

NEW ISSUE — BOOK-ENTRY ONLY

RATINGS: SEE “RATINGS” HEREIN

In the opinion of Co-Bond Counsel, under existing law, interest on the Series 2010 Bonds is excludable from gross income for federal income tax purposes except for any period a Series 2010 Bond is held by a person who, within the meaning of section 147(a) of the Internal Revenue Code of 1986, as amended, is a “substantial user” or a “related person” to a “substantial user” of the facilities refinanced with the proceeds of the Series 2010 Bonds, as described under “TAX MATTERS” herein, and the Series 2010 Bonds are “private activity bonds” the interest on which is not, pursuant to the American Recovery and Reinvestment Act of 2009, a specific preference item or included in a corporation’s adjusted current earnings for purposes of the alternative minimum tax. See “TAX MATTERS” herein for a discussion of the opinion of Co-Bond Counsel.



\$93,730,000
CITY OF HOUSTON, TEXAS
AIRPORT SYSTEM
SUBORDINATE LIEN REVENUE
REFUNDING BONDS, SERIES 2010
(Variable Rate Non-AMT/Private Activity)

**Interest Accrual Date:** Date of Delivery**CUSIP:** 4423484B1**Due:** July 1, 2030

The City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2010 (Non-AMT) (the “Series 2010 Bonds”) are being issued as variable rate bonds and initially will accrue interest at a Weekly Interest Rate during a Weekly Interest Rate Period. The initial Weekly Interest Rate for the Series 2010 Bonds will be determined by the Underwriter. Thereafter, while the Series 2010 Bonds accrue interest at a Weekly Interest Rate, the Weekly Interest Rate for the Series 2010 Bonds will be determined by Citigroup Global Markets Inc., the initial Remarketing Agent. The Series 2010 Bonds will be issued in fully registered form in denominations of \$100,000 or any integral multiples of \$5,000 in excess thereof. For descriptions of the method of determination of the interest rates, interest periods, Interest Payment Dates and certain other terms applicable to the Series 2010 Bonds, see “THE SERIES 2010 BONDS,” and APPENDIX B, herein.

Principal of and premium, if any, on the Series 2010 Bonds will be paid at maturity or redemption only upon presentation and surrender of the Series 2010 Bonds at the principal corporate trust office of the Paying Agent/Registrar, initially Wells Fargo Bank, National Association. The Series 2010 Bonds, when issued, will be registered in the name of Cede & Co., as registered owner and nominee for The Depository Trust Company, New York, New York (“DTC”), which will act as securities depository for the Series 2010 Bonds, until DTC resigns or is discharged. The Series 2010 Bonds will be available to purchasers only in book-entry form. For as long as Cede & Co. is the exclusive registered owner of the Series 2010 Bonds, the principal of and interest on the Series 2010 Bonds will be payable by the Paying Agent/Registrar to DTC, which will be responsible for making such payments to DTC Participants for subsequent remittance to the owners of beneficial interests in the Series 2010 Bonds. The purchasers of the Series 2010 Bonds will not receive certificates representing their beneficial ownership interests therein.

Principal of and interest on the Series 2010 Bonds and the purchase price of Series 2010 Bonds tendered or deemed tendered and not remarketed by the Remarketing Agent will be payable from an irrevocable direct-pay letter of credit (the “Letter of Credit”) issued by Barclays Bank PLC (the “Credit Facility Provider” or the “Bank”). See “THE LETTER OF CREDIT AND THE REIMBURSEMENT AGREEMENT” and “THE CREDIT FACILITY PROVIDER.”



Subject to certain limitations and conditions described herein under “THE LETTER OF CREDIT AND THE REIMBURSEMENT AGREEMENT,” an alternate credit facility may be substituted for the Letter of Credit. Any substitution of an alternate credit facility will trigger a mandatory tender of the Series 2010 Bonds. See “THE SERIES 2010 BONDS—Tenders and Purchases.” The Letter of Credit will expire on December 21, 2012, unless otherwise extended or earlier terminated as described therein.

At the direction of the City and upon compliance with the conditions set forth in the Ordinance, the Series 2010 Bonds may be converted to bear interest for a Daily Interest Rate Period, Two-Day Interest Rate Period, Short-Term Interest Rate Period or Long-Term Interest Rate Period as set forth herein. While bearing interest at a Weekly Interest Rate, interest on the Series 2010 Bonds is payable on the first Business Day of each month commencing January 3, 2011. The Series 2010 Bonds will be subject to optional and mandatory sinking fund redemption prior to maturity and are also subject to optional and mandatory tender for purchase as described herein. See “THE SERIES 2010 BONDS—Redemption.”

The Series 2010 Bonds are special obligations of the City that, together with the Outstanding Subordinate Lien Bonds and any Additional Subordinate Lien Bonds hereafter issued, are payable from and equally and ratably secured by a lien on the Net Revenues of the Houston Airport System, subject and subordinate to the prior and superior lien of Outstanding Senior Lien Obligations and Additional Senior Lien Obligations, if any, all as defined and provided in any ordinance authorizing the issuance of such bonds, and certain Funds established pursuant to such ordinances. See “COVENANTS AND TERMS OF THE ORDINANCE.”

THE SERIES 2010 BONDS DO NOT CONSTITUTE AN INDEBTEDNESS OR GENERAL OBLIGATION OF THE CITY. OWNERS OF THE SERIES 2010 BONDS SHALL NEVER HAVE THE RIGHT TO DEMAND PAYMENT OF THE PRINCIPAL OF OR INTEREST ON OR PURCHASE PRICE OF THE SERIES 2010 BONDS FROM ANY FUNDS RAISED OR TO BE RAISED BY TAXATION.

This cover page is not intended to be a summary of the terms of, or the security for, the Series 2010 Bonds. Investors are advised to read the Official Statement in its entirety to obtain information essential to the making of an informed investment decision.

The Series 2010 Bonds are offered by the Underwriter listed below when, as and if issued by the City and accepted by the Underwriter, subject to the approving opinion of the Attorney General of the State of Texas and the opinion of Vinson & Elkins L.L.P., Houston, Texas, and Bates & Coleman, P.C., Houston, Texas, Co-Bond Counsel for the City, as to the validity of the issuance of the Series 2010 Bonds under the Constitution and the laws of the State of Texas. Certain matters will be passed upon for the City by its Special Disclosure Co-Counsel, Fulbright & Jaworski L.L.P., Houston, Texas and Escamilla, Poneck & Cruz LLP., Houston, Texas. Certain other legal matters will be passed upon for the Underwriter by its counsel, Bracewell & Giuliani LLP, Houston, Texas. The Series 2010 Bonds are expected to be available for delivery through the facilities of DTC on or about December 21, 2010 (“Date of Delivery”).

