

*This Offering Circular is dated November 30, 2018*

In the opinion of Ice Miller LLP (“Bond Counsel”), under federal statutes, decisions, regulations and rulings, interest on the Bonds (hereinafter defined) is excludable from gross income under Section 103 of the Internal Revenue Code of 1986, as amended to the date hereof (“Code”), for federal income tax purposes and is not a specific preference item for purpose of the federal alternative minimum tax, although Bond Counsel observes that it is included in adjusted current earnings in calculating corporate alternative minimum taxable income for taxable years that began prior to January 1, 2018. Such exclusion is conditioned on continuing compliance with the Tax Covenants (hereinafter defined). In the opinion of Bond Counsel, under existing laws, regulations, judicial decisions and rulings, interest on the Bonds is exempt from income taxation in the State of Indiana. The Bonds have been designated as qualified tax-exempt obligations pursuant to Section 265(b)(3) of the Code. See “TAX MATTERS” herein.

NEW ISSUE  
OFFERING CIRCULAR

COMPETITIVE SALE  
BANK QUALIFIED

**\$950,000**  
**LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY**  
**Logansport, Indiana**  
**GENERAL OBLIGATION BONDS OF 2018**

Original Date: Date of Delivery (Anticipated to be December 27, 2018)

Due: January 15 and July 15 as shown below

The Logansport/Cass County Airport Authority (the “Airport Authority”) is issuing \$950,000 of General Obligation Bonds of 2018 (the “Bonds”) for the purpose of paying the cost of the 100 Low Lead Fuel System, demolition of Fuel Farm, Maintenance/Snow equipment hangar, demolition of three maintenance hangars, and a parking lot expansion, together with all necessary appurtenances, related improvements and equipment, and incidental expenses in connection therewith (the “Project”), and to pay issuance costs.

The Bonds will be issued as provided in the Bond Ordinance adopted by the Board of the Airport Authority on November 12, 2018 (the “Bond Ordinance”). The Bonds are payable from ad valorem taxes to be levied on all taxable property within the Logansport/Cass County Airport District (the “District”) as more fully described in this Offering Circular. The total indebtedness of the District subject to the constitutional debt limit, including the Bonds, amounts to less than two percent of one third of the net assessed valuation of the District, as required by the constitution of the State of Indiana. The boundaries of the District are coterminous with Cass County, Indiana (the “County”). See “PROCEDURES FOR PROPERTY ASSESSMENT, TAX LEVY AND COLLECTION” and “CIRCUIT BREAKER TAX CREDIT” herein.

The Bonds will be issued only as fully registered bonds, and when issued, will be registered in the name of Cede & Co., as nominee for The Depository Trust Company (“DTC”). Purchases of beneficial interests in the Bonds will be made in book-entry-only form in the denomination of \$5,000 or any integral multiple thereof. Purchasers of beneficial interests in the Bonds (the “Beneficial Owners”) will not receive physical delivery of certificates representing their interests in the Bonds. Interest on the Bonds will be payable semiannually on January 15 and July 15 of each year, beginning July 15, 2019. Principal and interest will be disbursed on behalf of the Airport Authority by The Bank of New York Mellon Corporate Trust, in Indianapolis, Indiana (the “Registrar” and “Paying Agent”). Interest on the Bonds will be paid by check, mailed one business day prior to the interest payment date or by wire transfer to depositories. The principal of and premium, if any, on the Bonds shall be payable in lawful money of the United States of America at the designated corporate trust office of the Paying Agent. Interest on, together with the principal of, the Bonds will be paid directly to DTC by the Paying Agent so long as DTC or its nominee is the registered owner of the Bonds. The final disbursement of such payments to the Beneficial Owners of the Bonds will be the responsibility of the DTC Participants and the Indirect Participants. See “BOOK-ENTRY-ONLY SYSTEM”. The Bonds are not subject to optional redemption prior to maturity. The Bonds may be issued as “Term Bonds” at the Underwriter’s discretion and subject to mandatory sinking fund redemption as more fully described herein.

**MATURITY SCHEDULE**

<u>Maturity</u>	<u>Principal</u>	<u>Maturity</u>	<u>Principal</u>
July 15, 2019	\$50,000	July 15, 2024	\$50,000
January 15, 2020	40,000	January 15, 2025	50,000
July 15, 2020	40,000	July 15, 2025	55,000
January 15, 2021	45,000	January 15, 2026	55,000
July 15, 2021	45,000	July 15, 2026	55,000
January 15, 2022	45,000	January 15, 2027	55,000
July 15, 2022	45,000	July 15, 2027	60,000
January 15, 2023	45,000	January 15, 2028	55,000
July 15, 2023	50,000	July 15, 2028	60,000
January 15, 2024	50,000		

*This cover page contains certain information for quick reference only. It is not a summary of this issue. Investors must read the entire Offering Circular to obtain information essential to the making of an informed investment decision.*

PROJECT PERSONNEL

Names and positions of officials and professionals who have taken part in the planning of the project and bond issue are:

Airport Authority Board of Directors

Dave Brumett, President  
Mark Hildebrandt, Vice President  
Bob Barr, Secretary  
Steve Plank, Treasurer  
Molly Long  
Mark Lowry

Airport Authority Attorney

Donald J. Tribbett  
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Municipal Advisor

Jason G. Semler  
H.J. Umbaugh & Associates  
Certified Public Accountants, LLP  
8365 Keystone Crossing, Suite 300  
Indianapolis, Indiana 46240

## PROCEDURES FOR BIDDING

**Date and Time of Sale:** Upon 24 hours' notice. Anticipated to take place on December 11, 2018 at 11:00 A.M. (ET)

**Place of Sale:** Umbaugh, 8365 Keystone Crossing, Suite 300, Indianapolis, Indiana 46240

**Maximum Interest Rate:** 5%

**Minimum Purchase Price\*:** 98% (\$931,000)

**Multiples:** 1/8, 1/20, or 1/100 of 1%

**Anticipated Closing Date:** December 27, 2018

**Good Faith Deposit:** \$9,500 certified or cashier's check or wire transfer submitted by the winning bidder no later than 3:30 p.m. (ET) on the business day following the award

**Method of Bidding:** Electronic bidding by PARITY®

**Basis of Award:** Net Interest Cost (NIC)

**Issue Price Determination:** As set forth in Appendix D to this Offering Circular, the winning bidder agrees by submission of its bid to assist the Airport Authority in establishing the issue price of the Bonds under the terms outlined in Appendix D and shall execute and deliver to the Airport Authority at closing an "issue price" certificate, together with the supporting pricing wires or equivalent communications, with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, the Airport Authority and Bond Counsel. Provided the winning bidder is purchasing the Bonds as an Underwriter (as defined in Appendix D) and is not purchasing the Bonds with the intent to hold the Bonds for its own account, then the Airport Authority and the Underwriter shall agree to the process by which issue price will be established on the date of sale of the Bonds in the event that the Competitive Sale Requirements (as defined in Appendix D) are not met. The winning bidder must agree to execute the applicable schedules depending on the sale results.

For a complete description of terms and conditions for bidding, please refer to the next section of this Offering Circular (Appendix i) for the Notice of Intent to Sell Bonds.

\* Minimum Purchase Price shall mean the par amount of the Bonds (\$950,000) less total discount submitted with bid, including any underwriter discount, purchaser discount, original issue discount or any expenses submitted by the bidder which will reduce the amount of bond proceeds to be received by the Airport Authority, and adding any amortizable bond premium.

## SECURITY AND SOURCES OF PAYMENT

The Bonds are the general obligation of the Airport Authority payable from ad valorem property taxes to be levied on all taxable property within the District. The boundaries of the District are coterminous with the County.

The total bonded indebtedness of the Airport Authority subject to the constitutional debt limit, including the Bonds, amounts to less than two percent of one third of the net assessed valuation of the Airport Authority as required by the constitution of the State of Indiana.

## DENOMINATIONS

The Bonds are being issued in the denomination of \$5,000 or integral multiple thereof.

## REGISTRATION AND EXCHANGE FEATURES

Each registered bond shall be transferable or exchangeable only on such record at the designated corporate trust office of the Registrar and Paying Agent, The Bank of New York Mellon Corporate Trust, Indianapolis, Indiana, at the written request of the registered owner thereof or his attorney duly authorized in writing upon surrender thereof, together with a written instrument of transfer satisfactory to the Registrar duly executed by the registered owner or his duly authorized attorney. A further description of the registration and exchange features of the Bonds can be found in the Bond Ordinance.

## PROVISIONS FOR PAYMENT

The principal on the Bonds shall be payable at the designated corporate trust office of the Registrar and Paying Agent, or by wire transfer to DTC or any successor depository. See "BOOK-ENTRY-ONLY SYSTEM" herein. All payments of interest on the Bonds shall be paid by check, mailed one business day prior to the interest payment date to the registered owners as the names appear as of the first day of the month containing an interest payment date and at the addresses as they appear on the registration books kept by the Registrar or at such other address as is provided

to the Registrar or by wire transfer to DTC or any successor depository. If payment of principal or interest is made to DTC or any successor depository, payment shall be made by wire transfer on the payment date in same-day funds. If the payment date occurs on a date when financial institutions are not open for business, the wire transfer shall be made on the next succeeding business day. The Paying Agent shall be instructed to wire transfer payments by 1:00 p.m. (New York City time) so such payments are received at the depository by 2:30 p.m. (New York City time). Payments on the Bonds shall be made in lawful money of the United States of America, which, on the date of such payment, shall be legal tender.

So long as DTC or its nominee is the registered owner of the Bonds, principal and interest on the Bonds will be paid directly to DTC by the Paying Agent. (The financial disbursement of such payments to the Beneficial Owners of the Bonds will be the responsibility of the DTC Participants and Indirect Participants, as defined and more fully described herein.)

#### PROJECT DESCRIPTION

The Bonds are being issued to provide for the cost of the 100 Low Lead Fuel System, demolition of Fuel Farm, Maintenance/Snow equipment hangar, demolition of three maintenance hangars, and a parking lot expansion, together with all necessary appurtenances, related improvements and equipment, and incidental expenses in connection therewith (the "Project"), and to pay issuance expenses.

#### ESTIMATED SOURCES AND USES OF FUNDS

##### Estimated Sources of Funds:

General Obligation Bonds of 2018	<u>\$950,000</u>
Total Estimated Sources of Funds	<u><u>\$950,000</u></u>

##### Estimated Uses of Funds:

Net available proceeds for the Project	\$830,000
Underwriter's discount (2.0%)	19,000
Issuance costs and contingencies	<u>101,000</u>
Total Estimated Uses of Funds	<u><u>\$950,000</u></u>

#### INTERCEPT PROGRAM

In 2008, the Indiana General Assembly enacted legislation (IC 6-1.1-20.6-10) to ensure that shortfalls in property tax receipts due to the Circuit Breaker Tax Credit do not affect the ability of a political subdivision to make payments on any existing debt service and lease rental obligations. The legislation requires that local governments fund their debt service and lease rental obligations regardless of property tax shortfalls due to the Circuit Breaker Tax Credit. If a political subdivision fails to make debt service or lease rental payments, the State Treasurer, upon being notified of the failure, shall pay the unpaid debt service or lease rental payments that are due from funds that are held by the State (including among others, income tax distributions and motor vehicle highway distributions) that would otherwise be available for distribution to the political subdivision to ensure that Debt Service Obligations (as hereinafter defined) are made when due.

#### INTEREST CALCULATION

Interest shall be calculated on the basis of a 360-day year consisting of twelve 30-day months.

## REDEMPTION PROVISIONS

### Optional Redemption:

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

### Mandatory Sinking Fund Redemption:

If any Bonds are issued as Term Bonds, the Paying Agent shall credit against the mandatory sinking fund requirement for the Term Bonds, and corresponding mandatory redemption obligation, in the order determined by the Airport Authority, any Term Bonds which have previously been redeemed (otherwise than as a result of a previous mandatory redemption requirement) or delivered to the Paying Agent for cancellation or purchased for cancellation by the Paying Agent and not theretofore applied as a credit against any redemption obligation. Each Term Bond so delivered or canceled shall be credited by the Paying Agent at 100% of the principal amount thereof against the mandatory sinking fund obligation on such mandatory redemption date, and any excess of such amount shall be credited on future redemption obligations, and the principal amount of that Term Bond to be redeemed by operation of the mandatory sinking fund requirement shall be accordingly reduced; provided, however, the Paying Agent shall only credit such Term Bond to the extent received on or before 45 days preceding the applicable mandatory redemption date.

If fewer than all the Bonds are called for redemption at one time, the Bonds shall be redeemed in order of maturity determined by the Airport Authority and by lot within maturity. Each \$5,000 principal amount shall be considered a separate bond for purposes of mandatory redemption.

### Notice of Redemption:

Notice of redemption shall be mailed to the registered owners of all Bonds to be redeemed at least 30 days prior to the date fixed for such redemption. If any of the Bonds are so called for redemption, and payment therefore is made to the Paying Agent in accordance with the terms of the Bond Ordinance, then such Bonds shall cease to bear interest from and after the date fixed for redemption in the call.

## BOOK-ENTRY-ONLY SYSTEM

The Bonds will be available only in book-entry form in the principal amount of \$5,000 or any integral multiple thereof. DTC will act as the initial securities depository for the Bonds. The ownership of one fully registered Bond for each maturity of the Bonds will be registered in the name of Cede & Co., as nominee for DTC.

SO LONG AS CEDE & CO, AS NOMINEE OF DTC, IS THE REGISTERED OWNER OF THE BONDS, REFERENCES IN THIS OFFERING CIRCULAR TO THE REGISTERED OWNERS (OR THE OWNERS) WILL MEAN CEDE & CO. AND WILL NOT MEAN THE BENEFICIAL OWNERS.

The Depository Trust Company (“DTC”), New York, New York, will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Bond for each maturity will be issued for the Bonds, in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world’s largest depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues and money market instruments from over 100 countries that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and

certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). DTC has a Standard & Poor’s rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at [www.dtcc.com](http://www.dtcc.com).

Purchases of Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC’s records. The ownership interest of each actual purchaser of each Bond (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC’s records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Bonds, such as redemptions, tenders, defaults, and proposed amendments to the Bond documents. For example, Beneficial Owners of Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

Redemption notices shall be sent to DTC. If less than all of the Bonds within a maturity are being redeemed, DTC’s practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC’s MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the Airport Authority as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.’s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal, interest and redemption amounts, if any, on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC’s practice is to credit Direct Participants’ accounts upon DTC’s receipt of funds and corresponding detail information from the Airport Authority or the Paying Agent, on the payable date in accordance with their respective holdings shown on DTC’s records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in “street name,” and will be the responsibility of such Participant and not of DTC (nor its nominee), the Paying Agent, or the Airport Authority, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Airport Authority or the Paying Agent, disbursement of such payments to Direct Participants will

be the responsibility of DTC, and disbursements of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to the Airport Authority or the Paying Agent. Under such circumstances, in the event that a successor securities depository is not obtained, Bond certificates are required to be printed and delivered.

The Airport Authority may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Airport Authority believes to be reliable, but neither the Airport Authority nor the Underwriter takes any responsibility for the accuracy thereof.

In the event that the book-entry-only system is discontinued, the Paying Agent will provide for the registration of the Bonds in the name of the Beneficial Owners thereof. The Airport Authority, the Registrar, the Paying Agent and any other Fiduciary would treat the person in whose name any Bond is registered as the absolute owner of such Bond for the purposes of making and receiving payment of the principal thereof and interest thereon, and for all other purposes, and none of these parties would be bound by any notice or knowledge to the contrary.

#### *Revision of Book-Entry-Only System:*

In the event that either (1) the Airport Authority receives notice from DTC to the effect that DTC is unable or unwilling to discharge its responsibilities as a clearing agency for the Bonds or (2) the Airport Authority elects to discontinue its use of DTC as a clearing agency for the Bonds, then the Airport Authority and the Paying Agent will do or perform or cause to be done or performed all acts or things, not adverse to the rights of the holders of the Bonds, as are necessary or appropriate to discontinue use of DTC as a clearing agency for the Bonds and to transfer the ownership of each of the Bonds to such person or persons, including any other clearing agency, as the holder of such Bonds may direct in accordance with the Bond Ordinance. Any expenses of such a discontinuation and transfer, including any expenses of printing new certificates to evidence the Bonds will be paid by the Airport Authority.

#### PROCEDURES FOR PROPERTY ASSESSMENT, TAX LEVY AND COLLECTION

The debt service payments are payable from ad valorem property taxes required by law to be levied by or on behalf of the Airport Authority. Article 10, Section 1 of the Constitution of the State of Indiana ("Constitutional Provision") provides that, for property taxes first due and payable in 2012 and thereafter, the Indiana General Assembly shall, by law, limit a taxpayer's property tax liability to a specified percentage of the gross assessed value of the taxpayer's real and personal property. The Indiana General Assembly enacted legislation (IC 6-1.1-20.6), which implements the Constitutional Provision and provides taxpayers with a tax credit for all property taxes in an amount that exceeds a certain percentage of the gross assessed value of eligible property. See "CIRCUIT BREAKER TAX CREDIT" herein for further details on the levy and collection of property taxes.

Real and personal property in the State is assessed each year as of January 1. On or before August 1 of each year, the County Auditor must submit a certified statement of the assessed value of each taxing unit for the ensuing year to the Department of Local Government Finance ("DLGF"). The DLGF shall make the certified statement available on its gateway website located at <https://gateway.ifionline.org/> ("Gateway"). The County Auditor may submit an amended certified statement at any time before December 31 of the year preceding the budget year (as defined in IC 6-1.1-17-16(k)(2)), the date by which the DLGF must certify the taxing units' budgets.

The certified statement of assessed value is used when the governing body of a local taxing unit meets to establish its budget for the next fiscal year (January 1 through December 31) and to set tax rates and levies. In preparing the taxing unit's estimated budget, the governing body must consider the net property tax revenue that will be collected by the taxing unit during the ensuing year, after taking into account the DLGF's estimate of the amount by which the taxing unit's distribution of property taxes will be reduced by the application of the Circuit Breaker Tax Credit (as defined in the summary of "CIRCUIT BREAKER TAX CREDIT" herein), and after taking into account the DLGF's estimate of the maximum amount of net property tax revenue and miscellaneous revenue that the taxing unit will receive in the ensuing year. Before May 1 of each year after 2017, the fiscal officer of each political subdivision shall provide the

DLGF with an estimate of the total amount of its debt service obligations (as defined in IC 6-1.1-20.6-9.8) that will be due in the last six months of the current year and in the ensuing year. Beginning in 2018, the DLGF shall provide to each political subdivision: (1) an estimate of the maximum property tax rate that may be imposed by the political subdivision for the ensuing year for each cumulative fund or other fund for which a maximum property tax rate is established by law; and (2) an estimate of property taxes payable for the ensuing year for debt service. Before August 1 of each year, the DLGF shall provide to each taxing unit (1) an estimate of the maximum amount of net property tax revenue and miscellaneous revenue that the unit will receive in the ensuing year if the unit's tax rates are imposed at the maximum allowable rate and levy under law and (2) an estimate of the amount by which the taxing unit's distribution of property taxes will be reduced due to the Circuit Breaker Tax Credit. Beginning in 2018, the State Budget Agency must provide to the DLGF and the County Auditor an estimate of the certified local income tax distribution before June 1, and the DLGF must provide by July 1, the estimated amounts to be distributed at the taxing level to the County Auditor.

The taxing unit must submit the following information to the DLGF via Gateway: (i) its estimated budget; (ii) the estimated maximum permissible tax levy, as determined by the DLGF; (iii) the current and proposed tax levies of each fund; (iv) the estimated amount, determined by the DLGF, by which the taxing unit's property taxes may be reduced by the Circuit Breaker Tax Credit; (v) the amount of excess levy appeals to be requested, if any; and (vi) the time and place at which the taxing unit will conduct a public hearing related to the information submitted to Gateway. The public hearing must be conducted at least ten days prior to the date the governing body establishes the budget, tax rate and levy, which by statute must each be established no later than November 1.

