i>Yield</i> | <i>Principal</i> | <i>September Interest</i> | <i>March Interest</i> | <i>Debt Service</i> | <i>Debt Outstanding</i> |
|-------|--------------|---------------|--------------|---------------------|---------------------------|-----------------------|---------------------|-------------------------|
| FYE06 | | 4.000% | 4.000% | | | 506,034 | 506,034 | 19,615,000 |
| FYE07 | 484890 JU 3 | 4.000% | 3.100% | 2,620,000 | 464,725 | 412,325 | 3,497,050 | 16,995,000 |
| FYE08 | 484890 JV 1 | 4.000% | 3.200% | 2,510,000 | 412,325 | 362,125 | 3,284,450 | 14,485,000 |
| FYE09 | 484890 JW 9 | 5.000% | 3.350% | 6,530,000 | 362,125 | 198,875 | 7,091,000 | 7,955,000 |
| FYE10 | 484890 JX 7 | 5.000% | 3.550% | 7,955,000 | 198,875 | | 8,153,875 | |
| | | | | \$19,615,000 | \$1,438,050 | \$1,479,359 | \$22,532,409 | |