THE SERIES 2010 BONDS HAVE NOT BEEN REGISTERED UNDER THE SECURITIES ACT OF 1933, AS AMENDED, IN RELIANCE UPON EXEMPTIONS CONTAINED IN SUCH ACT. THE REGISTRATION OR QUALIFICATION OF THE SERIES 2010 BONDS IN ACCORDANCE WITH APPLICABLE PROVISIONS OF SECURITIES LAW OF THE STATES IN WHICH THE SERIES 2010 BONDS HAVE BEEN REGISTERED OR QUALIFIED AND THE EXEMPTION FROM REGISTRATION OR QUALIFICATION IN OTHER STATES CANNOT BE REGARDED AS A RECOMMENDATION THEREOF. THE SERIES 2010 BONDS HAVE NOT BEEN RECOMMENDED BY ANY FEDERAL OR STATE SECURITIES COMMISSION OR REGULATORY AUTHORITY. FURTHERMORE, THE FOREGOING AUTHORITIES HAVE NOT CONFIRMED THE ACCURACY OR DETERMINED THE ADEQUACY OF THIS OFFICIAL STATEMENT. ANY REPRESENTATION TO THE CONTRARY MAY BE A CRIMINAL OFFENSE.

This Official Statement includes descriptions and summaries of certain events, matters and documents. Such descriptions and summaries do not purport to be complete and all such descriptions, summaries and references thereto are qualified in their entirety by reference to this Official Statement in its entirety and to each such document, copies of which may be obtained from the City. Any statements made in this Official Statement or the appendices hereto involving matters of opinion or estimates, whether or not so expressly stated, are set forth as such and not as representations of fact, and no representation is made that any of such opinions or estimates will be realized.

The Underwriter has provided the following sentence for inclusion in this Official Statement. The Underwriter has reviewed the information in this Official Statement in accordance with, and as part of, its respective responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriter does not guarantee the accuracy or completeness of such information.

This Official Statement is delivered in connection with the sale of securities referred to herein and may not be reproduced or used, in whole or in part, for any other purposes. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy nor shall there be any sale of the Series 2010 Bonds in any jurisdiction in which it is unlawful to make such offer, solicitation, or sale. No dealer, salesperson, or other person has been authorized by the City to give any information or to make any representation other than those contained herein, and, if given or made, such other information or representation must not be relied upon as having been authorized by the City, the Underwriter, or any other person. The information and expressions of opinion herein are subject to change without notice, and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the matters described herein since the date hereof.

The prices and other terms respecting the offering and sale of the Series 2010 Bonds may be changed from time to time by the Underwriter after such Bonds are released for sale, and the Series 2010 Bonds may be offered and sold at prices other than the initial offering prices, including to dealers who may sell the Series 2010 Bonds into investment accounts.

IN CONNECTION WITH THIS OFFERING, THE UNDERWRITER MAY OVERALLOT OR EFFECT TRANSACTIONS WHICH STABILIZE OR MAINTAIN THE MARKET PRICES OF THE SERIES 2010 BONDS AT A LEVEL ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

City of Houston, Texas

ELECTED OFFICIALS

Annise D. Parker, Mayor

Ronald C. Green, City Controller

CITY COUNCIL

Council Member, District A.....	Brenda Stardig	Council Member, District H.....	Edward Gonzales
Council Member, District B.....	Jarvis Johnson	Council Member, District I.....	James G. Rodriguez
Council Member, District C.....	Anne Clutterbuck	Council Member, At-Large Position 1.....	Stephen C. Costello
Council Member, District D.....	Wanda Adams	Council Member, At-Large Position 2.....	Sue Lovell
Council Member, District E.....	Mike Sullivan	Council Member, At-Large Position 3.....	Melissa Noriega
Council Member, District F.....	Al Hoang	Council Member, At-Large Position 4.....	C.O. "Brad" Bradford
Council Member, District G.....	Oliver Pennington	Council Member, At-Large Position 5.....	Jolanda "Jo" Jones

APPOINTED OFFICIALS

City Attorney	David M. Feldman
Director, Department of Finance	Michelle Mitchell
Director, Houston Airport System	Mario C. Diaz
City Secretary	Anna Russell

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Co-Bond Counsel.....	Vinson & Elkins L.L.P. Bates & Coleman, P.C.
Co-Special Disclosure Counsel.....	Fulbright & Jaworski L.L.P. Escamilla, Poneck & Cruz LLP

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Office of the City Attorney.....	Gary L. Wood Sameera Mahendru
Department of Finance.....	Jennifer Olenick Veronica Lizama
Chief Financial Advisor, Mayor's Office	James Moncur
Office of the City Controller.....	Shawnell Holman-Smith Asha Patnaik Kendrack Lewis

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OFFICIAL STATEMENT

\$93,730,000
CITY OF HOUSTON, TEXAS
AIRPORT SYSTEM
SUBORDINATE LIEN REVENUE
REFUNDING BONDS, SERIES 2010
(Non-AMT)

The City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2010 (Non-AMT) (the "Series 2010 Bonds") are being issued as variable rate bonds and initially will accrue interest at a Weekly Interest Rate during a Weekly Interest Rate Period. The Series 2010 Bonds are subject to conversion, at the option of the City of Houston, Texas (the "City") and subject to certain restrictions, to bonds that bear interest in other Interest Rate Periods. See "THE SERIES 2010 BONDS". The Series 2010 Bonds are being issued pursuant to Chapters 1201, 1207, 1371 and 1503, Texas Government Code, as amended, an ordinance adopted by the City Council of the City on November 17, 2010 (the "Ordinance"), and an Officers' Pricing Certificate authorized by the Ordinance.

Principal of and interest on the Series 2010 Bonds and the purchase price of Series 2010 Bonds tendered and not remarketed by Citigroup Global Markets Inc. (the "Remarketing Agent") will be payable from an irrevocable direct pay letter of credit (the "Letter of Credit") issued by Barclays Bank PLC (the "Credit Facility Provider" or the "Bank"). The Letter of Credit is scheduled to expire on December 21, 2012, unless extended or earlier terminated in accordance with its terms as described in this Official Statement. See "SECURITY FOR THE SERIES 2010 BONDS," and "THE LETTER OF CREDIT AND THE REIMBURSEMENT AGREEMENT."

Brief descriptions and summaries of the Series 2010 Bonds, the Houston Airport System and the Ordinance are included in this Official Statement. References herein to the Series 2010 Bonds and the Ordinance are qualified in their entirety by reference to the Ordinance and the form of the Series 2010 Bonds included therein. A glossary of defined terms is included as APPENDIX B, and unless otherwise specifically defined, capitalized terms used herein have the meanings set out in APPENDIX B. Houston Airport System Fund financial statements for the Fiscal Year ended June 30, 2010 are included in APPENDIX A.

PURPOSE AND PLAN OF FINANCING

The Series 2010 Bonds

Proceeds of the sale of the Series 2010 Bonds will be used to (i) refund the City's Airport System Subordinate Lien Revenue Refunding Bonds, Series 2005A (AMT) (the "Refunded Bonds") and (ii) pay the costs of issuance of the Series 2010 Bonds.

The Refunded Bonds

A portion of the proceeds of the Series 2010 Bonds, together with other available funds will be deposited directly with Wells Fargo Bank, National Association, the paying agent for the Refunded Bonds (the "Refunded Bonds Paying Agent") in an amount sufficient to pay the principal of and interest on the Refunded Bonds on December 21, 2010 (the "Redemption Date").