The budget, tax levy and tax rate of each taxing unit are subject to review by the DLGF, and the DLGF shall certify the tax rates and tax levies for all funds of taxing units subject to the DLGF's review. The DLGF may not increase a taxing district's budget by fund, tax rate or tax levy to an amount which exceeds the amount originally fixed by the taxing unit unless the taxing unit meets all of the following: (i) the increase is requested in writing by the taxing unit; (ii) the requested increase is published on the DLGF's advertising internet website; and (iii) notice is given to the county fiscal body of the DLGF's correction.

Taxing units have until December 31 of the calendar year immediately preceding the ensuing calendar year to file a levy shortfall appeal. Beginning with budget year 2019, the DLGF must complete its review and certification of budgets, tax rates and levies, not later than December 31 of the year preceding the budget year, unless a taxing unit in the county issues debt after December 1 or intends to file a shortfall appeal under IC 6-1.1-18.5-16 in which case the DLGF must certify the budgets for the taxing units in the county by January 15 of the budget year.

On or before March 15, the County Auditor prepares the tax duplicate, which is a roll of property taxes payable in that year. The County Auditor publishes a notice of the tax rate in accordance with Indiana statutes. The County Treasurer mails tax statements at least 15 days prior to the date that the first installment is due (due dates may be delayed due to a general reassessment or other factors). Property taxes are due and payable to the County Treasurer in two installments on May 10 and November 10, unless the mailing of tax bills is delayed or a later due date is established by order of the DLGF. If an installment of property taxes is not completely paid on or before the due date, a penalty of 10% of the amount delinquent is added to the amount due; unless the installment is completely paid within thirty (30) days of the due date and the taxpayer is not liable for delinquent property taxes first due and payable in a previous year for the same parcel, the amount of the penalty is five percent (5%) of the amount of the delinquent taxes. On May 11 and November 11 of each year after one year of delinquency, an additional penalty equal to 10% of any taxes remaining unpaid is added. The penalties are imposed only on the principal amount of the delinquency. Property becomes subject to tax sale procedures after 15 months of delinquency. The County Auditor distributes property tax collections to the various taxing units on or about June 30 after the May 10 payment date and on or about December 31 after the November 10 payment date.

Pursuant to State law, personal property is assessed at its actual historical cost less depreciation, in accordance with 50 IAC 4.2, the DLGF's Rules for the Assessment of Tangible Personal Property. Effective January 1, 2016, state law annually exempts from property taxation new tangible business personal property with an acquisition cost of less than \$20,000. Pursuant to State law, real property is valued for assessment purposes at its "true tax value" as defined in the Real Property Assessment Rule, 50 IAC 2.4, the 2011 Real Property Assessment Manual ("Manual"), as incorporated into 50 IAC 2.4 and the 2011 Real Property Assessment Guidelines, Version A ("Guidelines"), as adopted by the DLGF. P.L. 204-2016, SEC. 3, enacted in 2016, retroactive to January 1, 2016, amends State law to provide that "true tax value" for real property does not mean the value of the property to the user and that true tax



value shall be determined under the rules of the DLGF. As a result of P.L. 204-2016, the DLGF has begun the process of amending the Manual. In the case of agricultural land, true tax value shall be the value determined in accordance with the Guidelines and IC 6-1.1-4, as amended by P.L. 180-2016. Except for agricultural land, as discussed below, the Manual permits assessing officials in each county to choose any acceptable mass appraisal method to determine true tax value, taking into consideration the ease of administration and the uniformity of the assessments produced by that method. The Guidelines were adopted to provide assessing officials with an acceptable appraisal method, although the Manual makes it clear that assessing officials are free to select from any number of appraisal methods, provided that they produce “accurate and uniform values throughout the jurisdiction and across all classes of property”. The Manual specifies the standards for accuracy and validation that the DLGF uses to determine the acceptability of any alternative appraisal method. “Net Assessed Value” or “Taxable Value” represents the “Gross Assessed Value” less certain deductions for mortgages, veterans, the aged, the blind, economic revitalization areas, resource recovery systems, rehabilitated residential property, solar energy systems, wind power devices, hydroelectric systems, geothermal devices and tax-exempt property. The “Net Assessed Value” or “Taxable Value” is the assessed value used to determine tax rates.

Changes in assessed values of real property occur periodically as a result of the county’s reassessment plan, as well as when changes occur in the property value due to new construction or demolition of improvements. Before July 1, 2013, and before May 1 of every fourth year thereafter, each county assessor will prepare and submit to the DLGF a reassessment plan for the county. The DLGF must complete its review and approval of the reassessment plan before January 1 of the year following the year in which the reassessment plan is submitted by the county. The reassessment plan must divide all parcels of real property in the county into four (4) different groups of parcels. Each group of parcels must contain approximately twenty-five percent (25%) of the parcels within each class of real property in the county. All real property in each group of parcels shall be reassessed under the county’s reassessment plan once during each four (4) year cycle. The reassessment of a group of parcels in a particular class of real property shall begin on May 1 of a year, and must be completed on or before January 1 of the year after the year in which the reassessment of the group of parcels begins. For real property included in a group of parcels that is reassessed, the reassessment is the basis for taxes payable in the year following the year in which the reassessment is to be completed. The county may submit a reassessment plan that provides for reassessing more than twenty-five percent (25%) of all parcels of real property in the county in a particular year. A plan may provide that all parcels are to be reassessed in one (1) year. However, a plan must cover a four (4) year period. All real property in each group of parcels shall be reassessed under the county’s current reassessment plan once during each reassessment cycle. The reassessment of the first group of parcels under a county’s reassessment plan begins on May 1, 2018, and is to be completed on or before January 1, 2019. Since 2007, all real property assessments are revalued annually to reflect market value based on comparable sales data (“Trending”). When a change in assessed value occurs, a written notification is sent to the affected property owner. If the owner wishes to appeal this action, the owner may file a petition requesting a review of the action. This petition must be filed with the county assessor in which the property is located within 45 days after the written notification is given to the taxpayer or May 10 of that year, whichever is later. While the appeal is pending, the taxpayer may pay taxes based on the current year’s tax rate and the previous or current year’s assessed value.

Beginning in 2018, the County Auditor shall submit to the DLGF parcel level data of certified net assessed values as required by and according to a schedule provided by the DLGF.

### CIRCUIT BREAKER TAX CREDIT

#### *Description of Circuit Breaker:*

Article 10, Section 1 of the Constitution of the State of Indiana (the “Constitutional Provision”) provides that, for property taxes first due and payable in 2012 and thereafter, the Indiana General Assembly shall, by law, limit a taxpayer’s property tax liability to a specified percentage of the gross assessed value of the taxpayer’s real and personal property. IC 6-1.1-20.6 (the “Statute”) authorizes such limits in the form of a tax credit for all property taxes in an amount that exceeds the gross assessed value of real and personal property eligible for the credit (the “Circuit Breaker Tax Credit”). For property assessed as a homestead (as defined in IC 6-1.1-12-37), the Circuit Breaker Tax Credit is equal to the amount by which the property taxes attributable to the homestead exceed 1% of the gross assessed value of the homestead. Property taxes attributable to the gross assessed value of other residential property, agricultural property, and long-term care facilities are limited to 2% of the gross assessed value, property taxes

attributable to other non-residential real property and personal property are limited to 3% of the gross assessed value. The Statute provides additional property tax limits for property taxes paid by certain senior citizens.

If applicable, the Circuit Breaker Tax Credit will result in a reduction of property tax collections for each political subdivision in which the Circuit Breaker Tax Credit is applied. **Political subdivisions may not increase their property tax levy or borrow money to make up for any property tax revenue shortfall due to the application of the Circuit Breaker Tax Credit.**

The Constitutional Provision excludes from the application of the Circuit Breaker Tax Credit property taxes first due and payable in 2012, and thereafter, that are imposed after being approved by the voters in a referendum. The Statute codifies this exception, providing that, with respect to property taxes first due and payable in 2012 and thereafter, property taxes imposed after being approved by the voters in a referendum will not be considered for purposes of calculating the limits to property tax liability under the provisions of the Statute. In accordance with the Constitutional Provision, the General Assembly has, in the Statute, designated Lake County and St. Joseph County as “eligible counties” and has provided that property taxes imposed in these eligible counties to pay debt service and make lease rental payments for bonds or leases issued or entered into before July 1, 2008 or on bonds issued or leases entered into after June 30, 2008 to refund those bonds or leases, will not be considered for purposes of calculating the limits to property tax liability under the provisions of the Statute, through and including December 31, 2019.

The Statute requires political subdivisions to fully fund the payment of outstanding debt service or lease rental obligations payable from property taxes (“Debt Service Obligations”), regardless of any reduction in property tax collections due to the application of the Circuit Breaker Tax Credit. Upon: (i) the failure of a political subdivision to pay any of its Debt Service Obligations; and (ii) notification of that event to the treasurer of the State by a claimant; the treasurer of State is required to pay the unpaid Debt Service Obligations from money in the possession of the State that would otherwise be available to the political subdivision under any other law. A deduction must be made: (i) first, from local income tax distributions that would otherwise be distributed to the county; and (ii) second, from any other undistributed funds of the political subdivision in possession of the State.

The Statute categorizes property taxes levied to pay Debt Service Obligations as “protected taxes,” regardless of whether the property taxes were approved at a referendum, and all other property taxes as “unprotected taxes.” The total amount of revenue to be distributed to the fund for which the protected taxes were imposed shall be determined without applying the Circuit Breaker Tax Credit. The application of the Circuit Breaker Tax Credit must reduce only the amount of unprotected taxes distributed to a fund. The Airport Authority may allocate the reduction by using a combination of unprotected taxes of the Airport Authority in those taxing districts in which the Circuit Breaker Tax Credit caused a reduction in protected taxes. The tax revenue and each fund of any other political subdivisions must not be affected by the reduction.

If the allocation of property tax reductions to funds receiving only unprotected taxes is insufficient to offset the amount of the Circuit Breaker Tax Credit, the revenue for a fund receiving protected taxes will also be reduced. If a fund receiving protected taxes is reduced, the Statute provides that a political subdivision may transfer money from any other available source in order to meet its Debt Service Obligations. The amount of this transfer is limited to the amount by which the protected taxes are insufficient to meet Debt Service Obligations.

The Airport Authority cannot predict the timing, likelihood or impact on property tax collections of any future actions taken, amendments to the Constitution of the State of Indiana or legislation enacted, regulations or rulings promulgated or issued to implement any such regulations, statutes or the Constitutional Provision described above or of future property tax reform in general. There has been no judicial interpretation of this legislation. In addition, there can be no assurance as to future events or legislation that may affect the Circuit Breaker Tax Credit or the collection of property taxes by the Airport Authority.

For example, in March, 2016, the Indiana General Assembly passed legislation which revises the factors used to calculate the assessed value of agricultural land. This legislation is retroactive to the January 1, 2016, assessment date and applies to each assessment date thereafter. The revised factors enacted in the legislation may reduce the total assessed value of agricultural land, which could shift property tax liability from agricultural property owners to other property owners. In addition, the reduction in the assessed value of agricultural land may result in a reduction of the total assessed value of an Airport Authority. A lower assessed value of an Airport Authority may result in higher tax

rates in order for an Airport Authority to receive its approved property tax levy. See “PROCEDURES FOR PROPERTY ASSESSMENT, TAX LEVY AND COLLECTION” herein.

*Estimated Circuit Breaker Tax Credit for the Airport Authority:*

According to the DLGF, the Circuit Breaker Tax Credit allocable to the Airport Authority for budget years 2015, 2016, and 2017 were \$51,855, \$61,342, and \$54,771, respectively. In budget year 2018, the Circuit Breaker Tax Credits was \$73,154. These estimates do not include the estimated debt service on the Bonds.

The Circuit Breaker Tax Credit amounts above do not reflect the potential effect of any further changes in the property tax system or methods of funding local government that may be enacted by the Indiana General Assembly in the future. The effects of these changes could affect the Circuit Breaker Tax Credit and the impact could be material. Other future events, such as the loss of a major taxpayer, reductions in assessed value, increases in property tax rates of overlapping taxing units or the reduction in local option income taxes applied to property tax relief could increase effective property tax rates and the amount of the lost revenue due to the Circuit Breaker Tax Credit, and the resulting increase could be material.

EXEMPTION FROM CONTINUING DISCLOSURE REQUIREMENTS

The continuing disclosure requirements promulgated by the Securities and Exchange Commission in SEC Rule 15c2-12, as amended (the “Rule”), do not apply to a primary offering of municipal securities with an aggregate principal amount of less than \$1,000,000. Therefore, the Airport Authority will not enter into a Continuing Disclosure Undertaking Agreement in connection with this offering.

MUNICIPAL ADVISOR

H.J. Umbaugh & Associates, Certified Public Accountants, LLP (the “Municipal Advisor”) (“Umbaugh”) has been retained by the Airport Authority to provide certain financial advisory services including, among other things, preparation of the Offering Circular. The information contained in the Official Statements has been compiled from records and other materials provided by Airport Authority officials and other sources deemed to be reliable. The Municipal Advisor has not and will not independently verify the completeness and accuracy of the information contained in the Offering Circular.

The Municipal Advisor’s duties, responsibilities and fees arise solely as Municipal Advisor to the Airport Authority and they have no secondary obligations or other responsibility. The Municipal Advisor’s fees are expected to be paid from proceeds of the Bonds.

*Municipal Advisor Registration:*

Umbaugh is a Municipal Advisor registered with the Securities and Exchange Commission and the Municipal Securities Rulemaking Board. As such, Umbaugh is providing certain specific municipal advisory services to the Airport Authority, but is neither a placement agent to the Airport Authority nor a broker/dealer and cannot participate in the underwriting of the Bonds.

The offer and sale of the Bonds shall be made by the Airport Authority, in the sole discretion of the Airport Authority, and under its control and supervision. The Airport Authority agrees that Umbaugh does not undertake to sell or attempt to sell the Bonds, and will take no part in the sale thereof.

*Other Financial Industry Activities and Affiliations:*

Umbaugh Cash Advisory Services, LLC (“UCAS”) is a wholly-owned subsidiary of Umbaugh. UCAS is registered as an investment adviser with the Securities and Exchange Commission under the federal Investment Advisers Act. UCAS provides non-discretionary investment advice with the purpose of helping clients create and maintain a disciplined approach to investing their funds prudently and effectively. UCAS may provide advisory services to the clients of Umbaugh.

UCAS has no other activities or arrangements that are material to its advisory business or its clients with a related person who is a broker-dealer, investment company, other investment adviser or financial planner, bank, law firm or other financial entity.

### LEGISLATIVE PROPOSALS

Current and future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the Bonds to be subject, directly or indirectly, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent Beneficial Owners from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals, clarification of the Code or court decisions may also affect the market price for, or marketability of, the Bonds. Prospective purchasers of the Bonds should consult their own tax advisors regarding any pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel expresses no opinion.

Legislation affecting municipal bonds is considered from time to time by the United States Congress and the Executive Branch, including some proposed changes under consideration at the time of issuance of the Bonds. Bond Counsel's opinion is based upon the law in existence on the date of issuance of the Bonds. It is possible that legislation enacted after the date of issuance of the Bonds or proposed for consideration will have an adverse effect on the excludability of all or a part of the interest on the Bonds from gross income, the manner in which such interest is subject to federal income taxation or the market price of the Bonds.

Legislation affecting municipal bonds is considered from time to time by the Indiana legislature and Executive Branch. It is possible that legislation enacted after the date of the Bonds or proposed for consideration will have an adverse effect on payment or timing of payment or other matters impacting the Bonds.

The Airport Authority cannot predict the outcome of any such federal or state proposals as to passage, ultimate content or impact if passed, or timing of consideration or passage. Purchasers of the Bonds should reach their own conclusions regarding the impact of any such federal or state proposals.

### TAX MATTERS

In the opinion of Ice Miller LLP, Indianapolis, Indiana, Bond Counsel, under federal statutes, decisions, regulations and rulings, the interest on the Bonds is excludable for federal tax income purposes from gross income under Section 103 of the Internal Revenue Code of 1986, as amended ("Code"). Interest on the Bonds is not treated as a specific preference item for purposes of the federal alternative minimum tax, although Bond Counsel observes that it is included in adjusted current earnings in calculating corporate alternative minimum taxable income for taxable years that began prior to January 1, 2018. Such exclusion is conditioned on continuing compliance by Airport Authority with the Tax Covenants (as hereinafter defined). Failure to comply with the Tax Covenants could cause interest on the Bonds to lose the exclusion from gross income for federal income taxation retroactive to the date of issuance of the Bonds. In the opinion of Ice Miller LLP, Indianapolis, Indiana, Bond Counsel, under existing laws, regulations, judicial decisions and rulings, interest on the Bonds is exempt from income taxation in the State of Indiana ("State"). See Appendix C for the form of Bond Counsel opinion.

The Code imposes certain requirements which must be met subsequent to the issuance of the Bonds as a condition to the exclusion from gross income of interest on the Bonds for federal income tax purposes. The Airport Authority will covenant not to take any action, within its power and control, nor fail to take any action with respect to the Bonds that would result in the loss of the exclusion from gross income for federal income tax purposes of interest on the Bonds pursuant to Section 103 of the Code (collectively, "Tax Covenants"). The Bond Ordinance and certain certificates and agreements to be delivered on the date of delivery of the Bonds establish procedures to permit compliance with the requirements of the Code. It is not an event of default under the Bond Ordinance if interest on the Bonds is not excludable from gross income for federal tax purposes or otherwise pursuant to any provision of the Code which is not in effect on the issue date of the Bonds.

IC 6-5.5 imposes a franchise tax on certain taxpayers (as defined in IC 6-5.5) which, in general, include all corporations which are transacting the business of a financial institution in Indiana. The franchise tax is measured in part by interest excluded from gross income under Section 103 of the Code minus associated expenses disallowed under Section 265 of the Code.

Although Bond Counsel will render an opinion that interest on the Bonds is excluded from federal gross income and exempt from State income tax, the accrual or receipt of interest on the Bonds may otherwise affect a bondholder's federal income tax or state tax liability. The nature and extent of these other tax consequences will depend upon the bondholder's particular tax status and a bondholder's other items of income or deduction. Taxpayers who may be affected by such other tax consequences include, without limitation, individuals, financial institutions, certain insurance companies, S corporations, certain foreign corporations, individual recipients of Social Security or railroad retirement benefits and taxpayers who may be deemed to have incurred (or continued) indebtedness to purchase or carry the Bonds. Bond Counsel expresses no opinion regarding any other such tax consequences. Prospective purchasers of the Bonds should consult their own tax advisors with regard to the federal and State tax consequences of owning the Bonds other than those consequences set forth in the form of opinion of Bond Counsel.

Under existing laws, judicial decisions, regulations and rules, the Bonds have been designated as "qualified tax-exempt obligations" for purposes of Section 265(b)(3) of the Code relating to the exception from the 100% disallowance of the deduction for interest expense allocable to interest on tax-exempt obligations acquired by financial institutions. The designation is conditioned on continuing compliance with the Tax Covenants.

### LITIGATION

To the knowledge of the officers and counsel for the Airport Authority, there is no litigation pending or threatened, against the Airport Authority, which in any way questions or affects the validity of the Bonds, or any proceedings or transactions relating to the issuance, sale or delivery thereof.

The officers and counsel for the Airport Authority will certify at the time of delivery of the Bonds that there is no litigation pending or in any way threatened questioning the validity of the Bonds, or any of the proceedings had relating to the authorization, issuance and sale of the Bonds, the Bond Ordinance or the Project.

### CERTAIN LEGAL MATTERS

Legal matters incident to the authorization and issuance of the Bonds are subject to the unqualified approving opinion of Ice Miller LLP, Indianapolis, Indiana, Bond Counsel, whose approving opinion will be available at the time of delivery of the Bonds. Ice Miller LLP has not been asked nor has it undertaken to review the accuracy or sufficiency of this Offering Circular, and will express no opinion thereon. The form of opinion of Bond Counsel is included as Appendix C of this Offering Circular.

### LEGAL OPINIONS AND ENFORCEABILITY OF REMEDIES

The various legal opinions to be delivered concurrently with the delivery of the Bonds express the professional judgment of the attorneys rendering the opinion as to the legal issues explicitly addressed therein. By rendering a legal opinion, the opinion giver does not become an insurer or guarantor of that expression of professional judgment, of the transaction opined upon, or of the future performance of parties to such transaction. Nor does the rendering of an opinion guarantee the outcome of any legal dispute that may arise out of the transaction.