In the opinion of Co-Bond Counsel for the City, by making such deposit with the Refunded Bonds Paying Agent, the City will have made firm banking and financial arrangements for the discharge and final payment of the Refunded Bonds pursuant to the provisions of Chapter 1207, Texas Government Code, as amended. Thereafter, the Refunded Bonds will be deemed to be fully paid and no longer outstanding except for the purpose of being paid from the funds deposited with the Refunded Bonds Paying Agent.

The City has provided notice of conditional optional redemption to the owners of the Refunded Bonds of the date of redemption and the redemption price of par, plus accrued interest. The Refunded Bonds will be redeemed on the Redemption Date, subject to the issuance of the Series 2010 Bonds on such date. The City may rescind the notice of redemption of the Refunded Bonds if the Series 2010 Bonds are not issued on the Redemption Date.

SOURCES AND USES OF FUNDS

The following table summarizes the estimated sources and uses of proceeds of the Series 2010 Bonds:

Sources of Funds:	
Principal Amount of the Series 2010 Bonds	\$93,730,000
Total Sources of Funds	<u>\$93,730,000</u>
Uses of Funds:	
Deposit to Refunded Bonds Paying Agent.....	\$92,900,000
Underwriters' Discount	203,328
Costs of Issuance ⁽¹⁾	<u>626,672</u>
Total Uses of Funds.....	<u>\$93,730,000</u>

⁽¹⁾ Includes legal fees, financial advisory fees, rating agency fees, fees of the Paying Agent/Registrar, and other costs of issuance.

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THE SERIES 2010 BONDS

This Official Statement only describes the Series 2010 Bonds while they bear interest in a Weekly Interest Rate Period. If the Series 2010 Bonds are converted to a Daily Interest Rate Period, Two-Day Interest Period, Short-Term Interest Rate Period or Long-Term Interest Rate Period, the City will prepare a new or supplemental offering document describing the Series 2010 Bonds in such Interest Rate Period. Holders of Series 2010 Bonds bearing interest in any Interest Rate Period other than the Weekly Rate Period should not rely on this Official Statement. For descriptions of the method of determination of the interest rates during the Weekly Interest Rate Period, conversions to other interest periods and certain other terms applicable to the Series 2010 Bonds, see the provisions of this section below and APPENDIX B hereto.

General

Interest on the Series 2010 Bonds shall be paid on each Interest Payment Date, any redemption date, any Conversion date, and on the Maturity Date therefor. During the Weekly Interest Rate Period, interest on the Series 2010 Bonds shall accrue on the basis of the actual number of days elapsed and a year of 365 days (366 days in a leap year). The Series 2010 Bonds shall bear interest from and including the Issuance Date until payment of the principal or redemption price thereof shall have been made or provided for in accordance with the Ordinance, whether at stated maturity, upon prior redemption or otherwise. Interest on each Series 2010 Bond shall be payable on each Interest Payment Date for each such Series 2010 Bond for the period commencing on the next preceding Interest Payment Date (or if no interest has been paid thereon, commencing on the Issuance Date) and ending on the day next preceding such Interest Payment Date. However, if, as shown by the records of the Paying Agent/Registrar, interest on the Series 2010 Bonds is in default, Series 2010 Bonds issued in exchange for Series 2010 Bonds surrendered for registration of transfer or exchange shall bear interest from the date to which interest has been paid in full on the Series 2010 Bonds so surrendered or, if no interest has been paid on such Series 2010 Bonds, from the Issuance Date thereof. No Series 2010 Bonds shall, at any time, bear interest in excess of the Maximum Lawful Rate. Unless otherwise expressly provided, all times refer to New York, New York time.

Determination of Weekly Interest Rates

While the Series 2010 Bonds are in the Weekly Interest Rate Period, the Series 2010 Bonds shall bear interest at the Weekly Interest Rate, which shall be determined by the Remarketing Agent by 5:00 p.m. on each Tuesday during the Weekly Interest Rate Period, or if such day is not a Business Day, then on the next succeeding Business Day. The first Weekly Interest Rate for each Weekly Interest Rate Period shall be determined on or prior to the first day of such Weekly Interest Rate Period and shall apply to the period commencing on the first day of such Weekly Interest Rate Period and ending on and including the next succeeding Tuesday. Thereafter, each Weekly Interest Rate shall apply to the period commencing on and including Wednesday and ending on and including the next succeeding Tuesday, unless such Weekly Interest Rate Period ends on a day other than Tuesday, in which event the last Weekly Interest Rate for such Weekly Interest Rate Period shall apply to the period commencing on and including the Wednesday preceding the last day of such Weekly Interest Rate Period and ending on and including the last day of such Weekly Interest Rate Period.

Each Weekly Interest Rate with respect to the Series 2010 Bonds shall be the rate of interest per annum determined by the Remarketing Agent (based on an examination of tax-exempt obligations comparable, in the judgment of the Remarketing Agent, to the Series 2010 Bonds and known by the Remarketing Agent to have been priced or traded under then prevailing market conditions) to be the minimum interest rate which, if borne by the Series 2010 Bonds, would enable the Remarketing Agent to sell all of the Series 2010 Bonds on the effective date of that rate at a price (without regard to accrued interest) equal to the principal amount thereof.

If the Remarketing Agent fails to establish a Weekly Interest Rate for any week with respect to the Series 2010 Bonds bearing interest at such rate, then the Weekly Interest Rate for such week with respect to such Series 2010 Bonds shall be the same as the immediately preceding Weekly Interest Rate if such Weekly Interest Rate was determined by the Remarketing Agent. If the immediately preceding Weekly Interest Rate was not determined by the Remarketing Agent, or if the Weekly Interest Rate determined by the Remarketing Agent is held to be invalid or unenforceable by a court of law, then the Weekly Interest Rate for such week shall be equal to 110% of the SIFMA Index, or if such index is no longer available, 85% of the interest rate on 30-day high-grade unsecured commercial paper notes sold through dealers by major corporations as reported in The Wall Street Journal on the day such Weekly Interest Rate would otherwise be determined as provided in the Ordinance for such Weekly Interest Rate Period, until a weekly interest rate has been duly established by the Remarketing Agent.

Conversion of Interest Rate Periods

Notice Upon Converting Interest Rate

At the direction of the Authorized Representative, from time to time, the Series 2010 Bonds may be converted, in whole, from a Weekly Interest Rate Period to another Interest Rate Period as provided in the Ordinance. Prior to any conversion to another Interest Rate Period, the Paying Agent/Registrar will provide 30 days notice to the holders of the Series 2010 Bonds of the Interest Rate Period to which the Series 2010 Bonds are being converted, the proposed effective date of such conversion, the date upon which the Series 2010 Bonds will be subject to mandatory tender, and the tender price. For specific information concerning conversions to a particular Interest Rate Period, see "APPENDIX B."