The remedies available to the bondholders upon a default under the Bond Ordinance are in many respects dependent upon judicial action(s) which are often subject to discretion and delay. Under existing constitutional and statutory law and judicial decisions, including specifically Title 11 of the United States Code (the federal bankruptcy code), the remedies provided in the Bond Ordinance may not be readily available or may be limited. Under federal and State environmental laws certain liens may be imposed on property of the Airport Authority from time to time, but the Airport Authority has no reason to believe, under existing law, that any such lien would have priority over the lien on the property taxes pledged to the payment of debt service of the Bonds.

The various legal opinions to be delivered concurrently with the delivery of the Bonds will be qualified as to the enforceability of the various legal instruments by the valid exercise of the constitutional powers of the Airport Authority, the State of Indiana and the United States of America and bankruptcy, reorganization, insolvency, moratorium or other similar laws affecting the rights of creditors generally, and by general principles of equity (regardless of whether such enforceability is considered in a proceeding in equity or at law).

These exceptions would encompass any exercise of the federal, State or local police powers (including the police powers of the Airport Authority), in a manner consistent with the public health and welfare. Enforceability of the Bond Ordinance in a situation where such enforcement may adversely impact public health and welfare may be subject to such police powers.

#### MISCELLANEOUS

The information contained in this Offering Circular has been compiled from Airport Authority officials and other sources deemed to be reliable, and while not guaranteed as to completeness or accuracy, it is believed to be correct as of this date. Additional information may be requested from the Airport Manager, 3735 S. Airport Road, Logansport, Indiana, phone (574) 753-4300.

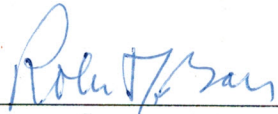
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The Airport Authority certifies to the best of its knowledge and belief that this Offering Circular, as of its date and as it relates to the Airport Authority and its economic and financial condition, (i) is complete and accurate; (ii) does not contain any untrue statement of a material fact; and (iii) does not omit any material facts or information which would make the statements contained herein misleading.

This Offering Circular and its execution are duly authorized.

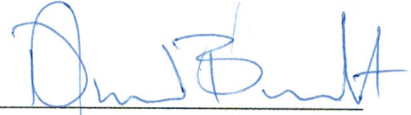
LOGANSPOUT/CASS COUNTY AIRPORT AUTHORITY

Attest:



Secretary

By:



President

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## APPENDICES

i Notice of Intent to Sell Bonds

A General Information

B Bond Ordinance

C Legal Opinion

D Issue Price Determination

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## APPENDIX i



## OFFICIAL NOTICE OF INTENT TO SELL BONDS

Upon not less than twenty-four (24) hours' notice given by telephone or e-mail, the undersigned Airport Manager of the Logansport/Cass County Airport Authority ("Airport Authority") will receive and consider bids for the purchase of the following described bonds. Any person interested in submitting a bid for the bonds must furnish in writing to the undersigned Airport Manager of the Airport Authority, c/o H.J. Umbaugh & Associates, Certified Public Accountants, LLP, 8365 Keystone Crossing, Suite 300, Indianapolis, Indiana 46240, (317) 465-1500 or via e-mail to [bids@umbaugh.com](mailto:bids@umbaugh.com) (e-mail), on or before 11:00 a.m. (ET) on December 10, 2018, the person's name, address, and telephone number. The persons may also furnish a telecopy number or an e-mail address. Bids may also be submitted electronically via PARITY® in accordance with this notice until 11:00 a.m. (ET), but no bid will be received after the time for receiving bids specified below. To the extent any instructions or directions set forth in PARITY® conflict with this notice, the terms of this notice shall control. For further information about PARITY®, potential bidders may contact the Airport Authority's municipal advisor, H.J. Umbaugh & Associates, Certified Public Accountants, LLP, at (317) 465-1500 or PARITY® at (212) 849-5021. The undersigned Airport Manager will notify (or cause to be notified) each person so registered of the date and time bids will be received not less than twenty-four (24) hours before the date and time of sale. The notification shall be made by telephone at the number furnished by such person and also by telecopy or e-mail if a telecopy number or e-mail address has been received. The sale is expected to take place on or about December 11, 2018.

If a potential bidder has questions related to the Airport Authority, the financing or submission of bids, questions should be submitted by email to the addresses above no later than two days before sale by 11:30 a.m. (ET). (The sale is anticipated to occur on December 11, 2018). To the best of the Airport Authority's ability, all questions will be addressed by the Airport Authority and sent to potential bidders, including any bidders requesting 24 hours' notice of sale, no later than two days prior to sale by 5:00 p.m. (ET time). Additionally, upon request, the written responses will be emailed to any other interested bidder. Bidders should review this notice as well as the official statement and submit any questions in advance of this deadline to submit questions.

At the time designated for the sale, the Airport Manager will receive and consider bids for the purchase of the bonds of the Airport Authority designated "General Obligation Bonds of 2018" in the aggregate amount of \$950,000. Bidders may bid a net discount not to exceed 2.0% of the par value of the bonds. The bonds will bear interest at a rate or rates not to exceed 5.0% per annum (the exact interest rate or rates will be determined by bidding). Interest will be payable semiannually on January 15 and July 15 of each year, beginning on July 15, 2019. Interest will be calculated on a 360-day year consisting of twelve 30-day months. The bonds will be dated as of the date of delivery of the bonds, will be in the denominations of \$5,000 or integral multiples thereof and will mature semiannually on January 15 and July 15 on the dates and in the amounts provided by the Airport Authority at least 24 hours prior to the time of the sale.

The bonds are not subject to optional redemption prior to maturity.

All or a portion of the bonds may be issued as one or more term bonds, upon election of the successful bidder. Such term bonds shall have a stated maturity or maturities of January 15 or July 15, on the dates as determined by the successful bidder, but in accordance with the maturity schedule provided for the bonds, and no later than the final maturity. The term bonds shall be subject to mandatory sinking fund redemption and final payment(s) at maturity at 100% of the principal amount thereof, plus accrued interest to the redemption date, on dates consistent with the schedule provided.

Principal is payable at the office of a registrar and paying agent to be designated by the Airport Authority. Interest shall be paid by check mailed to the registered owners or by wire transfer to depositories. The bonds will be issued in fully registered form.

Each bid, including bids submitted via PARITY®, must be for all of the bonds and must state the rate or rates of interest in multiples of 1/8, 1/20 or 1/100 of 1%. Any bids specifying two or more interest rates shall also specify the amount and maturities of the bonds bearing each rate, but all bonds maturing on the same date shall bear the same single interest rate. The award will be made to the best bidder complying with the terms of sale and offering the lowest net interest cost to the Airport Authority, to be determined by computing the total interest on all of the bonds to their maturities and adding thereto the discount bid, if any, and deducting therefrom the premium bid, if any. Although not a term of sale, it is requested that each bid show the net dollar interest cost to final maturity and the net effective average interest rate on the entire issue. No conditional bid or bids for less than 98% of the par value of the bonds will be considered. The right is reserved to reject any and all bids. In the event no satisfactory bids are received at the time of the sale, the sale will be continued from day to day thereafter, without further advertisement for a period of thirty (30) days during which time no bid which provides a higher net interest cost to the Airport Authority than the best bid received at the time of the advertised sale will be considered.

Each bid not submitted via PARITY® must be on a customary bid form which shall be enclosed in a sealed envelope addressed to the undersigned Airport Manager or sent via e-mail to [bids@umbaugh.com](mailto:bids@umbaugh.com) and marked "Bid for Logansport/Cass County Airport Authority, General Obligation Bonds of 2018." The winning bidder will be notified and instructed to submit a good faith deposit which may consist of either a certified or cashier's check or a wire transfer in the amount of \$9,500 ("Deposit"). If a check is submitted, it shall be drawn on a bank or trust company which is insured by the Federal Deposit Insurance Corporation and shall be submitted to the Airport Authority (or shall wire transfer such amount as instructed by the Airport Authority) not later than 3:30 p.m. (ET) on the next business day following the date of the award. In either case, the Deposit shall be payable to the "Logansport/Cass County Airport Authority," and shall be held as a guaranty of the performance of the bid. No interest on the Deposit will accrue to the successful bidder. If the successful bidder fails to honor its accepted bid, the Deposit will be retained by the Airport Authority. The successful bidder will be required to make payment for such bonds in Federal Reserve funds or other immediately available funds and accept delivery of the bonds within five days after being notified that the bonds are ready for delivery, at such bank in the City of Indianapolis, Indiana, or the City of Logansport, Indiana, as the purchaser shall designate, or at such other location which may be mutually agreed to by the Airport Authority and such bidder. It is anticipated that the bonds will be ready for delivery within thirty days after the date of the sale and if not ready for delivery within forty-five days after the sale date, the

purchaser shall be entitled to rescind the sale and obtain the return of the Deposit. The successful bidder is expected to apply to a securities depository registered with the SEC to make such bonds depository-eligible. The opinion of Ice Miller LLP, Bond Counsel of Indianapolis, Indiana, approving the legality of the bonds, together with a transcript of the bond proceedings, and closing certificates in the usual form showing no litigation, will be furnished to the successful bidder at the expense of the Airport Authority.

The bonds may be issued, at the option of the successful bidder, by means of a book-entry-only system with no physical distribution of bond certificates made to the public. In this case, one bond certificate for each maturity will be issued to and registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York ("DTC"), and immobilized in its custody. In this case, the successful bidder, as a condition of delivery of the bonds, would be required to deposit the bond certificates with DTC, registered in the name of Cede & Co., nominee of DTC.

It is anticipated that CUSIP identification numbers will be printed on the bonds, but neither the failure to print such numbers on any bond nor any error with respect thereto shall constitute cause for failure or refusal by the successful bidder therefor to accept delivery of and pay for the bonds in accordance with the terms of its bid. No CUSIP identification number shall be deemed to be a part of any bond or a part of the contract evidenced thereby and no liability shall hereafter attach to the Airport Authority or any of its officers or agents because of or on account of such numbers. All expenses in relation to the printing of CUSIP identification numbers on the bonds shall be paid for by the Airport Authority; provided, however, that the CUSIP Service Bureau charge for the assignment of said numbers shall be the responsibility of and shall be paid for by the successful bidder. The successful bidder will also be responsible for any other fees or expenses it incurs in connection with the resale of the bonds.

The bonds are being issued under the provisions of Indiana Code 8-22-3-16 for the purpose of providing funds to be applied on the costs of the 100 10W lead fuel system, demolition of Fuel Farm, Maintenance/Snow equipment hangar, demolition of Maintenance Hangar (3) and a parking lot expansion, together with all necessary appurtenances, related improvements and equipment and incidental expenses in connection therewith and on account of the issuance of the bonds therefor. The bonds constitute general obligations of the Airport Authority. Principal of and interest on the bonds are payable from an ad valorem property tax levied and collected on all taxable property within the Logansport/Cass County Airport District. In the opinion of bond counsel, under the federal statutes, decisions, regulations and rulings existing on this date, the interest on the bonds is excludable from gross income for purposes of federal income taxation.

The bonds are subject to the Internal Revenue Code of 1986 as in effect on the date of their issuance ("Code") which imposes limitations on the issuance of obligations like the bonds under federal tax law. The Airport Authority has covenanted to comply with those limitations to the extent required to preserve the exclusion of interest on the bonds from gross income for federal income tax purposes. The Airport Authority has designated the bonds for purposes of Section 265(b) of the Code to qualify for the \$10,000,000 annual exception from the 100% disallowance, in the case of banks and other financial institutions, of the deduction for interest expense allocable to tax-exempt obligations.

The Airport Authority has prepared an Offering Circular in connection with the sale of the bonds. The Offering Circular and further information relative to the bonds may be obtained from the Airport Authority's Municipal Advisor, H.J. Umbaugh & Associates, Certified Public Accountants, LLP, 8365 Keystone Crossing, Suite 300, Indianapolis, Indiana 46240 or from [www.newissuehome.i-deal.com](http://www.newissuehome.i-deal.com).

All provisions of the bid form and Offering Circular are incorporated herein. As set forth in the Offering Circular, the winning bidder agrees by submission of its bid to assist the Airport Authority in establishing the issue price of the bonds under the terms outlined therein and shall execute and deliver to the Airport Authority at closing an "issue price" certificate, together with the supporting pricing wires or equivalent communications, with such modifications as may be appropriate or necessary, in the reasonable judgment of the winning bidder, the Airport Authority and Bond Counsel.

Dated this 21st day of November, 2018.

/s/ Jill Van Horn  
Airport Manager, Logansport/Cass County  
Airport Authority



## APPENDIX A



## TABLE OF CONTENTS

	<u>Page(s)</u>
Logansport/Cass County Airport Authority	
Airport Facilities .....	A-1
Airport Authority .....	A-1
Board of Directors .....	A-1
Administration and Staff .....	A-1
Benefits Offered .....	A-2
Pension Obligations .....	A-2
General Physical and Demographic Information	
Location .....	A-3
General Characteristics .....	A-3
Planning and Zoning .....	A-3
Education .....	A-3
Higher Education .....	A-3
General Economic and Financial Information	
Commerce and Industry .....	A-4
Large Employers .....	A-5
Employment .....	A-6
Building Permits .....	A-6
Population .....	A-7
Age Statistics .....	A-7
Educational Attainment .....	A-7
Miscellaneous Economic Information .....	A-8
Schedule of Indebtedness .....	A-9
Debt Ratios .....	A-10
Debt Limit .....	A-10
Schedule of Historical Net Assessed Valuation .....	A-11
Detail of Net Assessed Valuation .....	A-12
Comparative Schedule of Certified Tax Rates .....	A-13
Property Taxes Levied and Collected .....	A-14
Large Taxpayers .....	A-15
Statement of Receipts, Disbursements, and Cash and Investment Balances - Regulatory Basis .....	A-16
Statement of Receipts and Disbursements .....	A-17
Detail of General Fund Receipts and Disbursements .....	A-18

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## **LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY**

### **AIRPORT FACILITIES**

The Logansport/Cass County Airport (the “Airport”) provides an Operation Terminal that is open 7 days a week with pilot and passenger facilities, meeting rooms, fixed base operator (FBO) accommodations, staff offices, and an attached temperature regulated corporate hangar. A 5001’ runway with precision approach and Automated Weather Observation System makes the Airport a premier choice for general aviation and corporate travel. The Airport property has individual T-hangars and larger corporate hangars. In addition, the Airport has corporate and private hangar development sites. Airport services include: flight instruction, aircraft rental, a full- service maintenance facility, Avgas and Jet-A 24-hour self-fueling, hangars and tie-downs, skydiving, 24-hour access for pilots with an available restroom, pilot’s lounge with a sleeping room, high-speed internet, computerized weather, and a courtesy car. The Airport has 13 home-based aircraft, with one of those being owned by the Airport.

### **AIRPORT AUTHORITY**

The Logansport/Cass County Airport Authority (“Airport Authority” or “Authority”) was created in July 2003 by joint action of the Cass County Council and City of Logansport Common Council. The Authority Board of Directors (the “Board”) is comprised of six members; three appointed by the Cass County Commissioners and three appointed by the Mayor of the City of Logansport. Board Members serve four-year terms. Upon creation of the Airport Authority, the Logansport Municipal Airport was transferred to the Airport Authority Board.

### **BOARD OF DIRECTORS**

<u>Name</u>	<u>Year Appointed</u>	<u>Year Current Term Ends</u>
Dave Brumett, President	7/1/17	06/30/21
Mark Hildebrandt, Vice President	7/1/18	06/30/22
Steve Plank, Treasurer	7/1/16	06/30/20
Bob Barr, Secretary	7/1/18	06/30/22
Molly Long	1/1/18	01/01/22
Mark Lowry	7/1/17	06/30/21

### **ADMINISTRATION AND STAFF**

The Airport is managed by an Airport Manager, an administrative assistant, and a part-time line operations employee. The Airport staff has no union representation.

## **BENEFITS OFFERED**

The Airport Authority provides a Health Savings Account (“HSA”), and health, dental, and vision benefits to two employees. The Airport Authority pays monthly or annual premiums. The Authority’s contributions for 2017 were \$1,653 for the HSA, \$12,962 for health insurance-medical, and \$396 for dental/vision.

## **PENSION OBLIGATIONS**

The Airport Authority provides the following two pension plans, State Farm and American Funds Service. The Authority contributes \$2,000 annually to the State Farm plan for the full-time administrative assistant. The employer contribution for the American Funds Service plan is 7% of annual salary for the Airport Manager. The 2017 contribution was \$4,550.

### **Pension Report - 2017**

The tables below have been obtained from the Indiana Gateway for Government Units located at <https://gateway.ifionline.org/>.

<b>Name of the Pension Plan</b>		<b>State Farm</b>
Type or class of employees covered by the Plan		Traditional IRA
Type of Pension Plan		Defined Contribution
<b>Plan Administrator</b>		
Company Name		State Farm
Employer Sponsoring the Plan		Logansport/Cass County Airport
<b>Current Number of Participants</b>		
Employer Contributions		\$2,000 Annually
Active Employees that are Vested		0
Active Employees that are Not Vested		1
Separated Employees But are Vested		0
Current Number of Retirees		0

<b>Name of the Pension Plan</b>		<b>American Funds Service</b>
Type or class of employees covered by the Plan		Traditional IRA
Type of Pension Plan		Defined Contribution
<b>Plan Administrator</b>		
Company Name		Workman & Associates
Employer Sponsoring the Plan		Logansport/Cass County Airport
<b>Current Number of Participants</b>		
Employer Contributions		7% of salary
Active Employees that are Vested		0
Active Employees that are Not Vested		1
Separated Employees But are Vested		0
Current Number of Retirees		0

### **Other Post Employment Benefits (OPEB)**

Annual paid time off (“PTO”) days do not accumulate and if not used in the calendar year shall be forfeited. At the end of employment, employees shall be paid for earned and unused PTO days and added to the employee’s final check depending on the employee providing a minimum of two weeks advance notice of termination unless agreed to by the manager or Board.

## **GENERAL PHYSICAL AND DEMOGRAPHIC INFORMATION**

### **LOCATION**

The Airport is located in Cass County (the “County”) in north-central Indiana approximately 115 miles southeast of Chicago, 65 miles north of Indianapolis, and 65 miles southwest of Fort Wayne.

### **GENERAL CHARACTERISTICS**

The City of Logansport (the “City”) serves as the county seat and provides employment, recreational, and retail opportunities to County residents. Recreational activities are available from several Logansport Municipal Parks, as well as France Park operated by the Cass County Parks and Recreation Department, which provides trails, a swimming lake, fishing, and miniature golf, among other activities. The Little Turtle Waterway covers 4.75 acres and over 1 mile of riverbank along the Wabash River in downtown Logansport, and includes a plaza, gateway, lawn, trail, and parking areas. The Little Turtle Waterway is the site of the Taste of Cass County, Art on the Avenue, and Light Up Logansport’s Holiday Light Display. The residents of County are served by the Logansport-Cass County Public Library, which has a main location in the City and a branch in the Town of Galveston. The Cass County Historical Society Museum contains a wide variety of historical artifacts, with a comprehensive Civil War and Native American collection, while the Iron Horse Museum provides information about the area’s railroad years.

### **PLANNING AND ZONING**

The City has a nine-member Plan Commission to provide orderly growth for residential, commercial, and industrial areas within the City and a two-mile jurisdiction surrounding its limits. The City also has a six-member Board of Zoning Appeals. The County has a nine-member Plan Commission and a six-member Board of Zoning Appeals.

### **EDUCATION**

Caston School Corporation, Logansport Community School Corporation, Pioneer Regional School Corporation, and Southeastern School Corporation provide public education for school-aged children of the County. Each of the school corporations offers a comprehensive academic curriculum and a variety of extra-curricular activities. Enrollment and employment information are reported by school administrators as follows:

	<u>2018/2019 Enrollment</u>	<u>Certified Employment</u>	<u>Non-Certified Employment</u>
Caston School Corporation	669	49	56
Logansport Community School Corporation	4,197	329	358
Pioneer Regional School Corporation	925	69	117
Southeastern School Corporation	1,381	89	104

### **HIGHER EDUCATION**

Higher education is available in the City at Ivy Tech Community College, which opened its Logansport campus in 2010. Trine University also has a satellite campus located in the City. In addition, Huntington University, Indiana University Kokomo, and Purdue University are within commuting distance.

## **GENERAL ECONOMIC AND FINANCIAL INFORMATION**

### **COMMERCE AND INDUSTRY**

The County is located on the Hoosier Heartland Corridor, which was completed in 2013. This provides a continuous four-lane divided highway from Interstate 65 at Lafayette to Interstate 75 near Toledo, Ohio. This also allows convenient access to U.S. 31 and Interstate 69 and puts the Port of Indiana at Burns Harbor and the Port of Toledo both within a two hour drive. In addition, the County is designated as a Foreign Trade Zone through the Greater Indianapolis Foreign Trade Zone #72, which makes for easier foreign importing and exporting for companies. The location and amenities of the area have allowed for a variety of companies to locate in the County.

The largest employer in the County is Tyson Fresh Meats, Inc. (“Tyson”). The meatpacking plant originally opened in 1969 and has maintained operations since; currently producing pork products. The company currently employs approximately 1,800 workers, according to Cass County Economic Development (“CCED”).

Logansport State Hospital (the “Hospital”) has been serving as a psychiatric health care facility since 1888. The Hospital has a 170-bed capacity and serves as the Indiana Department of Corrections facility for those who are considered to be incompetent to stand trial, or are incarcerated but in need of ongoing mental health services. According to the CCED, the Hospital currently employs approximately 800 workers.

Logansport Memorial Hospital (“Logansport Memorial”) was established in 1925 and currently employs approximately 674 workers, according to Logansport Memorial personnel. Logansport Memorial is a not-for-profit, county-owned, regional medical center serving people in the County and north central Indiana. In August 2018, The Pharos-Tribune reported that Tyson, Logansport Memorial, and Four County Counseling Center are partnering to combat substance abuse among Tyson employees. The local news outlet reported that Tyson donated approximately \$100,000 to the two health facilities in June 2018. Through the initiative, Tyson workers and family members will be able to participate in health screenings and attend health events on a quarterly basis.

Materials Processing, Inc. is a holding corporation that includes ABC Metals, Inc., HTI, and Small Parts, Inc. The company specializes in fabricated metal parts for the automotive and housing industries as well as sheet metal services. Small Parts, Inc. is a supplier of custom metal stampings and assemblies and established its headquarters in the City in 1958. According to Inside Indiana Business, in November 2016 the company announced it was planning a \$7.2 million investment to purchase new manufacturing equipment and add 40 new jobs. According to company personnel, Small Parts, Inc. currently employs approximately 230 workers.

A. Raymond Tinnerman Manufacturing, Inc. was established in the City in the 1940s as a metal stamping supplier for the automotive industry. The company currently employs approximately 215 workers, according to company personnel.

Federal-Mogul Corporation was established in the City in 1990 and manufactures automotive fuel pumps. In September 2013, Carter Fuel Systems (“Carter”) acquired the fuel systems business from Federal-Mogul Corporation. In June 2017, Inside Indiana Business reported that Carter would be laying off approximately 80 workers during August and September 2017. Additionally, The Pharos-Tribune reported in January 2018 that Carter laid off 14 employees, bringing its employment count to approximately 149 workers.

In June 2018, Indiana Economic Digest reported that BHI USA would be investing approximately \$15 million into its Logansport facility. The company specializes in pet food production and currently employs approximately 112 workers. BHI USA plans to expand its Cass County-Logansport Industrial Park facility by approximately 50,000 square-feet and add an additional 15 workers.

Cal-Comp USA (Indiana), Inc. (“Cal-Comp”) has a 75,000 square-foot facility in Logansport and manufactures electronic assemblies for customers in a variety of industries, including aerospace, automotive, communications, and medical. In September 2017, Lytx, Inc. announced that it would be shifting production from China to Cal-Comp’s Logansport facility, who is contracting the work. Inside Indiana Business reports that this \$50 million investment will create approximately 70 new jobs. Lytx, Inc. manufactures event recorders and is based in San Diego, California.



### **LARGE EMPLOYERS**

Below is a list of the County's largest employers. The number of employees shown are as reported by CCED, unless otherwise noted. Because of reporting time lags and other factors inherent in collecting and reporting such information, the statistics may not reflect recent employment levels.

<u>Name</u>	<u>Year Established</u>	<u>Type of Business</u>	<u>Reported Employment</u>
Tyson Fresh Meats, Inc.	1969	Meat packaging company	1,800
Logansport State Hospital	1888	Inpatient psychiatric care	800
Logansport Community School Corporation	1963	Public education	687 (1)
Logansport Memorial Hospital	1925	Health care	674 (2)
Kauffman Engineering Inc.	-	Mfg. electrical wire harnesses	450
Cass County	1828	County government	400 (3)
Genoa Healthcare (also known as Four County Counseling Center)	1975	Health care	350 (4)
Small Parts, Inc.	1958	Mfg. custom metal stamping	230 (5)
Wal-Mart		Retail	220
A. Raymond Tinnerman Manufacturing, Inc.	1940s	Metal stamping supplier	215 (5)

(1) Per the School Corporation, includes 329 certified and 358 non-certified staff.

(2) Per Logansport Memorial Hospital.

(3) Per the County.

(4) Per company personnel. Represents total employment in Cass, Fulton, Miami and Pulaski Counties.

(5) Per company personnel.

### **EMPLOYMENT**

<u>Year</u>	<u>Unemployment Rate</u>		<u>Cass County Labor Force</u>
	<u>Cass County</u>	<u>Indiana</u>	
2013	7.7%	7.7%	17,672
2014	5.8%	6.0%	17,720
2015	4.6%	4.8%	17,760
2016	4.6%	4.4%	18,039
2017	3.8%	3.5%	17,811
2018, August	3.8%	3.7%	17,908

Source: Indiana Business Research Center. Data collected as of October 2, 2018.

### **BUILDING PERMITS**

Provided below is a summary of the number of building permits and estimated construction costs for the City of Logansport.

<u>Year</u>	<u>Residential</u>		<u>Commercial/Industrial</u>		<u>Total</u>	
	<u>Total Permits</u>	<u>Estimated Costs</u>	<u>Total Permits</u>	<u>Estimated Costs</u>	<u>Total Permits</u>	<u>Estimated Costs</u>
2013	353	\$1,732,039	55	\$8,135,284	408	\$9,867,323
2014	313	1,798,552	59	10,151,914	372	11,950,466
2015	852	2,422,017	82	4,943,365	934	7,365,382
2016	865	2,816,177	96	13,458,454	961	16,274,631
2017	836	2,884,435	74	12,656,073	910	15,540,508

Source: Logansport Building Commissioner's Office.

## POPULATION

<u>Year</u>	<u>City of Logansport</u>		<u>Cass County</u>	
	<u>Population</u>	<u>Percent of Change</u>	<u>Population</u>	<u>Percent of Change</u>
1970	19,255	-8.77%	40,456	-1.16%
1980	17,731	-7.91%	40,936	1.19%
1990	16,812	-5.18%	38,413	-6.16%
2000	19,684	17.08%	40,930	6.55%
2010	18,396	-6.54%	38,966	-4.80%
2017, Est.	17,755	-3.48%	37,994	-2.49%

Source: U.S. Census Bureau.

## AGE STATISTICS

	<u>City of Logansport</u>	<u>Cass County</u>
Under 25 Years	6,846	13,156
25 to 44 Years	4,785	9,530
45 to 64 Years	4,205	10,406
65 Years and Over	2,560	5,874
Totals	18,396	38,966

Source: U.S. Census Bureau's 2010 Census.

## EDUCATIONAL ATTAINMENT

<u>Years of School Completed</u>	<u>Persons 25 and Over</u>	
	<u>City of Logansport</u>	<u>Cass County</u>
Less than 9th grade	11.6%	6.6%
9th to 12th grade, no diploma	14.8%	10.5%
High school graduate	36.3%	39.5%
Some college, no degree	18.0%	20.6%
Associate's degree	6.7%	8.7%
Bachelor's degree	8.5%	9.0%
Graduate or professional degree	4.0%	4.9%

Source: U.S. Census Bureau's 2012-2016 American Community Survey 5-Year Estimates.

### MISCELLANEOUS ECONOMIC INFORMATION

	<u>City of Logansport</u>	<u>Cass County</u>	<u>Indiana</u>
Per capita income, past 12 months*	\$18,366	\$22,625	\$26,117
Median household income, past 12 months*	\$34,085	\$43,918	\$50,433
Average weekly earnings in manufacturing (1st qtr. of 2018)	N/A	\$816	\$1,348
Land area in square miles - 2010	8.75	412.15	35,826.11
Population per land square mile - 2010	2,102.4	94.5	181.0
Retail sales in 2012:			
Total retail sales	\$285,618,000	\$341,597,000	\$85,857,962,000
Sales per capita**	\$15,526	\$8,767	\$13,242
Sales per establishment	\$3,138,659	\$2,894,890	\$3,974,722

\*In 2016 inflation-adjusted dollars – 5-year estimates

\*\*Based on 2010 Population.

Source: Bureau of Census Reports and the Indiana Business Research Center. Data collected as of October 2, 2018.

<u>Employment and Earnings - Cass County 2016</u>	<u>Earnings</u> (In 1,000s)	<u>Percent of Earnings</u>	<u>Labor Force</u>	<u>Distribution of Labor Force</u>
Manufacturing	\$236,687	29.13%	4,542	24.15%
Government	177,632	21.86%	3,270	17.38%
Services	101,085	12.44%	3,547	18.86%
Other*	91,752	11.29%	2,283	12.14%
Wholesale and retail trade	88,477	10.89%	2,531	13.45%
Construction	48,443	5.96%	932	4.95%
Farming	35,788	4.40%	696	3.70%
Finance, insurance and real estate	29,348	3.61%	911	4.84%
Information	3,354	0.42%	99	0.53%
Totals	<u>\$812,566</u>	<u>100.00%</u>	<u>18,811</u>	<u>100.00%</u>

\* In order to avoid disclosure of confidential information, specific earnings and employment figures are not available for the "forestry, fishing, related activities, mining, utilities, transportation and warehousing, educational services, and health care and social assistance" sectors. The data is incorporated here.

Source: Bureau of Economic Analysis and the Indiana Business Research Center. Data collected as of October 2, 2018.

<u>Adjusted Gross Income</u>	<u>Year</u>	<u>Cass County Total</u>
	2011	\$665,998,759
	2012	687,105,296
	2013	683,116,861
	2014	709,419,104
	2015	727,709,109

Source: Indiana Department of Revenue.

## SCHEDULE OF INDEBTEDNESS

The following schedule shows the outstanding indebtedness of the Airport Authority and the taxing units within and overlapping its jurisdiction as of October 12, 2018, including issuance of the Bonds, as reported by the respective taxing units.

<u>Direct Debt</u>	<u>Original Par Amount</u>	<u>Final Maturity</u>	<u>Outstanding Amount</u>
Tax Supported Debt			
General Obligation Bonds of 2018	\$950,000	07/15/28	\$950,000
General Obligation Bonds of 2003	1,900,000	01/15/19	<u>85,000</u>
Total Direct Debt			<u><u>\$1,035,000</u></u>
		Percent Allocable to Airport Authority (1)	Amount Allocable to Airport Authority
<u>Overlapping Debt</u>	<u>Total Debt</u>		
Tax Supported Debt			
Cass County	\$10,330,000	100.00%	\$10,330,000
Caston School Corporation	2,510,000	36.99%	928,449
Logansport Community School Corporation (2)	23,585,000	100.00%	23,585,000
Pioneer Regional School Corporation	7,832,442	100.00%	7,832,442
Lewis Cass (Southeastern) School Corporation	13,905,000	100.00%	13,905,000
City of Logansport	2,625,000	100.00%	2,625,000
Adams Township	87,500	100.00%	87,500
Walton Public Library	85,000	100.00%	85,000
Cass County Fire District #1	173,889	100.00%	173,889
Galveston Town	83,473	100.00%	<u>83,473</u>
Tax Supported Debt			<u>59,635,753</u>
Self-Supporting Revenue Debt			
Logansport City	14,159,392	100.00%	14,159,392
Galveston Town	281,602	100.00%	281,602
Royal Center Town	1,205,914	100.00%	1,205,914
Walton Town	1,082,919	100.00%	<u>1,082,919</u>
Self-Supporting Revenue Debt			<u>16,729,827</u>
Total Overlapping Debt			<u><u>\$76,365,580</u></u>

(1) Based upon the 2017 payable 2018 net assessed valuation of the respective taxing units.

(2) The School Corporation is issuing \$515,000 of General Obligation Bonds in November 2018.

The schedule presented above is based on information furnished by the obligors or other sources and is deemed reliable. The Airport Authority makes no representation or warranty as to its accuracy or completeness.

### **DEBT RATIOS**

The following presents the ratios relative to the tax supported indebtedness of the taxing units within and overlapping the Airport Authority as of October 12, 2018, including issuance of the Bonds.

	Direct Tax Supported Debt <u>\$1,035,000</u>	Allocable Portion of All Other Overlapping Tax Supported Debt <u>\$59,635,753</u>	Total Direct and Overlapping Tax Supported Debt <u>\$60,670,753</u>
Per capita (1)	\$58.29	\$3,358.81	\$3,417.11
Percent of net assessed valuation (2)	0.08%	4.35%	4.43%
Percent of gross assessed valuation (3)	0.05%	2.86%	2.91%
Debt per capita to per capita personal income (4)	0.26%	14.85%	15.10%

- (1) According to the U.S. Census Bureau, the estimated 2017 population of the County is 17,755.
- (2) The net assessed valuation of the Airport Authority for taxes payable in 2018 is \$1,369,833,149 according to the Cass County Auditor's office.
- (3) The gross assessed valuation of the Airport Authority for taxes payable in 2018 is \$2,081,723,350 according to the Cass County Auditor's office.
- (4) The per capita personal income of the County is \$22,625.

### **DEBT LIMIT**

The amount of general obligation debt a political subdivision of the State of Indiana can incur is controlled by the constitutional debt limit, which is an amount equal to 2% of the value of taxable property within the political subdivision. Pursuant to Indiana Code 36-1-15, the value of taxable property within the political subdivision is divided by three for the purposes of this calculation. The Airport Authority debt limit, based upon the adjusted value of taxable property, is shown below.

Certified net assessed valuation (Taxes payable in 2018)	\$1,352,531,387
Times: 2% general obligation debt issue limit	<u>2%</u>
Sub-total	27,050,628
Divided by 3	<u>3</u>
General obligation debt issue limit	9,016,876
Less: Outstanding general obligation debt including the Bonds	<u>(1,035,000)</u>
Estimated amount remaining for general obligation debt issuance	<u><u>\$7,981,876</u></u>

## **SCHEDULE OF HISTORICAL NET ASSESSED VALUATION**

(As Provided by the Cass County Auditor's Office)

<u>Year</u> <u>Payable</u>	<u>Real Estate</u>	<u>Utilities</u>	<u>Personal</u> <u>Property</u>	<u>Total</u> <u>Taxable Value</u>
2014	\$1,050,412,090	\$42,850,570	\$147,085,318	\$1,240,347,978
2015	1,122,839,021	45,527,850	156,783,120	1,325,149,991
2016	1,126,008,631	43,992,560	166,366,420	1,336,367,611
2017	1,142,779,035	45,738,930	178,288,500	1,366,806,465
2018	1,148,956,569	43,542,340	177,334,240	1,369,833,149
2019 (1)	N/A	N/A	N/A	1,318,114,181

(1) Certified net assessed valuation per the Department of Local Government Finance ("DLGF").

NOTE: Net assessed valuations represent the assessed value less certain deductions for mortgages, veterans, the aged and the blind, as well as tax-exempt property.

Real property is valued for assessment purposes at its true tax value as defined in the Real Property Assessment Rule, 50 IAC 2.4, the 2011 Real Property Assessment Manual ("Manual"), as incorporated into 50 IAC 2.4, and the 2011 Real Property Assessment Guidelines ("Guidelines"), as adopted by the DLGF. In the case of agricultural land, true tax value is the value determined in accordance with the Guidelines adopted by the DLGF and IC 6-1.1-4-13. In the case of all other real property, true tax value is defined as "the market value-in-use of a property for its current use, as reflected by the utility received by the owner or by a similar user, from the property."

P.L. 180-2016 revises the factors used to calculate the assessed value of agricultural land. This legislation is retroactive to the January 1, 2016 assessment date and applies to each assessment date thereafter. The revised factors enacted in the legislation may reduce the total assessed value of agricultural land, which could shift property tax liability from agricultural property owners to other property owners. In addition, the reduction in the assessed value of agricultural land may result in a reduction of the total assessed value of an Airport Authority. Lower assessed values of an Airport Authority may result in higher tax rates in order for an Airport Authority to receive its approved property tax levy.

Real property assessments are annually adjusted to market value based on sales data. The process of adjusting real property assessments to reflect market values has been termed "trending" by the DLGF.

The Manual permits assessing officials in each county to choose any acceptable mass appraisal method to determine true tax value, taking into consideration the ease of administration and the uniformity of the assessments produced by that method. The Guidelines were adopted to provide assessing officials with an acceptable appraisal method, although the Manual makes it clear that assessing officials are free to select from any number of appraisal methods, provided that they produce accurate and uniform values throughout the jurisdiction and across all classes of property. The Manual specifies the standards for accuracy and validation that the DLGF uses to determine the acceptability of any alternative appraisal method.

**DETAIL OF NET ASSESSED VALUATION**  
Assessed 2017 for Taxes Payable in 2018  
(As Provided by the Cass County Auditor's Office)

	<u>Total</u>
Gross Value of Land	\$705,128,000
Gross Value of Improvements	<u>1,113,970,040</u>
Total Gross Value of Real Estate	1,819,098,040
Less:    Mortgage Exemptions, Veterans, Blind	
Age 65 & Other Exemptions	(580,400,472)
Tax Exempt Property	(63,520,500)
TIF	<u>(26,220,499)</u>
Net Assessed Value of Real Estate	<u>1,148,956,569</u>
Business Personal Property	219,082,970
Less:    Deductions	<u>(41,748,730)</u>
Net Assessed Value of Personal Property	<u>177,334,240</u>
Net Assessed Value of Utility Property	<u>43,542,340</u>
Total Net Assessed Value	<u><u>\$1,369,833,149</u></u>



**COMPARATIVE SCHEDULE OF CERTIFIED TAX RATES**

Per \$100 of Net Assessed Valuation

	Year Taxes Payable				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Detail of Certified Tax Rate:					
Special Airport General	\$0.0333	\$0.0356	\$0.0362	\$0.0336	\$0.0382
Special Airport Debt Service	0.0138	0.0117	0.0118	0.0121	0.0088
Cumulative Building				0.0033	0.0033
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
Totals	<u>\$0.0471</u>	<u>\$0.0473</u>	<u>\$0.0480</u>	<u>\$0.0490</u>	<u>\$0.0503</u>
Total District Certified Tax Rate (1)					
Adams Township	\$1.4729	\$1.3829	\$1.5822	\$1.6020	\$1.7388
Bethlehem Township	\$1.4759	\$1.3900	\$1.5559	\$1.5931	\$1.7259
Boone Township	\$1.8184	\$1.6997	\$1.8314	\$1.9073	\$1.9348
Royal Center Town	\$3.5923	\$3.3942	\$3.5854	\$3.6533	\$3.7478
Clay Township	\$2.8464	\$2.8515	\$2.9812	\$2.7386	\$3.0663
Logansport City-Clay Twp.	\$4.8988	\$4.8891	\$5.1898	\$4.8604	\$5.2882
Clinton Township	\$2.4733	\$2.4982	\$2.6245	\$2.3871	\$2.7331
Deer Creek Township	\$1.7216	\$1.6849	\$1.8290	\$1.7733	\$1.9293
Eel Township	\$2.8994	\$2.9050	\$3.0364	\$2.7946	\$3.1244
Logansport City-Eel Twp.	\$4.9518	\$4.9426	\$5.2450	\$4.9164	\$5.3463
Harrison Township	\$1.8075	\$1.6882	\$1.8182	\$1.8974	\$1.9200
Jackson Township	\$1.6952	\$1.6627	\$1.8050	\$1.7466	\$1.9006
Galveston Township	\$2.9036	\$2.8434	\$3.0462	\$3.0090	\$3.1449
Jefferson Township	\$1.7916	\$1.6767	\$1.8062	\$1.8802	\$1.9026
Miami Township-Southeastern Sch	\$2.2524	\$2.1130	\$2.1944	\$2.0389	\$2.2746
Miami Township-Logansport Comm Sch	\$2.9933	\$2.9111	\$2.9770	\$2.6444	\$3.0717
Noble Township-Pioneer Regional Sch	\$2.1995	\$2.0615	\$2.1902	\$2.2616	\$2.2662
Noble Township-Logansport Comm Sch	\$2.8544	\$2.8584	\$2.9839	\$2.7447	\$3.0740
Logansport City-Noble Twp.	\$4.9068	\$4.8960	\$5.1925	\$4.8665	\$5.2959
Tipton Township	\$1.7796	\$1.7281	\$1.8664	\$1.8144	\$1.9264
Onward Town	\$2.4840	\$2.5140	\$2.7902	\$2.8972	\$3.0872
Walton Town	\$2.8781	\$2.8938	\$3.0137	\$2.9567	\$3.1314
Washington Township-Southeastern Sch	\$1.7342	\$1.6130	\$1.8130	\$1.6945	\$1.9471
Washington Township-Logansport	\$2.4751	\$2.4111	\$2.5956	\$2.3000	\$2.7442
Logansport City-Washington Twp	\$4.9020	\$4.8671	\$5.1759	\$4.8348	\$5.2632
Logansport City-Clinton Twp.	\$4.9083	\$4.8981	\$5.1956	\$4.8652	\$5.2947
Logansport City - Washington Twp-SE SC	\$4.1611	\$4.0690	\$4.3933	\$4.2293	\$4.4661

(1) Includes certified tax rates of overlapping taxing units.