Rescission of Election

Notwithstanding anything in the Ordinance, in connection with any Conversion of the Interest Rate Period for the Series 2010 Bonds, the Authorized Representative shall have the right to deliver to the Paying Agent/Registrar, the Remarketing Agent, the Tender Agent, and the Credit Facility Provider, on or prior to 10:00 a.m. on the second Business Day preceding the effective date of any such Conversion a notice to the effect that the City elects to rescind its election to make such Conversion. If the City rescinds its election to make such Conversion, then the Series 2010 Bonds shall bear interest at a Weekly Interest Rate commencing on the date which would have been the effective date of the Conversion. In any event, if notice of a Conversion has been mailed to the Holders of such Series 2010 Bonds as provided in the Ordinance and the City rescinds its election to make such Conversion, then the Series 2010 Bonds shall continue to be subject to mandatory tender for purchase on the date which would have been the effective date of the Conversion as provided in the Ordinance.

Certain Additional Conditions to Conversion

No Conversion from one Interest Rate Period to another Interest Rate Period shall take effect under the Ordinance unless each of the following conditions, to the extent applicable, shall have been satisfied:

- (i) The City shall have provided notice to the Credit Facility Provider, and each rating agency then rating the Series 2010 Bonds, with a copy of such notice(s) to the Paying Agent/Registrar and the Remarketing Agent.
- (ii) With respect to the new Interest Rate Period, there shall be in effect a Credit Facility or Liquidity Facility if and as required under the Ordinance.
- (iii) The Paying Agent/Registrar shall have received a Favorable Opinion of Counsel with respect to such Conversion dated the effective date of such Conversion.
- (iv) In the case of any Conversion with respect to which there shall be no Credit Facility or Liquidity Facility in effect to provide funds for the purchase of Series 2010 Bonds on the Conversion Date, the remarketing proceeds available on the Conversion Date shall not be less than the amount required to purchase all of the Series 2010 Bonds at the Tender Price (not including any premium).

Failure to Meet Conditions

In the event that any condition to the Conversion of the Series 2010 Bonds shall not have been satisfied as provided in the Ordinance, then the Series 2010 Bonds shall bear interest at a Weekly Interest Rate commencing on the date which would have been the effective date of the Conversion. The Series 2010 Bonds shall continue to be subject to mandatory tender for purchase on the date which would have been the effective date of the Conversion as provided in the Ordinance.

Redemption

Optional Redemption

Series 2010 Bonds bearing interest at Weekly Interest Rates shall be subject to optional redemption by the City, in whole or in part, on any Business Day, at a redemption price of 100% of the principal amount thereof plus accrued interest, if any, to the redemption date.

The City may redeem Bank Bonds, at its option, at any time, upon one Business Day's notice of redemption to the Credit Facility Provider and the Paying Agent/Registrar, unless a longer notice period is required by the Credit Facility, at a

redemption price of 100% of the principal amount of the Bank Bonds to be redeemed plus accrued interest, if any, to the redemption date.

Mandatory Sinking Fund Redemption

The Series 2010 Bonds shall be redeemed in part on July 1 in each year listed below, at a redemption price equal to 100% of the principal amount redeemed plus accrued interest thereon to the redemption date, in the principal amount set forth below next to such year:

<u>Year</u>	<u>Principal Amount</u>	<u>Year</u>	<u>Principal Amount</u>
2011	\$ 100,000	2021	\$ 305,000
2012	125,000	2022	305,000
2013	200,000	2023	305,000
2014	200,000	2024	305,000
2015	200,000	2025	305,000
2016	200,000	2026	16,645,000
2017	200,000	2027	17,250,000
2018	200,000	2028	17,855,000
2019	200,000	2029	18,860,000
2020	200,000	2030	19,770,000

Partial Redemption

Upon any partial optional redemption of Series 2010 Bonds, the Paying Agent/Registrar shall allocate the principal amount of Series 2010 Bonds redeemed against the next Series 2010 Bonds to be redeemed under mandatory sinking fund redemption.

Selection of Bonds to be Redeemed

In the case of any redemption in part of the Series 2010 Bonds, the Series 2010 Bonds to be redeemed shall be selected by the Paying Agent/Registrar, subject to any requirements provided in the Series 2010 Bonds. A redemption of Series 2010 Bonds shall be a redemption of the whole or of any part of the Series 2010 Bonds, provided that there shall be no partial redemption of less than \$5,000. If less than all the Series 2010 Bonds shall be called for redemption, the particular Series 2010 Bonds to be redeemed shall be selected by the Paying Agent/Registrar, in such manner as the Paying Agent/Registrar in its discretion may deem fair and appropriate consistent with the requirements provided in the Series 2010 Bonds; provided, however that (a) the portion of any Series 2010 Bond to be redeemed under any provision of the Ordinance shall be in the principal amount of \$5,000 or any multiple thereof, (b) in selecting Series 2010 Bonds for redemption, the Paying Agent/Registrar shall treat each Series 2010 Bond as representing that number of Series 2010 Bonds which is obtained by dividing the principal amount of such Series 2010 Bond by \$5,000, (c) to the extent practicable, the Paying Agent/Registrar will not select any Series 2010 Bond for partial redemption if the amount of such Series 2010 Bond remaining Outstanding would be reduced by such partial redemption to less than the Authorized Denomination and (d) Bank Bonds shall be redeemed prior to any Series 2010 Bonds which are not Bank Bonds. If there shall be called for redemption less than all of a Series 2010 Bond, the City shall execute and deliver and the Paying Agent/Registrar shall authenticate, upon surrender of such Series 2010 Bond, and at the expense of the City and without charge to the owner thereof, a replacement Series 2010 Bond in the principal amount of the unredeemed balance of the Series 2010 Bond so surrendered.

At its option, to be exercised on or before the 45th day next preceding any mandatory sinking fund redemption date for Series 2010 Bonds, the City may deliver to the Paying Agent/Registrar for cancellation Series 2010 Bonds of the appropriate maturity in any aggregate principal amount which have been purchased by the City in the open market. Each Series 2010 Bond so delivered shall be credited by the Paying Agent/Registrar at 100% of the principal amount thereof against the mandatory scheduled redemption requirement for Series 2010 Bonds on such mandatory redemption date; and any excess of such amount shall be credited against future mandatory scheduled redemption requirements in chronological order. The City, will, on or before the 45th day preceding each mandatory scheduled redemption date, furnish the Paying Agent/Registrar with a certificate, signed by an Authorized Representative, stating the extent to which the provisions of the first sentence of this paragraph are to be availed of with respect to such mandatory redemption requirements for such

mandatory redemption date; unless such certificate is timely furnished to the Paying Agent/Registrar, the mandatory redemption requirements for such mandatory redemption date shall not be reduced under the provisions of this paragraph.