Source: DLGF Certified Budget Orders for the Airport Authority.

# **PROPERTY TAXES LEVIED AND COLLECTED**

Collection Year	Certified Taxes Levied	Circuit Breaker Tax Credit (1)	Certified Taxes Levied Net of Circuit Breaker Tax Credit	Taxes Collected	Collected as Percent of Gross Levy	Collected as Percent of Net Levy
2013	\$568,458	(\$20,761)	\$547,697	\$570,489	100.36%	104.16%
2014	574,568	(47,009)	527,559	539,402	93.88%	102.24%
2015	621,377	(51,855)	569,522	580,718	93.46%	101.97%
2016	634,714	(61,342)	573,372	582,888	91.83%	101.66%
2017	659,808	(54,771)	605,037	619,886	93.95%	102.45%
2018	680,324	(73,154)	607,170	(----- In process of collections-----)		

Source: The Cass County Auditor's Office and the DLGF Certified Budget Orders for the Airport Authority.

(1) Circuit Breaker Tax Credits allocable to the Airport Authority per the DLGF.

Indiana Code 6-1.1-20.6 (the "Statute") provides taxpayers with a tax credit for all property taxes in an amount that exceeds the gross assessed value of real and personal property eligible for the credit ("Circuit Breaker Tax Credit").

Property taxes for residential homesteads are limited to 1.0% of the gross assessed value of the homestead; property taxes for agricultural, other residential property and long term care facilities are limited to 2.0% of their gross assessed value; and property taxes for all other real and personal property are limited to 3.0% of gross assessed value. Additional property tax limits have been made available to certain senior citizens. School corporations are authorized to impose a referendum tax levy to replace property tax revenue that the school corporation will not receive due to the Circuit Breaker Tax Credit. Other political subdivisions may not increase their property tax levy or borrow money to make up for any property tax revenue shortfall due to the application of the Circuit Breaker Tax Credit.

The Statute categorizes property taxes levied to pay Debt Service Obligations as "protected taxes," regardless of whether the property taxes were approved at a referendum, and all other property taxes as "unprotected taxes." The total amount of revenue to be distributed to the fund for which the protected taxes were imposed shall be determined without applying the Circuit Breaker Tax Credit. The application of the Circuit Breaker Tax Credit must reduce only the amount of unprotected taxes distributed to a fund. The political subdivision may allocate the reduction by using a combination of unprotected taxes of the political subdivision in those taxing districts in which the Circuit Breaker Tax Credit caused a reduction in protected taxes. The tax revenue and each fund of any other political subdivisions must not be affected by the reduction.

## **LARGE TAXPAYERS**

The following is a list of the ten largest taxpayers located within the Airport Authority.

<u>Name</u>	<u>Type of Business</u>	<u>2017/2018 Net Assessed Valuation</u>	<u>Percent of Total Net Assessed Valuation (1)</u>
Andersons Clymers Ethanol LLC Andersons, Inc. (2)	Ethanol, grain, fertilizer	\$45,832,760	3.35%
Tyson Fresh Meats Inc./I.B.P. Inc.	Meat packing company	27,534,660	2.01%
Essroc Cement Corp./Greyrock Inc. (2)	Mfg. cement	17,675,490	1.29%
Northern Indiana Public Service Co. (NIPSCO)	Natural gas & electric utility	15,927,470	1.16%
Cole Hardwood Inc./MKR Farms LP/ William, Milton, Doris Jean Cole/ Indiana Dimension Inc./T C Farms	Mfg wood products, agricultural	14,215,620	1.04%
Carter Fuel Systems LLC	Mfg. fuel systems	9,574,880	0.70%
Wal-Mart Stores East	Retail	9,009,360	0.66%
Matthew Warren Inc. (2)	Mfg. precision mechanical springs & stampings	8,366,470	0.61%
ADM Grain/Archer Daniels Midland Co. Countrymark LLC (2)	Grain elevators	7,780,660	0.57%
Small Parts, Inc.	Metal stampings	<u>6,777,740</u>	<u>0.49%</u>
Totals		<u><u>\$162,695,110</u></u>	<u><u>11.88%</u></u>

(1) The total net assessed valuation of the Airport Authority is \$1,369,833,149 for taxes payable in 2018, according to the Cass County Auditor's office.

(2) Located in a tax increment allocation area ("TIF"); therefore, all or a portion of the taxes are captured as TIF and not distributed to individual taxing units.

Source: County Auditor's office and the DLGF. Individual parcel data is submitted by the County Auditor to the DLGF once a year for preparation of the county abstract.

Note: The following financial statement is an excerpt from the Airport Authority's January 1, 2012 to December 31, 2015 examination report of the Indiana State Board of Accounts. Consequently, this schedule does not include all disclosures required by generally accepted accounting principles. A complete examination report will be furnished upon request. Current reports are available at <http://www.in.gov/sboa/resources/reports/audit/>.

**LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY**

**STATEMENT OF RECEIPTS, DISBURSEMENTS, AND CASH AND INVESTMENT BALANCES -  
REGULATORY BASIS**

For the Years Ended December 31, 2014 and 2015.

	Cash and Investments <u>01-01-14</u>	<u>Receipts</u>	<u>Disbursements</u>	Cash and Investments <u>12-31-14</u>	<u>Receipts</u>	<u>Disbursements</u>	Cash and Investments <u>12-31-15</u>
General Operating	\$868,340	\$586,280	\$819,763	\$634,857	\$662,020	\$388,874	\$908,003
Rainy Day Fund	52,749	5,514	6,940	51,323		1,400	49,923
Levy Excess Fund	1,469			1,469			1,469
Aviation Fuels Rotary Fund	(6,109)	125,666	96,278	23,279	96,350	95,939	23,690
AIP 3-18-0051	5,144	2,390		7,534			7,534
AIP 3-18-0051				0		7,534	(7,534)
AIP 3-18-0051-20				0	317,242	266,938	50,304
Aircraft Rental Fund	(4,970)	4,395	13,583	(14,158)	47,963	9,208	24,597
Capital Bond	(12,824)	108,802	17,786	78,192			78,192
Debt Service	79,872	184,347	156,421	107,798	167,173	175,306	99,665
Garnishment	819	6,100	5,873	1,046	6,124	6,117	1,053
Payroll Fund	2,645	101,893	99,062	5,476	105,399	106,137	4,738
	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>	<u>          </u>
Totals	<u>\$987,135</u>	<u>\$1,125,387</u>	<u>\$1,215,706</u>	<u>\$896,816</u>	<u>\$1,402,271</u>	<u>\$1,057,453</u>	<u>\$1,241,634</u>

The following schedules on page A-17 - A-18 contain limited and unaudited financial information which is presented solely for the purpose of conveying a statement of cash and investment balances for the Airport Authority. Consequently, these schedules do not include all disclosures required by generally accepted accounting principles. Current reports are available at [https://gateway.ifonline.org/report\\_builder/](https://gateway.ifonline.org/report_builder/)

## LOGANSPOUT/CASS COUNTY AIRPORT AUTHORITY

### STATEMENT OF RECEIPTS AND DISBURSEMENTS

(Unaudited)

<u>Fund</u>	Beginning Balance <u>1/1/2016</u>	<u>Receipts</u>	<u>Disbursements</u>	Ending Balance <u>12/31/2016</u>
General Operating	\$908,004	\$675,868	\$421,420	\$1,162,451
Aircraft Rental Fund	24,597	993	8,462	17,129
AIP 3-18-0051-020	50,304	99,846	171,814	(21,663)
Aviation Fuels Rotary Fund	23,690	142,465	101,848	64,307
Capital Bond	78,192	100	88,755	(10,463)
Debt Service	99,664	168,373	162,656	105,380
Garnishment	1,053	3,802	4,855	0
Levy Excess Fund	1,469			1,469
Payroll Fund	4,738	120,263	120,211	4,790
Rainy Day Fund	49,924	114,800		164,723
Totals	<u>\$1,241,635</u>	<u>\$1,326,510</u>	<u>\$1,080,022</u>	<u>\$1,488,123</u>

<u>Fund</u>	Beginning Balance <u>1/1/2017</u>	<u>Receipts</u>	<u>Disbursements</u>	Ending Balance <u>12/31/2017</u>
General Operating	\$1,162,451	\$770,078	\$471,786	\$1,460,743
Debt Service	105,380	187,229	187,150	105,459
Capital Bond	(10,463)	10,463		0
AIP 3-18-0051-020	(21,663)	21,906	17,590	(17,347)
AIP 3-18-0051-021	0	398,176	423,591	(25,416)
Parallel Taxiway	0	48,173	48,173	0
Terminal Parking Lot	0	7,000	7,000	0
Cumulative Building Fund	0	43,626		43,626
Rainy Day Fund	164,723			164,723
Aviation Fuels Rotary Fund	64,307	103,842	86,346	81,803
Aircraft Rental Fund	25,441	4,623	6,698	23,366
Levy Excess Fund	1,469			1,469
Payroll Fund	4,790	155,063	155,681	4,172
Totals	<u>\$1,496,435</u>	<u>\$1,750,178</u>	<u>\$1,404,014</u>	<u>\$1,842,599</u>

**LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY**

**DETAIL OF GENERAL FUND RECEIPTS AND DISBURSEMENTS**

(Unaudited)

Receipts:	<u>2017</u>
Taxes and Intergovernmental:	
General Property Taxes	\$597,928
Other Receipts:	
Hangar Rental	<u>172,150</u>
Total Receipts	<u>770,078</u>
Disbursements:	
Salaries and Wages	100,518
Other Personal Services	3,120
Employee Benefits	26,077
Office Supplies	5,585
Repair and Maintenance Supplies	2,604
Other Supplies	6,900
Professional Services	58,904
Communication and Transportation	182
Printing and Advertising	225
Insurance	24,120
Utility Services	31,688
Repairs and Maintenance	61,645
Other Services and Charges	147,942
Other Disbursements	<u>2,276</u>
Total Disbursements	<u>471,786</u>
Net increase (decrease)	298,292
Beginning balance, January 1	<u>1,162,451</u>
Ending balance, December 31st	<u><u>\$1,460,743</u></u>

The Authority certifies to the best of its knowledge and belief that this Offering Circular, as of its date and as it relates to the Authority and its economic and financial condition, (i) is complete and accurate; (ii) does not contain any untrue statement of a material fact; and (iii) does not omit any material facts or information which would make the statements contained herein misleading.

This Offering Circular and its execution are duly authorized.

LOGANSPOUT/CASS COUNTY  
AIRPORT AUTHORITY

By: 

President

Attest: 

Secretary

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## APPENDIX B



Bona

ORDINANCE NO. 2018-01

An Ordinance of the Logansport/Cass County Airport Authority, authorizing the issuance and sale of bonds of said Airport Authority for the purpose of providing funds to be used for the construction of certain airport improvements, together with all necessary appurtenances, related improvements and equipment, and incidental expenses in connection therewith and on account of the issuance of the bonds therefor

WHEREAS, the Logansport/Cass County Airport Authority ("Airport Authority") owns and operates a public airport known as the Logansport Municipal Airport (such Airport, together with such additions and improvements thereto as may be made from time to time, the ("Airport")); and

WHEREAS, the Airport Authority is authorized by IC 8-22-3-16 as in effect on the date of issuance of the bonds ("Act") to issue general obligation bonds to procure funds to pay the cost of acquiring real property, or constructing, enlarging, improving, remodeling, repairing or equipping buildings, structures, runways or other facilities for use as or in connection with or for administrative purposes of the Airport; and

WHEREAS, the Board of the Airport Authority ("Board") hereby determines to provide for the cost of certain capital projects as described on Exhibit A attached hereto and incorporated herein by reference, together with the necessary appurtenances, related improvements and equipment (collectively, "Project") and the incidental expenses in connection therewith and on account of the issuance of the hereinafter defined Bonds; and

WHEREAS, based upon the advice of the Airport Authority's municipal advisor, the Board has determined that the estimated cost, including incidental expenses incurred in connection with the Project and with the issuance of Bonds to finance the Project, will be in an amount not to exceed Nine Hundred Seventy Thousand Dollars (\$970,000); and

WHEREAS, the Airport Authority has some funds on hand available to apply on the costs of the Project and determines that \$950,000 of the Project's cost should be financed with the issuance of general obligation bonds; and

WHEREAS, the Board has been advised that the total cost of the Project authorized herein will not exceed the lesser of: (i) \$5,000,000; or (ii) the greater of (a) one percent (1%) of the total gross assessed value of property within the Logansport Cass County Airport District ("District") on the last assessment date, or (b) \$1,000,000, and, therefore, the Bonds will not be issued to fund a controlled project as defined in IC 6 1.1 20 1.1; and

WHEREAS, the net assessed valuation of taxable property in the District, as shown in the last final and complete assessment which was made in the year 2017 for state and county taxes collectible in the year 2018 is \$1,352,351,387 and there is \$85,000 of outstanding indebtedness of the Airport Authority subject to the constitutional limitation; such assessment and outstanding indebtedness amounts shall be verified at the time of the payment for and delivery of the Bonds; and

WHEREAS, notice of the Airport Authority's determination to issue the Bonds will be published and posted as required by law; and

WHEREAS, it is necessary that the Bonds be issued in an amount not to exceed \$950,000 to provide funds to pay such costs of the Project and the incidental expenses to be incurred in connection with the Project and with the issuance and sale of the Bonds;

NOW THEREFORE, BE IT ORDAINED, BY THE BOARD OF THE LOGANSPOORT/CASS COUNTY AIRPORT AUTHORITY, THAT:

Section 1. Determination to Proceed; Authorization and Details of Bonds.

- (a) The Airport Authority shall proceed to undertake the Project.

(b) In order to procure funds with which to pay the costs of the Project, including the costs of issuance of the Bonds on account of the Project, the Airport Director is authorized and directed to have prepared and to issue and sell the bonds of the Airport Authority to be designated as "General Obligation Bonds of 2018," in an aggregate principal amount not to exceed \$950,000 ("Bonds") in accordance with the Act.

(c) The Bonds shall be sold at a price of not less than 98.00% of the par value thereof, and shall be issued in fully registered form in denominations of \$5,000 or integral multiples thereof, numbered consecutively from 1 upward, dated as of the date of delivery, and shall bear interest at a rate or rates not exceeding five percent (5%) per annum (the exact rate or rates to be determined by bidding), which interest shall be payable semiannually on January 15 and July 15 of each year, commencing on July 15, 2019. Interest on the Bonds shall be calculated according to a 360-day year containing twelve 30-day months. The Bonds shall mature semiannually, or shall be subject to mandatory sinking fund redemption if term bonds are issued, on January 15 and July 15 of each year with a final maturity no later than July 15, 2028, and in amounts which will produce as level annual debt service as practicable with \$5,000 denominations.

All or a portion of the Bonds may be issued as one or more term bonds, upon election of the successful bidder. Such term bonds shall have a stated maturity or maturities of January 15 or July 15, on the dates as determined by the successful bidder, but in no event later than the last serial date of the Bonds as determined in accordance with the above paragraph. The term bonds shall be subject to mandatory sinking fund redemption and final payment(s) at maturity at 100% of the principal amount thereof, plus accrued interest to the redemption date, on dates and in the amounts hereinafter determined in accordance with the above paragraph.



(d) The President and Secretary of the Board are authorized and directed to appoint a qualified banking institution to serve as Registrar and Paying Agent ("Registrar" or "Paying Agent") for the Bonds, which shall be charged with the responsibility of authenticating the Bonds. The Secretary is hereby authorized to enter into such agreements or understandings with such bank as will enable the bank to perform the services required of a Registrar and Paying Agent. The Secretary is further authorized to pay such fees as the bank may charge for the services it provides as Registrar and Paying Agent, and such fees may be paid from the bond fund established to pay the principal of and interest on the Bonds. Upon agreement between the Airport Authority and the successful bidder for the Bonds, the Secretary may be designated as the Registrar and Paying Agent, and, in that case, shall be charged with all responsibilities of a Registrar and Paying Agent.

(e) The principal of the Bonds shall be payable at the principal corporate trust office of the Paying Agent. Interest on the Bonds shall be paid by check mailed by first class mail one business day prior to the interest payment date to the registered owner, as of the first day of the month containing an interest payment date ("Record Date"), to the address as it appears on the registration books kept by the Registrar or at such other address as is provided to the Paying Agent in writing by such registered owner. If payment of principal or interest is made to a depository, payment shall be made by wire transfer on the payment date in same-day funds. If the payment date occurs on a date when financial institutions are not open for business, the wire transfer shall be made on the next succeeding business day. The Paying Agent shall be instructed to wire transfer payments by 1:00 p.m. (New York City time) so such payments are received at the depository by 2:30 p.m. (New York City time). All payments on the Bonds shall

be made in any coin or currency of the United States of America, which on the date of such payment shall be legal tender for the payment of public and private debts.

(f) Each Bond shall be transferable or exchangeable only upon the books of the Airport Authority kept for that purpose at the principal corporate trust office of the Registrar by the registered owner or by its attorney duly authorized in writing, upon surrender of such Bond together with a written instrument of transfer or exchange satisfactory to the Registrar duly executed by the registered owner or its attorney duly authorized in writing, and thereupon a new fully registered Bond or Bonds in the same aggregate principal amount and of the same maturity, shall be executed and delivered in the name of the transferee or transferees or the registered owner, as the case may be, in exchange therefor. The Registrar and Paying Agent for the Bonds may treat and consider the person in whose name such Bonds are registered as the absolute owner thereof for all purposes including for the purpose of receiving payment of, or on account of, the principal thereof and interest due thereon.

(g) The Bonds shall bear an original date which shall be the date of delivery, and each Bond shall also bear the date of its authentication. Bonds authenticated on or before the Record Date immediately preceding the first interest payment date shall be paid interest from the original date. Bonds authenticated thereafter shall be paid interest from the interest payment date to which interest has been paid next preceding the date of authentication of such Bonds unless the Bonds are authenticated after the Record Date and on or before the corresponding interest payment date, in which case interest thereon shall be paid from such interest payment date. If at the time of authentication of any Bond interest is in default thereon, that Bond shall bear interest from the date to which interest has been paid in full.

(h) The Bonds shall be signed in the name of the Airport Authority by the manual or facsimile signature of the President of the Board, and the seal of the Airport Authority, if any, shall be affixed, imprinted, engraved or otherwise reproduced thereon and attested by the manual or facsimile signature of the Secretary of the Board. The Bonds shall be authenticated with the manual signature of an authorized representative of the Registrar, and no Bond shall be valid or become obligatory for any purpose until the certificate of authentication thereon shall have been so executed. Subject to registration provisions, the Bonds shall be negotiable under the laws of the State of Indiana.

(i) The Board has determined that it may be beneficial to the Airport Authority to have the Bonds held by a central depository system pursuant to an agreement between the Airport Authority and The Depository Trust Company, New York, New York ("Depository Trust Company") and have transfers of the Bonds effected by book-entry on the books of the central depository system ("Book Entry System"). The Bonds may be initially issued in the form of a separate single authenticated fully registered Bond for the aggregate principal amount of each separate maturity of the Bonds. In such case, upon initial issuance, the ownership of such Bonds shall be registered in the register kept by the Registrar in the name of CEDE & CO., as nominee of the Depository Trust Company.

With respect to the Bonds registered in the register kept by the Registrar in the name of CEDE & CO., as nominee of the Depository Trust Company, the Airport Authority and the Paying Agent shall have no responsibility or obligation to any other holders or owners (including any beneficial owner ("Beneficial Owner")) of the Bonds with respect to (i) the accuracy of the records of the Depository Trust Company, CEDE & CO., or any Beneficial Owner with respect to ownership questions, (ii) the delivery to any bondholder (including any Beneficial Owner) or



any other person, other than the Depository Trust Company, of any notice with respect to the Bonds including any notice of redemption, or (iii) the payment to any bondholder (including any Beneficial Owner) or any other person, other than the Depository Trust Company, of any amount with respect to the principal of, or premium, if any, or interest on the Bonds except as otherwise provided herein.

No person other than the Depository Trust Company shall receive an authenticated Bond evidencing an obligation of the Airport Authority to make payments of the principal of and premium, if any, and interest on the Bonds pursuant to this ordinance. The Airport Authority and the Registrar and Paying Agent may treat as and deem the Depository Trust Company or CEDE & CO. to be the absolute bondholder of each of the Bonds for the purpose of (i) payment of the principal of and premium, if any, and interest on such Bonds; (ii) giving notices of redemption and other notices permitted to be given to bondholders with respect to such Bonds; (iii) registering transfers with respect to such Bonds; (iv) obtaining any consent or other action required or permitted to be taken of or by bondholders; (v) voting; and (vi) for all other purposes whatsoever. The Paying Agent shall pay all principal of and premium, if any, and interest on the Bonds only to or upon the order of the Depository Trust Company, and all such payments shall be valid and effective fully to satisfy and discharge the Airport Authority's and the Paying Agent's obligations with respect to principal of and premium, if any, and interest on the Bonds to the extent of the sum or sums so paid. Upon delivery by the Depository Trust Company to the Airport Authority of written notice to the effect that the Depository Trust Company has determined to substitute a new nominee in place of CEDE & CO., and subject to the provisions herein with respect to consents, the words "CEDE & CO." in this ordinance shall refer to such new nominee of the Depository Trust Company. Notwithstanding any other provision hereof to

the contrary, so long as any Bond is registered in the name of CEDE & CO., as nominee of the Depository Trust Company, all payments with respect to the principal of and premium, if any, and interest on such Bonds and all notices with respect to such Bonds shall be made and given, respectively, to the Depository Trust Company as provided in a representation letter from the Airport Authority to the Depository Trust Company.

Upon receipt by the Airport Authority of written notice from the Depository Trust Company to the effect that the Depository Trust Company is unable or unwilling to discharge its responsibilities and no substitute depository willing to undertake the functions of the Depository Trust Company hereunder can be found which is willing and able to undertake such functions upon reasonable and customary terms, then the Bonds shall no longer be restricted to being registered in the register of the Airport Authority kept by the Registrar in the name of CEDE & CO., as nominee of the Depository Trust Company, but may be registered in whatever name or names the bondholders transferring or exchanging the Bonds shall designate, in accordance with the provisions of this ordinance.

If the Airport Authority determines that it is in the best interest of the bondholders that they be able to obtain certificates for the fully registered Bonds, the Airport Authority may notify the Depository Trust Company and the Registrar, whereupon the Depository Trust Company will notify the Beneficial Owners of the availability through the Depository Trust Company of certificates for the Bonds. In such event, the Registrar shall prepare, authenticate, transfer and exchange certificates for the Bonds as requested by the Depository Trust Company and any Beneficial Owners in appropriate amounts, and whenever the Depository Trust Company requests the Airport Authority and the Registrar to do so, the Registrar and the Airport Authority will cooperate with the Depository Trust Company by taking appropriate action after reasonable

notice (i) to make available one or more separate certificates evidencing the fully registered Bonds of any Beneficial Owner's Depository Trust Company account or (ii) to arrange for another securities depository to maintain custody of certificates for and evidencing the Bonds.

If the Bonds shall no longer be restricted to being registered in the name of the Depository Trust Company, the Registrar shall cause said Bonds to be printed in blank in such number as the Registrar shall determine to be necessary or customary; provided, however, that the Registrar shall not be required to have such Bonds printed until it shall have received from the Airport Authority indemnification for all costs and expenses associated with such printing.

In connection with any notice or other communication to be provided to bondholders by the Airport Authority or the Registrar with respect to any consent or other action to be taken by bondholders, the Airport Authority or the Registrar, as the case may be, shall establish a record date for such consent or other action and give the Depository Trust Company notice of such record date not less than fifteen (15) calendar days in advance of such record date to the extent possible.

So long as the Bonds are registered in the name of the Depository Trust Company or CEDE & CO. or any substitute nominee, the Airport Authority and the Registrar and Paying Agent shall be entitled to request and to rely upon a certificate or other written representation from the Beneficial Owners of the Bonds or from the Depository Trust Company on behalf of such Beneficial Owners stating the amount of their respective beneficial ownership interests in the Bonds and setting forth the consent, advice, direction, demand or vote of the Beneficial Owners as of a record date selected by the Registrar and the Depository Trust Company, to the same extent as if such consent, advice, direction, demand or vote were made by the bondholders for purposes of this ordinance and the Airport Authority and the Registrar and Paying Agent



shall for such purposes treat the Beneficial Owners as the bondholders. Along with any such certificate or representation, the Registrar may request the Depository Trust Company to deliver, or cause to be delivered, to the Registrar a list of all Beneficial Owners of the Bonds, together with the dollar amount of each Beneficial Owner's interest in the Bonds and the current addresses of such Beneficial Owners.

(j) The Bonds of this issue are redeemable at the option of the Airport Authority, but no sooner than five years after their date of issuance, and thereafter on any date, on thirty (30) days' notice, in whole or in part, in the order of maturity as determined by the Airport Authority, and by lot within a maturity, at face value together with no premium, plus accrued interest to the date fixed for redemption. The exact redemption dates and premiums shall be established by the Airport Director, with the advice of the Airport Authority's municipal advisor, prior to the sale of the Bonds.

Any Bonds issued as term bonds, upon election of the successful bidder, shall be subject to mandatory sinking fund redemption at 100% of face value in accordance with the maturity schedule hereinafter determined in accordance with paragraph (c). The Registrar shall credit against the mandatory sinking fund requirement for any term bonds, and any corresponding mandatory redemption obligation, in the order determined by the Airport Authority, any term bonds maturing on the same date which have previously been redeemed (otherwise than as a result of a previous mandatory redemption requirement) or delivered to the Registrar for cancellation or purchased for cancellation by the Paying Agent and not theretofore applied as a credit against any redemption obligation. Each term bond so delivered or canceled shall be credited by the Registrar at 100% of the principal amount thereof against the mandatory sinking fund obligation on such mandatory redemption date for that term bond. Any excess of such

amount shall be credited on future redemption obligations, and the principal amount of that term bond to be redeemed by operation of the mandatory sinking fund requirement shall be accordingly reduced.

Each Five Thousand Dollars (\$5,000) principal amount shall be considered a separate Bond for purposes of redemption. If less than an entire maturity is called for redemption, the Bonds to be called shall be selected by lot by the Registrar. If some Bonds are to be redeemed by optional redemption and mandatory sinking fund redemption on the same date, the Registrar shall select by lot the Bonds for optional redemption before selecting the Bonds by lot for the mandatory sinking fund redemption.

In either case, notice of redemption shall be mailed to the address of the registered owner as shown on the registration records of the Registrar, as of the date which is forty-five (45) days prior to the date fixed for redemption, but not less than thirty (30) days prior to such redemption date, unless notice is waived by the owner of the Bond or Bonds redeemed. The notice shall specify the date and place of redemption and sufficient identification of the Bonds called for redemption. The place of redemption may be determined by the Airport Authority. Interest on the Bonds so called for redemption shall cease and the Bonds will no longer be deemed outstanding under this ordinance on the redemption date fixed in such notice if sufficient funds are available at the place of redemption to pay the redemption price, including accrued interest and redemption premium, if any, to the redemption date, on the date so named. Failure to give such notice by mailing, or any defect in such notice, with respect to any Bond shall not affect the validity of any proceedings for redemption of other Bonds.

If the Bonds are not presented for payment or redemption on the date fixed therefor, the Airport Authority may deposit in trust with the Paying Agent, an amount sufficient to pay such

Bond or the redemption price, as the case may be, including accrued interest to the date of such payment or redemption, and thereafter the registered owner shall look only to the funds so deposited in trust with the Paying Agent for payment, and the Airport Authority shall have no further obligation or liability in respect thereto.

Section 2. Form of Bond. The form of the Bonds shall be substantially as follows:

[Unless this certificate is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to Logansport/Cass County Airport Authority, or its agent for registration of transfer, exchange, or payment, and any certificate issued is registered in the name of Cede & Co. or in such other name as is requested by an authorized representative of DTC (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, Cede & Co., has an interest herein.]

UNITED STATES OF AMERICA

STATE OF INDIANA

COUNTY OF CASS

LOGANSPORT/CASS COUNTY AIRPORT AUTHORITY  
GENERAL OBLIGATION BOND OF 2018

INTEREST <u>DATE</u>	MATURITY <u>DATE</u>	ORIGINAL <u>DATE</u>	AUTHENTICATION <u>DATE</u>	<u>CUSIP</u>
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REGISTERED OWNER:

PRINCIPAL SUM:

The Logansport/Cass County Airport Authority ("Airport Authority") located in Cass County, Indiana, acknowledges itself indebted, and for value received hereby promises to pay, to the Registered Owner or registered assigns, the Principal Sum set forth above on the [on the Maturity Date set forth above] OR [on January 15 and July 15 on the dates and in the amounts as set forth on Exhibit A attached hereto] (unless this bond be subject to and be called for redemption prior to maturity as hereinafter provided), and to pay interest hereon until the Airport Authority's obligation with respect to the payment of the Principal Sum shall be discharged at the rate[s] per annum [specified above] OR [set forth on Exhibit A attached hereto] from the interest payment date immediately preceding the date of authentication of this bond unless this



bond is authenticated on or before \_\_\_\_\_ 1, 20\_\_, in which case interest shall be paid from the Original Date or unless this bond is authenticated between the first day of the month containing an interest payment date and the interest payment date, in which case interest shall be paid from such interest payment date. Interest shall be payable on the fifteenth days of January and July of each year, commencing \_\_\_\_\_.

The principal of and premium, if any, on this bond are payable at the principal office of \_\_\_\_\_ in the \_\_\_\_\_ of \_\_\_\_\_, Indiana ("Paying Agent" or "Registrar"). Interest on this bond shall be paid by check mailed by first class mail one business day prior to the interest payment date, to the Registered Owner, as of the first day of the month containing an interest payment date, to the address as it appears on the registration books kept by the Registrar or at such other address as is provided to the Paying Agent in writing by the Registered Owner. If payment of principal or interest is made to a depository, payment shall be made by wire transfer on the payment date in same-day funds. If the payment date occurs on a date when financial institutions are not open for business, the wire transfer shall be made on the next succeeding business day. The Paying Agent shall wire transfer payments by 1:00 p.m. (New York City time) so such payments are received at the depository by 2:30 p.m. (New York City time). All payments on this bond shall be made in any coin or currency of the United States of America, which on the dates of such payment shall be legal tender for the payment of public and private debts.

THIS BOND IS A GENERAL OBLIGATION OF THE AIRPORT AUTHORITY. THE AIRPORT AUTHORITY COVENANTS THAT IT WILL CAUSE A PROPERTY TAX FOR THE PAYMENT OF THE PRINCIPAL OF AND INTEREST ON THIS BOND TO BE LEVIED, COLLECTED, APPROPRIATED AND APPLIED FOR THAT PURPOSE AS SET FORTH IN IC 6-1.1-18.5-8. THE BONDS ARE SUBJECT TO IC 6-1.1-20.6 REGARDING CERTAIN TAX CREDITS AND THE STATE OF INDIANA INTERCEPT OF FUNDS TO PAY DEBT SERVICE ON THE BONDS.

This bond is one of an authorized issue of bonds of the Airport Authority, designated "General Obligation Bonds of 2018" aggregating \_\_\_\_\_ Dollars (\$\_\_\_\_\_); numbered consecutively from 1 upward; issued for the purpose of procuring funds to be applied on the cost of the (i) Avgas Fuel System, (ii) Demolition of Fuel Farm, Avgas System, (iii) Maintenance/ Snow Equipment Hangar, (iv) Demolition of Maintenance Hangar (3), and (v) Parking Lot Expansion 196 spaces, together with the necessary appurtenances, related improvements and equipment, and the incidental expenses in connection therewith and on account of the issuance of bonds therefor, which bonds are issued pursuant to a Bond Ordinance adopted by the Board of the Airport Authority, on the \_\_\_\_ day of \_\_\_\_\_, 2018 ("Ordinance"), authorizing the issuance and sale of bonds of the Airport Authority and Title 8, Article 22, Chapter 3, Section 16 of the Indiana Code as in effect on the date of issuance of this bond.

This bond is transferable or exchangeable only upon the books of the Airport Authority kept for that purpose at the office of the Registrar, by the Registered Owner or by its attorney duly authorized in writing, upon surrender of this bond together with a written instrument of

transfer or exchange satisfactory to the Registrar duly executed by the Registered Owner or its attorney duly authorized in writing, and thereupon a new fully registered bond or bonds in the same aggregate principal amount and of the same maturity, shall be executed and delivered in the name of the transferee or transferees or to the Registered Owner, as the case may be, in exchange therefor. The Airport Authority, the Registrar and the Paying Agent for this bond may treat and consider the person in whose name this bond is registered as the absolute owner hereof for all purposes including for the purpose of receiving payment of, or on account of, the principal hereof and interest due hereon.

The Airport Authority has designated the bonds as qualified tax-exempt obligations to qualify the bonds for the \$10,000,000 exception from the provisions of Section 265(b) of the Internal Revenue Code of 1986, as amended and in effect on the issue date of the bonds, relating to the disallowance of 100% of the deduction for interest expense allocable to tax-exempt obligations.

[The bonds shall be initially issued in a Book Entry System (as defined in the Ordinance). The provisions of this bond and of the Ordinance are subject in all respects to the provisions of the Letter or Representations between the Airport Authority and The Depository Trust Company, or any substitute agreement, effecting such Book Entry System.]

The Bonds maturing on and after \_\_\_\_\_ 15, 20\_\_ are redeemable at the option of the Airport Authority on \_\_\_\_\_ 15, 20\_\_, and on any date thereafter, on thirty days' notice, in whole or in part, in the order of maturity as determined by the Airport Authority and by lot within a maturity, at face value, plus accrued interest to the date fixed for redemption, with no premium.

[The bonds maturing on \_\_\_\_\_ are subject to mandatory sinking fund redemption prior to maturity, at a redemption price equal to the principal amount thereof plus accrued interest, on the dates and in the amounts set forth below:

	<u>Term Bond</u>	
<u>Date</u>		<u>Amount</u>

\*

\* Final Maturity]

Each Five Thousand Dollars (\$5,000) principal amount shall be considered a separate bond for purposes of redemption. If less than an entire maturity is called for redemption, the bonds to be called shall be selected by lot by the Registrar. [If some bonds are to be redeemed by optional redemption and mandatory sinking fund redemption on the same date, the Registrar shall select by lot the bonds for optional redemption before selecting the bonds by lot for the mandatory sinking fund redemption.]

In either case, notice of redemption shall be mailed to the address of the registered owner as shown on the registration record of the Registrar, as of the date which is forty-five (45) days



prior to the date fixed for redemption, but not less than thirty (30) days prior to such redemption date, unless said notice is waived by the registered owner of this bond. Any notice shall specify the date and place of redemption and sufficient identification of the bonds called for redemption. The place of redemption may be determined by the Airport Authority. Interest on the bonds so called for redemption shall cease on the redemption date fixed in such notice, if sufficient funds are available at the place of redemption to pay the redemption price, including interest accrued to the redemption date, on the date so named. Failure to give such notice by mailing, or any defect in such notice, with respect to any bond shall not affect the validity of any proceedings for redemption of other bonds.

If this bond shall not be presented for payment or redemption on the date fixed therefor, the Airport Authority may deposit in trust with the Paying Agent, an amount sufficient to pay such bond or the redemption price, as the case may be, including accrued interest to the date of such payment or redemption, and thereafter the registered owner shall look only to the funds so deposited in trust with that bank for payment, and the Airport Authority shall have no further obligation or liability in respect thereto.

THE OWNER OF THIS BOND, BY THE ACCEPTANCE OF THIS BOND HEREBY AGREES TO ALL THE TERMS AND PROVISIONS CONTAINED IN THE ORDINANCE. The bonds are subject to defeasance prior to redemption or payment as provided in the Ordinance. The Ordinance may be amended without the consent of the owners of the bonds as provided in the Ordinance if the Board in its sole discretion, determines that the amendment shall not adversely affect the rights of any of the owners of the bonds.

The bonds maturing in any one year are issuable only in fully registered form in the denomination of \$5,000 or integral multiples thereof not exceeding the aggregate principal amount of the bonds maturing in such year.

It is hereby certified, recited and declared that all acts, conditions and things required to be done precedent to and in the execution, issuance and delivery of this bond have been done and performed in regular and due form as provided by law; that this bond and the total issue of the bonds is within every limit of indebtedness as prescribed by the constitution and laws of the State of Indiana.

This bond shall not be valid or become obligatory for any purpose until the certificate of authentication hereon shall have been duly executed by an authorized representative of the Registrar.

IN WITNESS WHEREOF, the Logansport/Cass County Airport Authority in Cass County, Indiana, has caused this bond to be executed in the name of the Airport Authority by the manual or facsimile signature of its President, [the seal of the Airport Authority or a facsimile thereof to be affixed, imprinted, engraved or otherwise reproduced hereon] and attested by the manual or facsimile signature of the Secretary.

LOGANSPORT/CASS COUNTY AIRPORT  
AUTHORITY

By: \_\_\_\_\_  
President

[(SEAL)]

ATTEST:

\_\_\_\_\_  
Secretary

### REGISTRAR'S CERTIFICATE OF AUTHENTICATION

This bond is one of the bonds described in the within mentioned Ordinance.

\_\_\_\_\_, as Registrar

By: \_\_\_\_\_  
Authorized Representative

## ASSIGNMENT

FOR VALUE RECEIVED the undersigned hereby sells, assigns and transfers unto \_\_\_\_\_ the within bond and all rights thereunder, and hereby irrevocably constitutes and appoints \_\_\_\_\_, attorney, to transfer the within bond in the books kept for the registration thereof with full power of substitution in the premises.

Dated:

NOTICE: Signature(s) must be guaranteed by an eligible guarantor institution participating in a Securities Transfer Association recognized signature guarantee program.

NOTICE: The signature to this assignment must correspond with the name as it appears on the face of the within bond in every particular, without alteration or enlargement or any change whatsoever.