Notice of Redemption

In the event any of the Series 2010 Bonds are called for redemption, the Paying Agent/Registrar shall give notice, in the name of the City, of the redemption of such Series 2010 Bonds, which notice shall (i) specify the Series 2010 Bonds to be redeemed, the redemption date, the redemption price, and the place or places where amounts due upon such redemption will be payable (which shall be the principal corporate trust office of the Paying Agent/Registrar) and, if less than all of the Series 2010 Bonds are to be redeemed, the numbers of the Series 2010 Bonds, and the portions of the Series 2010 Bonds, to be redeemed, (ii) state any condition to such redemption, and (iii) state that on the redemption date, and upon the satisfaction of any such condition, the Series 2010 Bonds to be redeemed shall cease to bear interest. CUSIP number identification shall accompany all redemption notices. Such notice may set forth any additional information relating to such redemption. Such notice shall be given by mail, postage prepaid, at least 30 days but not more than 60 days prior to the date fixed for redemption to each Holder of Series 2010 Bonds to be redeemed at its address shown on the registration books kept by the Paying Agent/Registrar; provided, however, that failure to give such notice to any Bondholder or any defect in such notice shall not affect the validity of the proceedings for the redemption of any of the other Series 2010 Bonds. The Paying Agent/Registrar shall send a second notice of redemption by certified mail return receipt requested to any registered Holder who has not submitted Series 2010 Bonds called for redemption 30 days after the redemption date, provided, however, that the failure to give any second notice by mailing, or any defect in such notice, shall not affect the validity of any proceedings for the redemption of any of the Series 2010 Bonds and the Paying Agent/Registrar shall not be liable for any failure by the Paying Agent/Registrar to send any second notice. A copy of any notice of redemption shall be simultaneously sent to the Remarketing Agent.

Tenders and Purchases

Optional Tender During Weekly Interest Rate Period

During any Weekly Interest Rate Period, any Series 2010 Bonds (other than a Bank Bond) bearing interest at a Weekly Interest Rate shall be purchased in an Authorized Denomination (provided that the amount of any such Series 2010 Bonds retained shall also be in an Authorized Denomination) at the option of the Bondholder on any Business Day at a purchase price equal to the Tender Price, payable in immediately available funds, upon delivery to the Tender Agent at its Principal Office for delivery of Series 2010 Bonds, to the Paying Agent/Registrar at its Principal Office, and to the Remarketing Agent, of an irrevocable written notice which states the principal amount of such Series 2010 Bonds, the principal amount thereof to be purchased and the date on which the same shall be purchased, which date shall be a Business Day not prior to the seventh day after the date of the delivery of such notice to the Tender Agent. Any notice delivered to the Tender Agent after 3:00 p.m. New York, New York time, shall be deemed to have been received on the next succeeding Business Day. For payment of the Tender Price on the Tender Date, such Series 2010 Bonds must be delivered at or prior to 10:00 a.m., New York, New York time, on the Tender Date to the Tender Agent at its Principal Office for delivery of Series 2010 Bonds accompanied by an instrument of transfer, in form satisfactory to the Tender Agent executed in blank by the Bondholder or its duly authorized attorney, with such signature guaranteed by a commercial bank, trust company, or member firm of the New York Stock Exchange.

During any Weekly Interest Rate Period for which the book-entry-only system is in effect, any irrevocable written notice referred to above shall be executed and delivered by the Participant to the Tender Agent and Paying Agent and Remarketing Agent. Upon confirmation by the Securities Depository to the Tender Agent that such Participant has an ownership interest in the Series 2010 Bonds at least equal to the amount of Series 2010 Bonds specified in such irrevocable written notice, payment of the Tender Price of such Series 2010 Bonds shall be made by 3:00 p.m., New York, New York time, or as soon as practicably possible thereafter, upon the receipt by the Tender Agent of the Tender Price as set forth in the Ordinance on the Business Day specified in the notice and upon the transfer on the registration books of the Securities Depository of the beneficial ownership interest in such Series 2010 Bonds tendered for purchase to the account of the Tender Agent, or a Participant acting on behalf of such Tender Agent, at or prior to 10:00 a.m., New York, New York time, on the date specified in such notice.

Mandatory Tender for Purchase on First Day of Each Interest Rate Period

The Series 2010 Bonds shall be subject to mandatory tender for purchase on each Conversion Date to a new Interest Rate Period (or in the case of failure to meet the required conditions to Conversion of the City's rescission of the Conversion after a Conversion notice has been provided to Bondholders, on the day which would have been the first day of an Interest Rate Period) at the Tender Price, payable in immediately available funds. For payment of the Tender Price on

the Tender Date, Series 2010 Bonds must be delivered at or prior to 10:00 a.m., New York, New York time, on the Tender Date. If delivered after that time, the Tender Price shall be paid on the next succeeding Business Day.

Mandatory Tender for Purchase upon Termination, Replacement or Expiration of Credit Facility; Credit Facility Default Mandatory Tender

If at any time the Paying Agent/Registrar gives notice, in accordance with the Ordinance, that the Series 2010 Bonds tendered for purchase shall, on the date specified in such notice, cease to be subject to purchase pursuant to the Credit Facility then in effect as a result of the termination, replacement or expiration of the term, as extended, of that Credit Facility, including but not limited to termination at the option of the City in accordance with the terms of such Credit Facility, then the Series 2010 Bonds shall be subject to mandatory tender for purchase at the Tender Price. Any such purchase of the Series 2010 Bonds shall occur: (1) on the fifth Business Day preceding any such expiration or termination of such Credit Facility without replacement by an Alternate Credit Facility, and (2) on the proposed date of the replacement of a Credit Facility, in any case where an Alternate Credit Facility is to be delivered to the Tender Agent pursuant to the Ordinance.

In addition, during such time as a Credit Facility is in effect for the Series 2010 Bonds, the Series 2010 Bonds shall be subject to mandatory tender for purchase (such tender referred to as a "Credit Facility Default Tender") at the Tender Price on the fifth Business Day after receipt by the Paying Agent and Tender Agent of a written notice from the Credit Facility Provider that an "event of default" (as defined under such Credit Facility or under the related Credit Facility Provider Agreement) has occurred and is continuing and a written request from the Credit Facility Provider that all of the Series 2010 Bonds be required to be tendered for purchase.

In the case of any mandatory tender pursuant to this subsection, the existing Credit Facility will be drawn to pay the Tender Price, if necessary, rather than the Alternate Credit Facility. No such mandatory tender will be effected upon the replacement of a Credit Facility in the case where the Credit Facility is failing to honor conforming draws.

Payment of the Tender Price of any such Series 2010 Bonds shall be made in immediately available funds by 3:00 p.m. on the Tender Date upon delivery of such Series 2010 Bonds to the Tender Agent at its Principal Office for delivery of Series 2010 Bonds, accompanied by an instrument of transfer, in form satisfactory to the Tender Agent, executed in blank by the Bondholder with the signature of such Bondholder guaranteed by a commercial bank, trust company or member firm of the New York Stock Exchange, at or prior to 10:00 a.m. on the Tender Date.