[EXHIBIT A]  
(end of bond form)

Section 3. Sale of Bonds. Distribution of an offering circular for the Bonds prepared by the Airport Authority's municipal advisor, on behalf of the Airport Authority, is hereby authorized and approved and the Board President or the Airport Director is authorized and directed to execute the offering circular on behalf of the Airport Authority in a form consistent with this ordinance. Prior to the sale of the Bonds, the Airport Director shall cause to be published either (i) a notice of such sale two (2) times at least one (1) week apart in the *Pharos-Tribune* and the *Royal Centre Record (Cass Co.)*, newspapers published and having general circulation in the District, with the first publication occurring at least fifteen (15) days prior to the sale date and the second publication occurring at least three (3) days prior to the sale date, or (ii) a notice of intent to sell bonds in the *Court & Commercial Record*, the *Royal Centre Record*



(*Cass Co.*) and the *Pharos-Tribune*, all in accordance with IC 5-1-11 and IC 5-3-1. A notice or summary notice of sale may be published in the *Court & Commercial Record* or *The Bond Buyer*, financial journals published in the City of Indianapolis and in the State of New York, respectively, in the discretion of the Airport Director. The notice shall state the purpose for which the Bonds are being issued, the total amount of the Bonds, the maximum rate of interest on the Bonds, the time and place of payment, the terms and conditions on which bids will be received and the sale made, and such other information as the Airport Director, upon advice of counsel deemed necessary. The notice will also state that the winning bidder will agree to assist the Airport Authority in establishing the issue price under Treas. Reg. Section 1.148-1(f) ("Issue Price Regulation"). The criteria for establishing the issue price under the Issue Price Regulation shall be set forth in the offering circular for the Bonds and/or the bid form. The notice may provide, among other things, that electronic bidding will be permitted and that the successful bidder shall be required to submit a certified or cashier's check or a wire transfer to guarantee performance on the part of the bidder by 3:30 p.m. (EDT) on the next business day following the award. In the event the successful bidder shall fail or refuse to accept delivery of the Bonds and pay for the same as soon as the Bonds are ready for delivery, or at the time fixed in the notice of sale, then the proceeds of such deposit shall become the property of the Airport Authority and shall be considered as its liquidated damages on account of such default.

All bids for the Bonds shall be sealed and shall be presented to the Airport Director, and the Airport Director shall continue to receive all bids offered until the hour on the day fixed in the notice. Bidders for the Bonds shall be required to name the rate or rates of interest which the bonds are to bear, not exceeding five percent (5%) or such lower maximum rate set forth in the notice, and such interest rate or rates shall be in multiples of one-eighth (1/8), one-twentieth

(1/20) or one-hundredth (1/100) of one percent (1%). The Airport Director shall award the Bonds to the highest responsible and qualified bidder. The highest bidder shall be the one who offers the lowest net interest cost to the Airport Authority, to be determined by computing the total interest on all of the Bonds to their maturities and adding thereto the discount bid, if any, and deducting therefrom the premium bid, if any. The Airport Director shall have full right to reject any and all bids. If no acceptable bid is received at the time fixed in the notice for sale of the Bonds, the Airport Director shall be authorized to continue to receive bids from day to day thereafter for a period not to exceed thirty (30) days, without readvertising, but during such continuation, no bid shall be accepted which offers an interest cost which is equal to or higher than the best bid received at the time fixed for such sale in the notice. No conditional bid or bid for less than all of the Bonds will be considered.

Prior to the delivery of the Bonds, the Airport Authority shall obtain a legal opinion as to the validity of the Bonds from Ice Miller LLP, bond counsel, of Indianapolis, Indiana, and shall furnish this opinion to the purchaser of the Bonds. The cost of this opinion, the services of the Airport Authority's attorney and the services of the Airport Authority's financial advisor shall be considered as part of the costs incidental to these proceedings and may be paid out of proceeds of the Bonds.

Section 4.     Preparation of Bonds. The Secretary is hereby authorized and directed to have the Bonds prepared, and the President and the Secretary are hereby authorized and directed to execute the Bonds in the form and manner provided in this ordinance.

Section 5.     Defeasance. If, when the Bonds or any portion thereof shall have become due and payable in accordance with their terms or shall have been duly called for redemption or irrevocable instructions to call the Bonds or a portion thereof for redemption shall have been

given, and the whole amount of the principal and the interest and the premium, if any, so due and payable upon all of the Bonds then outstanding or any portion thereof shall be paid, or (i) sufficient moneys, or (ii) direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed by, the United States of America, the principal of and the interest on which when due will provide sufficient moneys, or shall be held in trust for such purpose, and provision shall also be made for paying all fees and expenses for the redemption, then and in that case the Bonds issued hereunder or any designated portion thereof shall no longer be deemed outstanding or entitled to the pledges created under this ordinance.

Section 6.     Deposit and Application of Bond Proceeds; Surplus to Bond Fund.  
Premium received for the Bonds, if any, shall be deposited into the Airport Authority Bond Fund ("Bond Fund") and used to pay interest on the Bonds. The Treasurer is hereby authorized and directed to deposit the remaining proceeds of the Bonds in a separate fund ("Bond Proceeds Fund") to pay for: (1) the cost of the Project and all other costs and expenses incurred in connection with the Project; and (2) costs of issuance of the Bonds. Except as described in this Section, the Bond Proceeds Fund may not be used for any other purpose. The Bond Proceeds Fund shall, in accordance with IC 5-13, be deposited, at interest, with the depository or depositories of other public funds of the Airport Authority, and all interest collected on it belongs to the fund. Any surplus remaining from the proceeds of the Bonds after all costs and expenses are fully paid shall, in accordance with IC 5-1-13, either be paid into and become a part of the Airport Authority's Bond Fund for the Bonds; or used to reduce the rate or amount of ad valorem property taxes imposed by the Airport Authority.

Section 7.     Covenant to Levy Tax and Pledge to Bondholders. In order to provide for the payment of the principal of and interest on the Bonds, there shall be levied in each year upon



all taxable property in the District, real and personal, and collected, a tax in an amount and in such manner sufficient to meet and pay the principal of and interest on the Bonds as they become due and the proceeds of this tax are hereby pledged solely to the payment of the Bonds. Such tax proceeds shall be deposited into the Bond Fund and used to pay the principal of and interest on the Bonds, when due, together with any fiscal agency charges. If the funds deposited into the Bond Fund are then insufficient to meet and pay the principal of and interest on the Bonds as they become due, then the Airport Authority covenants to transfer other available funds of the Airport Authority to meet and pay the principal and interest then due on the Bonds.

Notwithstanding any other provision of this ordinance, the Airport Authority may enter into an agreement with the Registrar and Paying Agent in which the Registrar agrees that upon any default or insufficiency in the payment of principal of and interest on the Bonds as provided in this ordinance, the Registrar will immediately, without any direction, security or indemnity, file a claim with the Treasurer of the State of Indiana for an amount equal to principal and interest in default and consents to the filing of any such claim by a bondholder in the name of the Registrar for deposit with the Registrar.

If the Secretary is designated as the Registrar and Paying Agent or if the agreement referred to in the preceding paragraph is not in place, the Airport Authority covenants, under IC 6-1.1-20.6-10, to determine if the Bond Fund has sufficient funds to pay the principal of and interest on the Bonds at least five (5) days before such payments are due. If the Bond Fund is not sufficient because of the operation of the tax credits granted under the provisions of IC 6-1.1-20.6, the Airport Authority agrees to the following:

(a) The Secretary shall determine or cause to be determined the amount of the deficiency in the Bond Fund ("Deficiency"); and

(b) The Deficiency shall be immediately reported and a claim filed by the Airport Authority with the Treasurer of the State of Indiana for an amount equal to such Deficiency.

Section 8. Tax Covenants and Representations. In order to preserve the exclusion of interest on the Bonds from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986, as existing on the date of issuance of the Bonds and the Regulations in effect and applicable to the Bonds on the date of issuance of the Bonds (collectively, "Code") and as an inducement to purchasers of the Bonds, the Board represents, covenants and agrees that:

(a) The Project will be available for use by members of the general public. Use by a member of the general public means use by natural persons not engaged in a trade or business. No person or entity other than the Airport Authority or another state or local governmental unit will use more than 10% of the proceeds of the Bonds or property financed by the Bond proceeds other than as a member of the general public. No person or entity other than the Airport Authority or another state or local governmental unit will own property financed by Bond proceeds or will have any actual or beneficial use of such property pursuant to a lease, a management or incentive payment contract, arrangements such as take-or-pay or output contracts or any other type of arrangement that conveys other special legal entitlements and differentiates that person's or entity's use of such property from use by the general public, unless such uses in the aggregate relate to no more than 10% of the proceeds of the Bonds. If the Airport Authority enters into a management contract for the Project, the terms of the contract will comply with IRS Revenue Procedure 2017-13, as it may be amended, supplemented or superseded from time to time, so that the contract will not give rise to private business use under the Code and the



Regulations, unless such use in aggregate relates to no more than 10% of the proceeds of the Bonds.

(b) No more than 10% of the principal of or interest on the Bonds is (under the terms of the Bonds, this ordinance or any underlying arrangement), directly or indirectly, secured by an interest in property used or to be used for any private business use or payments in respect of any private business use or payments in respect of such property or to be derived from payments (whether or not to the Airport Authority) in respect of such property or borrowed money used or to be used for a private business use.

(c) No more than 5% of the Bond proceeds will be loaned to any person or entity other than another state or local governmental unit. No more than 5% of the Bond proceeds will be transferred, directly or indirectly, or deemed transferred to a nongovernmental person in any manner that would in substance constitute a loan of the Bond proceeds.

(d) The Airport Authority reasonably expects, as of the date hereof, that the Bonds will not meet either the private business use test described in paragraph (a) and (b) above or the private loan test described in paragraph (c) above during the entire term of the Bonds.

(e) No more than 5% of the proceeds of the Bonds will be attributable to private business use as described in (a) and private security or payments described in (b) attributable to unrelated or disproportionate private business use. For this purpose, the private business use test is applied by taking into account only use that is not related to any governmental use of proceeds of the issue (Unrelated Use) and use that is related but disproportionate to any governmental use of those proceeds (Disproportionate Use).

(f) The Airport Authority will not take any action nor fail to take any action with respect to the Bonds that would result in the loss of the exclusion from gross income for federal

tax purposes on the Bonds pursuant to Section 103 of the Code, nor will the Airport Authority act in any other manner which would adversely affect such exclusion. The Airport Authority covenants and agrees not to enter into any contracts or arrangements which would cause the Bonds to be treated as private activity bonds under Section 141 of the Code.

(g) It shall be not an event of default under this ordinance if the interest on any Bond is not excludable from gross income for federal tax purposes or otherwise pursuant to any provision of the Code which is not currently in effect and in existence on the date of issuance of the Bonds.

(h) These covenants are based solely on current law in effect and in existence on the date of delivery of such Bonds.

(i) The Airport Authority represents that:

(1) The Airport Authority is a governmental unit with general taxing powers, which powers include the power to impose taxes of general applicability that, when collected, may be used for the general purposes of the Airport Authority;

(2) The Bonds are not private activity bonds as defined in Section 141 of the Code;

(3) At least 95% of the net proceeds of the Bonds will be used for local governmental activities of the Airport Authority or of a governmental unit, the jurisdiction of which is entirely within the jurisdiction of the Airport Authority;

(4) The aggregate face amount of all tax-exempt bonds (other than private activity bonds) issued by the Airport Authority and all units subordinate to the Airport Authority, including on-behalf-of issuers and subordinate entities as those terms are

defined in Regulations Section 1.148-8(c)(2), is not reasonably expected to exceed \$5,000,000 in calendar year 2018; and

(5) The Airport Authority has not been formed or availed of to otherwise avoid the purposes of the \$5,000,000 size limitation.

Therefore, the Airport Authority meets the requirements of Section 148(f)(4)(D) of the Code and will not have to rebate any arbitrage profits to the United States.

(j) The Airport Authority represents that:

(1) The Bonds are not private activity bonds as defined in Section 141 of the Code;

(2) The Airport Authority hereby designates the Bonds as qualified tax-exempt obligations for purposes of Section 265(b) of the Code;

(3) The reasonably anticipated amount of qualified tax-exempt obligations (including qualified 501(c)(3) obligations and tax-exempt leases but excluding other private activity bonds) which will be issued by the Airport Authority, and all entities subordinate to the Airport Authority during 2018 does not exceed \$10,000,000; and

(4) The Airport Authority will not designate more than \$10,000,000 of qualified tax-exempt obligations during 2018.

Therefore, the Bonds qualify for the exception in the Code from the disallowance of 100% of the deduction by financial institutions of interest expense allocable to newly acquired tax-exempt obligations.

(k) Notwithstanding any other provisions of this ordinance, the covenants and authorizations contained in this ordinance ("Tax Sections") which are designed to preserve the exclusion of interest on the Bonds from gross income under federal law ("Tax Exemption") need



not be complied with if the Airport Authority receives an opinion of nationally recognized bond counsel that compliance with any Tax Section is unnecessary to preserve the Tax Exemption.

Section 9. Debt Limit Not Exceeded. The Airport Authority represents and covenants that the Bonds herein authorized, when combined with other outstanding indebtedness of the Airport Authority, will not exceed any applicable constitutional or statutory limitation on the Airport Authority's indebtedness.

Section 10. Severability. If any section, paragraph or provision of this ordinance shall be held to be invalid or unenforceable for any reason, the invalidity or unenforceability of such section, paragraph or provision shall not affect any of the remaining provisions of this ordinance.

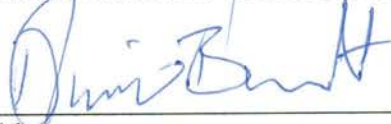
Section 11. Repeal of Conflicting Provisions. All ordinances, or parts thereof, in conflict with the provisions of this ordinance, are, to the extent of such conflict, hereby repealed or amended.

Section 12. Amendments to Ordinance. This ordinance may, from time to time hereafter, be amended without the consent of the owners of the Bonds, if in the sole discretion of the Board, such amendment shall not adversely affect the rights of the owners of any of the Bonds.

Section 13. Effective Date. This ordinance shall be in full force and effect immediately upon its passage.


PASSED and adopted by the Board of the Logansport/Cass County Airport Authority,  
this 12<sup>TH</sup> day of November, 2018.

BOARD OF THE LOGANSPORT/CASS  
COUNTY AIRPORT AUTHORITY



\_\_\_\_\_  
President

ATTEST:



\_\_\_\_\_  
Secretary

## EXHIBIT A

Avgas Fuel System	Replacement of the 100 Low Lead fuel system to a self contained unit at the apron
Demolition of Fuel Farm, Avgas System Maintenance/ Snow Equipment Hangar	Closure of underground fuel pipe by State standard, demo of fuel farm New construction of an approximate 40X60 Mx/ heavy equipment hangar
Demolition of Maintenance Hangar (3)	Demo of three hangars on SW lot, available for future corporate construction
Parking Lot Expansion 196 spaces	Expansion of parking lot in the South lot ("grass parking lot")

## APPENDIX C





## FORM OF BOND COUNSEL OPINION

Upon delivery of the Bonds in definitive form, Ice Miller LLP,  
Bond Counsel, proposes to render the following opinion with  
respect to the Bonds substantially in the form set forth below.

\_\_\_\_\_, 2018

\_\_\_\_\_  
\_\_\_\_\_

Re: Logansport/Cass County Airport Authority  
General Obligation Bonds of 2018  
Total Issue: \$950,000  
Dated: \_\_\_\_\_, 2018

Ladies and Gentlemen:

We have acted as bond counsel in connection with the issuance by the Logansport/Cass County Airport Authority ("Issuer") of \$950,000 of its General Obligation Bonds of 2018, dated \_\_\_\_\_, 2018 ("Bonds"). We have examined the law and the certified transcript of proceedings of the Issuer had relative to the authorization, issuance and sale of the Bonds and such other papers as we deem necessary to render this opinion. We have relied upon the certified transcript of proceedings and certificates of public officials of the Issuer, including the Issuer's tax covenants and representations ("Tax Representations"), and we have not undertaken to verify any facts by independent investigation.

Based upon our examination, we are of the opinion, as of the date hereof, as follows:

1. The Bonds are the valid and binding general obligations of the Issuer.
2. The Bonds are payable from an ad valorem tax levied and collected on all taxable property of the Logansport/Cass County Airport District; however, the Issuer's collection of the levy may be limited by operation of IC 6-1.1-20.6, which provides taxpayers with tax credits for property taxes attributable to different classes of property in an amount that exceeds certain percentages of the gross assessed value of that property. The Issuer is required by law to fully fund the payment of principal of and interest on the Bonds in an amount sufficient to pay the debt service, regardless of any reduction in property tax collections due to the application of such tax credits.
3. Under statutes, decisions, regulations and rulings existing on this date, interest on the Bonds is exempt from income taxation in the State of Indiana ("State"). This opinion relates only to the exemption of interest on the Bonds from State income taxes.

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\_\_\_\_\_, 2018

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4. Under federal statutes, decisions, regulations and rulings existing on this date, the interest on the Bonds is excludable from gross income for purposes of federal income taxation pursuant to Section 103 of the Internal Revenue Code of 1986, as amended, and is not a specific preference item for purposes of the federal alternative minimum tax, but it is included in adjusted current earnings in calculating corporate alternative minimum taxable income for taxable years that began prior to January 1, 2018. This opinion is conditioned on continuing compliance by the Issuer with the Tax Representations. Failure to comply with the Tax Representations could cause interest on the Bonds to lose the exclusion from gross income for purposes of federal income taxation retroactive to the date of issuance of the Bonds.

We have not been engaged nor have we undertaken to review the accuracy, completeness or sufficiency of the Offering Circular or any other offering material relating to the Bonds and we express no opinion relating thereto.

It is to be understood that the rights of the owners of the Bonds and the enforceability thereof may be subject to bankruptcy, insolvency, reorganization, moratorium and other similar laws affecting creditors' rights heretofore or hereafter enacted and that their enforcement may be subject to the exercise of judicial discretion in accordance with general principles of equity. It is to be understood that the rights of the owners of the Bonds and the enforceability thereof may be subject to the valid exercise of the constitutional powers of the Issuer, the State and the United States of America.

Very truly yours,

## APPENDIX D



## **APPENDIX D**

**This Appendix D assumes that (a) the winning bidder (the “Purchaser”) is purchasing the Bonds as an Underwriter (as hereinafter defined) and is not purchasing the Bonds with the intent to hold the Bonds for its own account, and (b) Logansport/Cass County Airport Authority (the “Issuer”) and the Purchaser shall agree to the process by which issue price will be established on the date of sale of the Bonds in the event that the Competitive Sale Requirements (as hereinafter defined) are not met. The Purchaser must agree to execute the applicable schedules depending on the sale results.**

(a) By submitting a bid, the Purchaser agrees to assist the Issuer in establishing the issue price of the Bonds and shall execute and deliver to the Issuer at the Closing (as hereinafter defined) for the Bonds written evidence identifying the “Issue Price” as defined in the provisions of Treasury Regulation Section 1.148-1 (“Issue Price Rules”) for the Bonds or similar certificate setting forth the reasonably expected initial offering price to the public or the sales price or prices of the Bonds, together with the supporting pricing wires or equivalent communications, with such modifications as may be appropriate or necessary, in the reasonable judgment of the Purchaser, the Issuer and Bond Counsel. All actions to be taken by the Issuer to establish the Issue Price of the Bonds may be taken on behalf of the Issuer by the Issuer’s municipal advisor identified in the Official Statement (H.J. Umbaugh & Associates, Certified Public Accountants, LLP) and any notice or report to be provided to the Issuer may be provided to the Issuer’s municipal advisor.

(b) For purposes of this Appendix D, the Competitive Sale Requirements will be satisfied in accordance with the provisions of Treasury Regulation Section 1.148-1(f)(3)(i) (the “Competitive Sale Requirements”) for purposes of establishing the Issue Price of the Bonds and will apply to the initial sale of the Bonds if the Issuer receive bids for the Bonds from at least three Underwriters of municipal bonds who have established industry reputations for underwriting new issuances of municipal bonds because:

- (1) the Issuer shall disseminate the Notice of Intent to Sell Bonds (the "Notice") to potential Underwriters in a manner that is reasonably designed to reach potential underwriters;
- (2) all bidders shall have an equal opportunity to bid; and
- (3) the Issuer anticipates awarding the sale of the Bonds to the bidder who submits a firm offer to purchase the Bonds at the highest price (or lowest interest cost) as set forth in the Notice (the requirements set forth in this paragraph (b), collectively, the “Competitive Sale Requirements”).

Any bid submitted pursuant to the Notice shall be considered a firm offer for the purchase of the Bonds, as specified in the bid. If all of the Competitive Sale Requirements are satisfied, the Purchaser shall execute Schedule I if the Purchaser is purchasing the Bonds as an Underwriter.