Notice of Mandatory Tender for Purchase

In connection with any mandatory tender for purchase of Series 2010 Bonds, the Paying Agent/Registrar shall give the notice required by the Ordinance. Such notice shall state (i) in the case of a mandatory tender for purchase on the first day of a new Interest Rate Period, the type of Interest Rate Period to commence on such mandatory purchase date; (ii) in the case of a mandatory tender for purchase upon termination, replacement or expiration of a Credit Facility, that the Credit Facility will expire, terminate or be replaced (as applicable) and that the Series 2010 Bonds will no longer be payable from the Credit Facility then in effect and that any rating applicable to such Series 2010 Bonds may be reduced or withdrawn; (iii) that the Tender Price of any Series 2010 Bonds subject to mandatory tender for purchase shall be payable only upon surrender of that Series 2010 Bond to the Tender Agent at its Principal Office for delivery of Series 2010 Bonds, accompanied by an instrument of transfer, in form satisfactory to the Tender Agent, executed in blank by the Bondholder or its duly-authorized attorney, with such signature guaranteed by a commercial bank, trust company or member firm of the New York Stock Exchange; (iv) that, provided that moneys sufficient to effect such purchase shall have been provided through the remarketing of such Series 2010 Bonds by the Remarketing Agent, through the Credit Facility or funds provided by the City, all Series 2010 Bonds subject to mandatory tender for purchase shall be purchased on the mandatory Tender Date; and (v) that if any Holder of a Series 2010 Bonds subject to mandatory tender for purchase does not surrender such Series 2010 Bonds to the Tender Agent for purchase on the mandatory Tender Date, then such Series 2010 Bonds shall be deemed to be an Undelivered Bond, that no interest shall accrue on that Series 2010 Bonds on and after the mandatory Tender Date and that the Holder shall have no rights under the Ordinance other than to receive payment of the Tender Price.

The Paying Agent/Registrar shall give notice of mandatory tender for purchase by first class mail to the Holders of the Series 2010 Bonds as follows: (i) in connection with a mandatory tender for purchase on the first day of a new Interest Rate Period, notice shall be provided not less than 30 days prior to the proposed effective date of the new Interest Rate Period, (ii) in connection with a mandatory tender for purchase of Series 2010 Bonds that constitutes a Credit Facility Default Tender, notice shall be provided not less than three days prior to the Tender Date, (iii) in connection with a

mandatory tender in connection with the termination, expiration or replacement of a Credit Facility, notice shall be provided on or before the 10th day preceding the expiration, termination or proposed replacement of the Credit Facility.

Irrevocable Notice Deemed to be Tender of Series 2010 Bonds; Undelivered Bonds

The giving of notice by a Holder of Series 2010 Bonds bearing interest at a Weekly Interest Rate in connection with an optional tender for purchase by the Holder shall constitute the irrevocable tender for purchase of each Series 2010 Bond with respect to which such notice is given regardless of whether that Series 2010 Bond is delivered to the Tender Agent for purchase on the relevant Tender Date.

The Tender Agent may refuse to accept delivery of any Series 2010 Bonds for which a proper instrument of transfer has not been provided. However, such refusal shall not affect the validity of the purchase of such Series 2010 Bonds as described in the Ordinance. If any Holder of a Series 2010 Bond who has given notice of tender for purchase in connection with an optional tender of Series 2010 Bonds bearing interest at a Weekly Interest Rate or any Holder of a Series 2010 Bonds subject to mandatory tender for purchase shall fail to deliver that Series 2010 Bond to the Tender Agent at the place and on the Tender Date and at the time specified, or shall fail to deliver that Series 2010 Bond properly endorsed, that Series 2010 Bond shall constitute an Undelivered Bond. If funds in the amount of the purchase price of the Undelivered Bond are available for payment to the Holder thereof on the Tender Date and at the time specified, then from and after the Tender Date and time of that required delivery (A) the Undelivered Bond shall be deemed to be purchased and shall no longer be deemed to be Outstanding under the Ordinance; (B) interest shall no longer accrue on the Undelivered Bond; and (C) funds in the amount of the Tender Price of the Undelivered Bond shall be held uninvested by the Paying Agent/Registrar for the benefit of the Holder thereof (provided that the Holder shall have no right to any investment proceeds derived from such funds), to be paid on delivery (and proper endorsement) of the Undelivered Bond to the Tender Agent at its Principal Office for delivery of Series 2010 Bonds.

Draws on Credit Facility for Tender Price Payments

The Letter of Credit is the initial Credit Facility under the Ordinance. While the Letter of Credit is in effect, if there is not a sufficient amount of money available from remarketing proceeds to pay the Tender Price of tendered Series 2010 Bonds on a Tender Date, the Tender Agent will draw on the Letter of Credit to the extent of such insufficiency in order to pay the Tender Price.

Optional Payment of Tender Price by the City

If all or a portion of the Series 2010 Bonds tendered for purchase cannot be remarketed and the Credit Facility Provider fails to purchase all or any part of the unremarketed portion of such tendered Series 2010 Bonds in accordance with the Credit Facility on a Tender Date, the City may at its option, but shall not be obligated to, pay to the Tender Agent on a Tender Date immediately available funds (together with any remarketing proceeds and any funds provided under the Credit Facility) sufficient to pay the Tender Price on the Series 2010 Bonds tendered for purchase. The Tender Agent shall deposit the amount paid by the City, if any, in the City Purchase Account of the Bond Purchase Fund pending application of the money to the payment of the Tender Price as set forth in the Ordinance.

Remarketing and Determination of Interest Rate

Upon a mandatory tender or notice of optional tender for purchase of Series 2010 Bonds, the Remarketing Agent shall offer for sale and use its best efforts to sell such Series 2010 Bonds on the same date designated for purchase thereof in accordance with the Ordinance and, if not remarketed on such date, thereafter until sold, at a price equal to par plus accrued interest, with such interest being calculated as if such Series 2010 Bonds were not a Bank Bond. Proceeds of the sale by the Remarketing Agent will be delivered to the Tender Agent for deposit into the Remarketing Account of the Bond Purchase Fund. The Series 2010 Bonds shall not be remarketed to the City if the Credit Facility Provider has not failed to honor a properly presented and conforming draw. The Remarketing Agent shall determine the rate of interest for Series 2010 Bonds during each Interest Rate Period and shall furnish to the Paying Agent/Registrar and the City each rate of interest so determined as provided in the Ordinance.

Purchase of the Series 2010 Bonds, Sources and Deposits of Tender Price

The Series 2010 Bonds required to be purchased with respect to an optional or mandatory tender in accordance with the Ordinance shall be purchased from the Holders thereof, on the Tender Date and at the Tender Price. Funds for the payment of the Tender Price shall be received by the Tender Agent from the following sources and used in the order of priority indicated:

(i) proceeds of the sale of the Series 2010 Bonds remarketed pursuant to the Ordinance and the Remarketing Agreement and furnished to the Tender Agent by the Remarketing Agent for deposit into the Remarketing Account of the Bond Purchase Fund;

(ii) money furnished by the Credit Facility Provider to the Tender Agent for deposit into the Credit Facility Purchase Account of the Bond Purchase Fund from a draw on the Credit Facility, (provided that moneys from draws on the Credit Facility shall not be used to purchase Bank Bonds or Series 2010 Bonds from the City); and

(iii) money, if any, furnished by the City at its option to the Tender Agent for deposit into the City Purchase Account of the Bond Purchase Fund for the purchase of the Series 2010 Bonds by the City.

Money held in the Bond Purchase Fund shall be held uninvested by the Tender Agent and will be held exclusively for the benefit of holders of Series 2010 Bonds tendered for purchase.

Method and Place of Payment

The principal and Tender Price of and premium, if any, and interest on the Series 2010 Bonds shall be payable in lawful money of the United States of America. Such amounts shall be paid by the Paying Agent/Registrar on the applicable Payment Dates by wire transfer of immediately available funds to the respective Holders thereof on the applicable Record Date to an account specified by the Holder thereof in a writing delivered to the Paying Agent/Registrar.

Ownership

The City, the Paying Agent/Registrar, and any other person may treat the person in whose name any Series 2010 Bond is registered as the absolute Owner of such Bond for the purpose of making and receiving payment of the principal thereof and premium, if any, thereon, and for the further purpose of making and receiving payment of the interest thereon, and for all other purposes, whether or not such Series 2010 Bond is overdue, and neither the City nor the Paying Agent/Registrar shall be bound by any notice or knowledge to the contrary. All payments made to the person deemed to be the Owner of any Series 2010 Bond in accordance with the Ordinance shall be valid and effectual and shall discharge the liability of the City and the Paying Agent/Registrar upon such Series 2010 Bond to the extent of the sums paid.

Transfers and Exchanges

Beneficial ownership of the Series 2010 Bonds registered in the name of The Depository Trust Company, New York, New York (“DTC”), will initially be transferred as described under “APPENDIX E — DEPOSITORY TRUST COMPANY.”

So long as any Series 2010 Bonds remain Outstanding, the Paying Agent/Registrar shall keep the Register at its designated corporate trust office in which, subject to such reasonable regulations as it may prescribe, the Paying Agent/Registrar shall provide for the registration and transfer of the Series 2010 Bonds in accordance with the terms of the Ordinance. A copy of the Register shall be maintained at an office of the Paying Agent/Registrar in Texas.

Each Series 2010 Bond shall be transferable only upon the presentation and surrender thereof at the designated corporate trust office of the Paying Agent/Registrar, duly endorsed for transfer, or accompanied by an assignment duly executed by the Registered Owner or his authorized representative in form satisfactory to the Paying Agent/Registrar. Upon due presentation and surrender of any Series 2010 Bond for transfer, the Paying Agent/Registrar is required to authenticate and deliver in exchange therefor, within 72 hours after such presentation and surrender, a new Series 2010 Bond or Series 2010 Bonds, registered in the name of the transferee or transferees, in authorized denominations and of the same maturity and aggregate principal amount and bearing interest at the same rate as the Series 2010 Bond or Series 2010 Bonds so presented and surrendered.

In the event the Series 2010 Bonds are not in the DTC book-entry only registration system, all Series 2010 Bonds shall be exchangeable upon the presentation and surrender thereof at the designated corporate trust office of the Paying Agent/Registrar for a Series 2010 Bond or Series 2010 Bonds of the same maturity of the same series and interest rate and in any authorized denomination, in an aggregate principal amount equal to the unpaid principal amount of the Series 2010 Bond or Series 2010 Bonds presented for exchange.

Each Series 2010 Bond delivered in accordance with the Ordinance shall be entitled to the benefits and security of the Ordinance to the same extent as the Series 2010 Bond or Series 2010 Bonds in lieu of which such Series 2010 Bond is delivered.

The City or the Paying Agent/Registrar may require DTC or any subsequent Registered Owner of any Series 2010 Bond to pay a sum sufficient to cover any tax or other governmental charge that may be imposed in connection with the transfer or exchange of such Series 2010 Bond. Any fee or charge of the Paying Agent/Registrar for such transfer or exchange shall be paid by the City.

The Paying Agent/Registrar shall not be required to transfer or exchange any Series 2010 Bond during the 45-day period prior to the date fixed for redemption; provided, however, that such restriction shall not apply to the transfer or exchange by the Registered Owner of the unredeemed portion of any Series 2010 Bond called for redemption in part.

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THE CREDIT FACILITY

The Letter of Credit is the initial Credit Facility for the Series 2010 Bonds under the Ordinance. Upon the expiration, termination or replacement of the Letter of Credit, the Series 2010 Bonds will be subject to mandatory tender for purchase as described herein, and it is expected that the City will prepare a new or supplemental offering document in connection with the subsequent remarketing of the Series 2010 Bonds.

While a Credit Facility for the Series 2010 Bonds is in effect, the Paying Agent/Registrar is directed under the terms of the Ordinance (i) on or before each Interest Payment Date and each other date on which a payment of interest is due either at stated maturity or as a result of any mandatory or optional redemption of such Series 2010 Bonds or otherwise, to make a drawing under such Credit Facility, in accordance with the terms of the Credit Facility, no later than the time provided in such Credit Facility, equal to the interest on Series 2010 Bonds then payable from such Credit Facility due on such date (other than such interest representing a portion of the Tender Price of any Series 2010 Bonds required to be purchased on such date and other than any interest due on Bank Bonds) and to use such drawing to pay such interest due on the Series 2010 Bonds on such date; and (ii) on or before each date on which a payment of principal or redemption premium (if covered by such Credit Facility) is due either at stated maturity or as a result of any mandatory or optional redemption of such Series 2010 Bonds or otherwise (in each case, other than an amount representing the principal portion of the Tender Price of any such Series 2010 Bonds required to be purchased on such date and other than any principal due on Bank Bonds), the Paying Agent/Registrar is directed under the terms of the Ordinance to make a drawing under such Credit Facility, in accordance with the terms of the Credit Facility, no later than the time provided in such Credit Facility on the date such principal or redemption premium (if covered by such Credit Facility) is payable, equal to the amount of such principal or redemption premium payment and to use such drawing to make such payment.

The proceeds of such drawings shall be deposited in the Subordinate Lien Bond Interest and Sinking Fund in a separate account or subaccount separate and apart from any moneys not received pursuant to a draw on a Credit Facility and held uninvested pending application to the payment of interest on and principal of on such Series 2010 Bonds. If the Credit Facility Provider fails to honor a properly presented drawing under the Credit Facility or if the amount of the drawing is for any reason insufficient to pay interest and principal due on the Series 2010 Bonds, the Paying Agent/Registrar shall promptly notify the City of such failure or insufficiency and shall use other money on deposit in the Subordinate Lien Bond Interest and Sinking Fund, if any, to pay interest and principal due on the Series 2010 Bonds on such date.

While a Credit Facility for the Series 2010 Bonds is in effect, the Tender Agent will also draw on the Credit Facility on any Tender Date for the Series 2010 Bonds to the extent of any insufficiency of remarketing proceeds to pay the Tender Price thereof, as further described herein. See “THE SERIES 2010 BONDS—Tenders and Purchases—Draws on Credit Facility for Tender Price Payments.”

The Paying Agent/Registrar shall give notice by first-class mail to the Holders of the Series 2010 Bonds on or before the 10th day preceding the expiration or termination of a Credit Facility in accordance with its terms or the proposed replacement of such Credit Facility. Such notice shall, to the extent applicable, (1) state the date of such expiration, termination or proposed replacement of such Credit Facility, (2) state that the Series 2010 Bonds are subject to mandatory tender for purchase as a result of such expiration, termination or proposed replacement, (3) state the date on which such purchase will occur and set forth the Tender Price.