(c) In the event that the Competitive Sale Requirements are not satisfied, the Issuer shall so advise the Purchaser and the Issuer and the Purchaser (the “Parties”) agree to execute an agreement which will establish which method to determine Issue Price will be employed, a form of which is attached as Schedule II. The methods are as follows:

(1) General Rule

Issue Price will be established by the first price at which 10% of a maturity of the Bonds is sold to the Public (as hereinafter defined) (and if different interest rates apply within a maturity, to each separate CUSIP number within that maturity)(the “10% test”).

Until the 10% test has been satisfied as to each maturity of the Bonds, the Purchaser agrees to promptly report to the Issuer the prices at which the unsold Bonds of that maturity have been sold to the Public. That reporting obligation shall continue, whether or not the Closing Date (as hereinafter defined) has occurred, until the 10% test has been satisfied as to the Bonds of that maturity or until all Bonds of that maturity have been sold;

- OR -

(2) Hold the Price

Issue Price shall be established by applying the Hold the Price Rule (as defined below), which will allow the Issuer to treat the Initial Offering Price (as defined below) to the Public of each such maturity as of the Sale Date as the Issue Price of that maturity, provided the Purchaser agrees that it will neither offer nor sell these maturities to any person at a price that is higher than the Initial Offering Price to the Public during the period starting on the Sale Date and ending on the earlier of the following:

(1) the close of the fifth (5th) business day after the Sale Date; or

(2) the date on which the Purchaser has sold at least 10% of that maturity of the Bonds to the Public at a price that is no higher than the Initial Offering Price to the Public.

(the “Hold the Price Rule”). The Purchaser shall promptly advise the Issuer when it has sold 10% of a maturity to the Public at a price that is no higher than the Initial Offering Price to the Public, if that occurs prior to the close of the fifth (5th) business day after the Sale Date.

(d) **The Purchaser will be required to execute a certificate in the form of Schedule III if the Competitive Sale Requirements are not satisfied indicating that all of the requirements set forth in such certificate have been satisfied such as a certification to that the Purchaser has offered or will offer the Bonds to the Public on or before the date of the award at the Initial Offering Price set forth in the bid submitted by the Purchaser. The Purchaser will also be required to provide a copy of the pricing wire or equivalent communication.**

(e) By submitting a bid, each bidder acting as an Underwriter confirms that: (i) any agreement among Underwriters, any selling group agreement and each third-party distribution agreement (to which the bidder is a party) relating to the initial sale of the Bonds to the Public, together with the related pricing wires, contains or will contain language obligating each Underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such third-party distribution agreement, as applicable, (1) to report the prices at which it sells to the Public the unsold Bonds of each maturity allocated to it, whether or not the Closing Date has occurred, until either all Bonds of that maturity allocated to it have been sold or it is notified by the Purchaser that the 10% test has been satisfied as to the Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Purchaser, and (2) to promptly notify the Purchaser of any sales of Bonds that, to its knowledge, are made to a purchaser who is a related party to an underwriter participating in the initial sale of the Bonds to the Public, and (3) to acknowledge that, unless otherwise advised by the underwriter, dealer or broker-dealer, the Purchaser shall assume that each order submitted by the underwriter, dealer or broker-dealer is a sale to the Public, (ii) any agreement among Underwriters or other selling group agreement relating to the initial sale of the Bonds to the Public, together with the related pricing wires, contains or will contain language obligating each Underwriter or dealer that is a party to a third-party distribution agreement to be employed in connection with the initial sale of the Bonds to the Public to require each broker-dealer that is a party to such third-party distribution agreement to report the prices at which it sells to the Public the unsold Bonds of each maturity allocated to it, whether or not the Closing Date has occurred, until either all Bonds of that maturity allocated to it have been sold or it is notified by the Purchaser or such Underwriter that the 10% test has been satisfied as to the Bonds of that maturity, provided that, the reporting obligation after the Closing Date may be at reasonable periodic intervals or otherwise upon request of the Purchaser or such Underwriter.

(f) Sales of any Bonds to any person that is a related party to an Underwriter participating in the initial sale of the Bonds to the Public shall not constitute sales to the Public for purposes of this Appendix D. Further, for purposes of this Appendix:

- (1) “Public” means any person other than an Underwriter or a related party,
- (2) “Underwriter” means (A) any person that agrees pursuant to a written contract with the Issuer (or with the lead Underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the Public),
- (3) a purchaser of any of the Bonds is a “related party” to an Underwriter if the Underwriter and the purchaser are subject, directly or indirectly, to (A) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (B) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships

(including direct ownership by one partnership of another), or (C) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other),

- (4) “Sale Date” means the date that the Bonds are awarded by the Issuer to the winning bidder,
- (5) “Closing” and “Closing Date” mean the day the Bonds are delivered to the Purchaser and payment is made thereon to the Issuer, and
- (6) “Initial Offering Prices” means the respective initial offering prices of the Bonds offered by the Purchaser to the Public on or before the Sale Date as set forth in the pricing wire or equivalent communication for the Bonds provided to the Issuer by the Purchaser.



**Schedule I**  
**\$950,000**  
**GENERAL OBLIGATION BONDS OF 2018**  
**ISSUE PRICE CERTIFICATE**

The undersigned, on behalf of [NAME OF UNDERWRITER] (“[SHORT NAME OF UNDERWRITER]”), hereby certifies as set forth below with respect to the sale of the above-captioned obligation (the “Bonds”).

1. ***Reasonably Expected Initial Offering Price.***

- (a) As of the Sale Date, the reasonably expected initial offering prices of the Bonds to the Public by [SHORT NAME OF UNDERWRITER] are the prices listed in Schedule A (the “Expected Offering Prices”). The Expected Offering Prices are the prices for the Maturities of the Bonds used by [SHORT NAME OF UNDERWRITER] in formulating its bid to purchase the Bonds. Attached as Schedule B is a true and correct copy of the bid provided by [SHORT NAME OF UNDERWRITER] to purchase the Bonds.
- (b) [SHORT NAME OF UNDERWRITER] was not given the opportunity to review other bids prior to submitting its bid.
- (c) The bid submitted by [SHORT NAME OF UNDERWRITER] constituted a firm offer to purchase the Bonds.

2. ***Defined Terms.***

- (a) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.
- (b) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the Public).
- (c) *Sale Date* means the first day on which there is a binding contract in writing for the sale or exchange the Bonds. The Sale Date of the Bonds is December 11, 2018.

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [SHORT NAME OF UNDERWRITER]'s interpretation of any laws, including specifically Section 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer with respect to certain of the representations set forth in the [Tax Certificate] and with respect to compliance with the federal income tax rules affecting the Bonds, and by Ice Miller in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of the Internal Revenue Service Form 8038[-G][-GC][-TC], and other federal income tax advice that it may give to the Issuer from time to time relating to the Bonds.

[UNDERWRITER], as [Underwriter]

By: \_\_\_\_\_

Name: \_\_\_\_\_

Dated: [ISSUE DATE]

**SCHEDULE A**  
**EXPECTED OFFERING PRICES**  
*(Attached)*

**SCHEDULE B**  
**COPY OF UNDERWRITER'S BID**  
*(Attached)*

**Schedule II**  
**AGREEMENT TO ESTABLISH ISSUE PRICE**

The Logansport/Cass County Airport Authority (the “Issuer”) offered its General Obligation Bonds of 2018 (the Bonds”) through a competitive offering in compliance with state law. For federal tax law purposes, Issue Price as defined in Treasury Regulations Section 1.148-1(f) (the “Issue Price Regulations”) must be established by one of the methods set forth in Issue Price Regulations. One of the methods to establish Issue Price is to offer the Bonds to achieve a Competitive Sale as defined by the Issue Price Regulations by meeting specific requirements under the Issue Price Regulation. Although the Issuer achieved a competitive sale to comply with state law, one or more of the requirements for a Competitive Sale, for federal tax law purposes, was not achieved. The Issue Price Regulations provide if more than one rule for determining the Issue Price of the Bonds is available, the Issuer may select the rule it will use to determine the Issue Price of the Bonds.

On the date hereof, the Purchaser represents that the first price at which at least 10% of each maturity of the Bonds listed on Exhibit I was sold to the Public (as defined in Schedule A) is the respective price listed on Exhibit I. For the remaining maturities of the Bonds (the “Unsold Maturities”) the Issuer has determined and the Purchaser agrees that Issue Price will be established as set forth in Schedule A as attached.

**[PURCHASER]**

**By:** \_\_\_\_\_  
**Authorized Representative**

**Logansport/Cass County Airport  
Authority**

**By:** \_\_\_\_\_

## SCHEDULE A

This Schedule A sets forth as of the date hereof, the agreement between Logansport/Cass County Airport Authority (the “Issuer”) and \_\_\_\_\_ (the “Purchaser”) on the method by which Issue Price, as defined in Treasury Regulations Section 1.148-1(f) (the “Issue Price Regulations”) for the Unsold Bonds (as defined in Schedule II) must be established (the “Agreement”).

Based on the Agreement, the Issuer and the Purchaser have determined that Issue Price for the Unsold Bonds will be established by:

Check one, as applicable:

- \_\_\_\_\_ (1) General Rule (the “10% test”) set forth below in (1); or  
\_\_\_\_\_ (2) “Hold the Price Rule” set forth below in (2).

### SELECTION OF METHOD OF ISSUE PRICE ESTABLISHMENT

The methods are as follows:

(1) General Rule

Issue Price will be established by the first price at which 10% of a maturity of the Bonds is sold to the Public (and if different interest rates apply within a maturity, to each separate CUSIP number within that maturity).

Until the 10% test has been satisfied as to each maturity of the Bonds, the Purchaser agrees to promptly report to the Issuer the prices at which the unsold Bonds of that maturity have been sold to the Public provided that, the winning bidder’s reporting obligation after the Closing Date may be at reasonable, periodic intervals or otherwise upon request of the Issuer of bond counsel. That reporting obligation shall continue, whether or not the Closing Date has occurred, until the 10% test has been satisfied as to the Bonds of that maturity or until all Bonds of that maturity have been sold.

- OR -

(2) Hold the Price

Issue Price shall be established by applying the Hold the Price Rule (as defined below), which will allow the Issuer to treat the Initial Offering Price to the Public of each such maturity of the Bonds as of the Sale Date as the issue price of that maturity, provided the Purchaser agrees that it will neither offer nor sell these maturities to any person at a price that is higher than the Initial Offering Price to the Public during the period starting on the Sale Date and ending on the earlier of the following:

- (1) the close of the fifth (5th) business day after the Sale Date; or

(2) the date on which the Purchaser has sold at least 10% of that maturity of the Bonds to the Public at a price that is no higher than the Initial Offering Price to the Public.

(the “Hold the Price Rule”). The Purchaser will advise the Issuer promptly after the close of the fifth (5<sup>th</sup>) business day after the Sale Date whether it has sold 10% of a maturity to the Public at a price that is no higher than the Initial Offering Price to the Public.

## **DEFINITIONS OF GENERAL APPLICABILITY**

“Public” shall mean any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter (as defined below) or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly

"Underwriter" means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead Underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a third party distribution agreement participating in the initial sale of the Bonds to the Public).

A purchaser of any of the Bonds is a “related party” to an Underwriter if the Underwriter and the purchaser are subject, directly or indirectly, to (i) more than 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and

“Sale Date” means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is December 11, 2018.

“Closing” and “Closing Date” mean the day the Bonds are delivered to the Purchaser and payment is made thereon to the Issuer.

**[FORM TO USE WHEN GENERAL RULE OR SPECIAL RULE OF COMBINATION OF BOTH  
RULES APPLIES]**

**Schedule III**

**\$950,000**

**GENERAL OBLIGATION BONDS OF 2018**

**ISSUE PRICE CERTIFICATE**

The undersigned, on behalf of [NAME OF UNDERWRITER/REPRESENTATIVE] ( [“[SHORT NAME OF UNDERWRITER]”][the “Representative”])[, on behalf of itself and [NAMES OF OTHER UNDERWRITERS] (together, the “Underwriting Group”),] hereby certifies as set forth below with respect to the sale and issuance of the above-captioned obligations (the “Bonds”).

Select appropriate provisions below:

1. [Alternative 1<sup>1</sup> – All Maturities Use General Rule: *Sale of the Bonds*. As of the date of this certificate, for each Maturity of the Bonds, the first price at which at least 10% of such Maturity of the Bonds was sold to the Public is the respective price listed in Schedule A.][Alternative 2<sup>2</sup> – Select Maturities Use General Rule: *Sale of the General Rule Maturities*. As of the date of this certificate, for each Maturity of the General Rule Maturities, the first price at which at least 10% of such Maturity of the Bonds was sold to the Public is the respective price listed in Schedule A.][Alternative 3<sup>3</sup>-Issue Price not required on Closing Date and Select Maturities Use General Rule]: As of the date of this certificate, the General Rule Maturities and their respective issue prices (the first price at which 10% of such Maturity was sold to the Public) are listed in Schedule A. [SHORT NAME OF UNDERWRITER] certifies that it agreed in its [bid form][bond purchase agreement] to report to the Issuer the prices at which the Unsold Bonds have been sold to the Public within 5 business days of such sale until [SHORT NAME OF UNDERWRITER] can establish the first price at which at least 10% test of each Maturity of the Unsold Bonds has been sold to the Public.]

2. ***Initial Offering Price of the [Bonds][Hold-the-Offering-Price Maturities].***

(a) [Alternative 1<sup>4</sup> – All Maturities Use Hold-the-Offering-Price Rule: [SHORT NAME OF UNDERWRITER][The Underwriting Group] offered the Bonds to the Public for purchase at the respective initial offering prices listed in Schedule A (the “Initial Offering Prices”) on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.][Alternative 2<sup>5</sup> – Select Maturities Use Hold-the-Offering-Price Rule: [SHORT NAME OF

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<sup>1</sup> If Alternative 1 is used, delete the remainder of paragraph 1 and all of paragraph 2 and renumber paragraphs accordingly.

<sup>2</sup> If Alternative 2 is used, delete Alternative 1 of paragraph 1 and use each Alternative 2 in paragraphs 2(a) and (b).

<sup>3</sup> If Alternative 3 is used, delete the remainder of paragraph 1 and all of paragraph 2 and renumber paragraphs accordingly.

<sup>4</sup> If Alternative 1 is used, delete all of paragraph 1 and renumber paragraphs accordingly.

<sup>5</sup> Alternative 2(a) of paragraph 2 should be used in conjunction with Alternative 2 in paragraphs 1 and 2(b).

UNDERWRITER][The Underwriting Group] offered the Hold-the-Offering-Price Maturities to the Public for purchase at the respective initial offering prices listed in Schedule A (the “Initial Offering Prices”) on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Bonds is attached to this certificate as Schedule B.]

(b) [Alternative 1 – All Maturities use Hold-the-Offering-Price Rule: As set forth in the [Notice of Intent to Sell Bonds][bond sale notice], [SHORT NAME OF UNDERWRITER][the members of the Underwriting Group] [has][have] agreed in writing that, (i) for each Maturity of the Bonds, [it][they] would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any third-party distribution agreement shall contain the agreement of each broker-dealer who is a party to the third-party distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) has offered or sold any Maturity of the Bonds at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period. [Alternative 2 - Select Maturities Use Hold-the-Offering-Price Rule: As set forth in the [Bond Purchase Agreement][Notice of Sale and bid award], [SHORT NAME OF UNDERWRITER][the members of the Underwriting Group] [has][have] agreed in writing that, (i) for each Maturity of the Hold-the-Offering-Price Maturities, [it][they] would neither offer nor sell any of the Bonds of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) any selling group agreement shall contain the agreement of each dealer who is a member of the selling group, and any third-party distribution agreement shall contain the agreement of each broker-dealer who is a party to the third-party distribution agreement, to comply with the hold-the-offering-price rule. Pursuant to such agreement, no Underwriter (as defined below) has offered or sold any Maturity of the Hold-the-Offering-Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Bonds during the Holding Period.

(c) [To be used when the Bonds were subject to a failed competitive bidding process and the Issuer elected to apply the hold the price rule and the bidder confirmed its bid and agreed to comply with hold the price]. The Bonds were originally subject to a competitive bidding process. Attached as Schedule C hereto is the notification received by [SHORT NAME OF UNDERWRITER] that the Issuer elected to invoke the hold-the-offering-price rule and the [SHORT NAME OF UNDERWRITER]’s confirmation of its bid and its agreement to comply with the hold the offering price rule.

### 3. ***Defined Terms.***

[(a) *General Rule Maturities* means those Maturities of the Bonds listed in Schedule A hereto as the “General Rule Maturities.”]

[(b) *Hold-the-Offering-Price Maturities* means those Maturities of the Bonds listed in Schedule A hereto as the “Hold-the-Offering-Price Maturities.”]

[(c) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date ([DATE]), or (ii) the date on which the [SHORT NAME OF UNDERWRITER][the Underwriters] [has][have] sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.]

(d) *Issuer* means Logansport/Cass County Airport Authority.



(e) *Maturity* means Bonds with the same credit and payment terms. Bonds with different maturity dates, or Bonds with the same maturity date but different stated interest rates, are treated as separate maturities.

(f) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a related party to an Underwriter. The term “related party” for purposes of this certificate generally means any two or more persons who have greater than 50 percent common ownership, directly or indirectly.

(g) *Sale Date* means the first day on which there is a binding contract in writing for the sale of a Maturity of the Bonds. The Sale Date of the Bonds is December 11, 2018.

(h) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Bonds to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Bonds to the Public (including a member of a selling group or a party to a third-party distribution agreement participating in the initial sale of the Bonds to the Public).

The representations set forth in this certificate are limited to factual matters only. Nothing in this certificate represents [NAME OF UNDEWRITING FIRM][the Representative’s] interpretation of any laws, including specifically Sections 103 and 148 of the Internal Revenue Code of 1986, as amended, and the Treasury Regulations thereunder. The undersigned understands that the foregoing information will be relied upon by the Issuer[ and the Borrower] with respect to certain of the representations set forth in the [Tax Certificate] and with respect to compliance with the federal income tax rules affecting the Bonds, and by Ice Miller in connection with rendering its opinion that the interest on the Bonds is excluded from gross income for federal income tax purposes, the preparation of Internal Revenue Service Form 8038[-G][-GC][-TC], and other federal income tax advice it may give to the Issuer [and the Borrower] from time to time relating to the Bonds.

[UNDERWRITER][REPRESENTATIVE]

By: \_\_\_\_\_  
Name: \_\_\_\_\_

Dated: [ISSUE DATE]

**SCHEDULE A**  
**SALE PRICES OF THE GENERAL RULE MATURITIES AND**  
**INITIAL OFFERING PRICES OF THE HOLD-THE-OFFERING-PRICE MATURITIES**  
*(Attached)*

**SCHEDULE B**  
**PRICING WIRE OR EQUIVALENT COMMUNICATION**  
*(Attached)*

**SCHEDULE C**  
**CERTIFICATE OF INVOCATION OF HOLD THE PRICE RULE AND CONFIRMATION OF**  
**BID**

[Defined terms should correspond to those in the Bid Form]

The Issuer hereby notifies \_\_\_\_\_, as the winning bidder (the "Purchaser") for the General Obligation Bonds of 2018 (the "Bonds") that the Issuer has determined to apply the hold the price rule (as described in the Bid Form dated \_\_\_\_\_, 20\_\_) to the Bonds maturing \_\_\_\_\_, \_\_\_\_\_ and \_\_\_\_\_. (the "Hold the Price Maturities"). The Purchaser's bid will be cancelled and deemed withdrawn unless the Purchaser affirmatively confirms its bid and agrees to comply with the hold the price rule by executing and **[faxing/e-mailing]** the confirmation below by \_\_\_\_:00 **[a.m./p.m.]**.

**Logansport/Cass County Airport**  
**Authority**

**By:** \_\_\_\_\_

The Purchaser hereby acknowledges the Issuer's intention to apply the hold the price rule to the "Hold the Price Maturities". The Purchaser confirms its bid with respect to the Bonds and agrees to comply with the hold the price rule with respect to the Hold the Price Maturities.

**[PURCHASER]**

**By:** \_\_\_\_\_