Prior to the expiration or termination of a Credit Facility relating to the Series 2010 Bonds, the City may provide for the delivery to the Paying Agent/Registrar of an Alternate Credit Facility. Any Alternate Credit Facility delivered to the Paying Agent/Registrar shall be delivered and become effective not later than 10 days prior to the date on which the former Credit Facility terminates or expires. If an Alternate Credit Facility is delivered to the Paying Agent/Registrar and accepted pursuant to the Ordinance, then the Paying Agent/Registrar shall surrender the existing Credit Facility for cancellation, provided that no Credit Facility shall be surrendered until after the date on which Series 2010 Bonds required to be purchased pursuant to the Ordinance have been purchased or deemed purchased in accordance with the Ordinance. If a Credit Facility terminates or is no longer required to be maintained under the Ordinance, the Paying Agent/Registrar will surrender such Credit Facility to the Credit Facility Provider for cancellation in accordance with the terms of the Credit Facility.

SECURITY FOR THE SERIES 2010 BONDS

The Series 2010 Bonds are special obligations of the City that, together with the Outstanding Subordinate Lien Bonds and any Additional Subordinate Lien Bonds hereafter issued, are payable from and are equally and ratably secured by a lien on the Net Revenues of the Houston Airport System and the Subordinate Lien Bond Interest and Sinking Fund, all as defined and provided in the Ordinance. The lien on Net Revenues securing the Series 2010 Bonds and other Subordinate Lien Bonds is junior and subordinate to the lien on Net Revenues securing the Senior Lien Obligations and any additional Senior Lien Obligations hereafter issued. For definitions of certain capitalized terms used herein see APPENDIX B. See also “DEBT SERVICE REQUIREMENTS OF HOUSTON AIRPORT SYSTEM BONDS.”

The Series 2010 Bonds do not constitute a general obligation of the City. Owners of the Series 2010 Bonds shall never have the right to demand payment of principal of or interest on or purchase price of the Series 2010 Bonds from any funds raised or to be raised by taxation.

Net Revenues. Net Revenues means Gross Revenues remaining after the deduction of the Operation and Maintenance Expenses of the Houston Airport System. See APPENDIX B.

Gross Revenues. Subject to the exclusions noted below, Gross Revenues means all income and revenues derived directly or indirectly by the City from the operation and use of and otherwise pertaining to the Houston Airport System, or any part thereof, whether resulting from extensions, enlargements, repairs, betterments or other improvements to the Houston Airport System, or otherwise, and includes, except to the extent hereinafter expressly excluded, all revenues received by the City from the Houston Airport System, including, without limitation, all rentals, rates, fees and other charges for the use of the Houston Airport System, or for any service rendered by the City in the operation thereof, interest and other income realized from the investment or deposit of amounts credited to any fund, except as set forth below, required to be maintained pursuant to the Ordinance or any other ordinance authorizing the issuance of Houston Airport System Bonds. See APPENDIX B.

Gross Revenues expressly exclude: (1) proceeds of any Houston Airport System Bonds and Inferior Lien Bonds; (2) interest or other investment income derived from Houston Airport System Bond proceeds deposited to the credit of any construction fund, or applied to fund capitalized interest, or interest or investment income required to be retained in the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Reserve Fund or the Operation and Maintenance Reserve Fund or any escrow fund in order to accumulate therein any amount or balance required to be accumulated or maintained therein pursuant to any ordinance authorizing any series of Houston Airport System Bonds; (3) any moneys received as grants, appropriations, or gifts, the use of which is limited by the grantor or donor to the construction or acquisition of the Houston Airport System facilities, except to the extent any such moneys shall be received as payments for the use of the Houston Airport System facilities; (4) any revenues derived from any Special Facilities which are pledged to the payment of Special Facilities Bonds; (5) insurance proceeds other than loss of use or business interruption insurance proceeds; (6) the proceeds of any passenger facility charge or other per-passenger charge as may be authorized under federal law including, but not limited to, those revenues defined as PFC Revenues; (7) sales and other taxes collected by the Houston Airport System on behalf of the State of Texas and any other taxing entities; (8) Federal Payments received by the Houston Airport System unless the City first receives an opinion from nationally recognized bond counsel to the effect that such payments, if included in Gross Revenues, would not cause the interest on the Houston Airport System Bonds to be includable within the gross income of the Owners thereof for federal income tax purposes; (9) the net proceeds received by the City from the disposition of any Houston Airport System property; (10) Excluded Fee and Charge Revenues for periods after the Amendment Effective Date (as defined in Appendix B); and (11) any Taxable Bond Credit Revenues for periods after the Amendment Effective Date (as defined in Appendix B). See “COVENANTS AND TERMS OF THE ORDINANCE—Amendments of Outstanding Houston Airport System Bond Ordinances” for a description of certain proposed ordinance amendments and their corresponding effective date.

Operation and Maintenance Expenses. Subject to the exclusions noted below, Operation and Maintenance Expenses means all reasonable and necessary current expenses of the City, paid or accrued, of operating, maintaining and repairing the Houston Airport System, including, without limitation, reasonably allocated City overhead expenses relating to the administration, operation and maintenance of the Houston Airport System; insurance and fidelity bond premiums; payments to pension and other funds and to any self-insurance fund not in excess of premiums which would otherwise be required for such insurance; any general and excise taxes or other governmental charges imposed by entities other than the City; costs of contractual and professional services, labor, materials and supplies for current operations, including the costs of such direct City services rendered to the Houston Airport System as are requested from the City by the Houston Airport System and as are reasonably necessary for the operation of the Houston Airport System; costs of issuance of Houston Airport System Bonds for the Houston Airport System (except to the extent paid from the proceeds thereof); fiduciary costs; costs of collecting and refunding Gross Revenues; utility costs; any lawful refunds of any Gross Revenues; and all

other administrative, general and commercial expenses. Operation and Maintenance Expenses include only those current expenses due or payable within the next 30 days.

The following expenses are specifically excluded from the definition of Operation and Maintenance Expenses: (1) any allowance for depreciation; (2) costs of capital improvements; (3) reserves for major capital improvements, Houston Airport System operations, maintenance or repair; (4) any allowance for redemption of, or payment of interest or premium on, Houston Airport System Bonds; (5) any liabilities incurred in acquiring or improving properties of the Houston Airport System; (6) expenses of lessees under Special Facilities Leases and operation and maintenance expenses pertaining to Special Facilities to the extent they are required to be paid by such lessees pursuant to the terms of the Special Facilities Leases; (7) any charges or obligations incurred in connection with any lawful Houston Airport System purpose, including the lease, acquisition, operation or maintenance of any facility or property benefiting the Houston Airport System, provided that the payment of such charges or obligations is expressly agreed by the payee to be payable solely from proceeds of the Airports Improvement Fund; (8) liabilities based upon the City's negligence or other ground not based on contract; and (9) so long as Federal Payments are excluded from Gross Revenues, an amount of expenses that would otherwise constitute Operation and Maintenance Expenses for such period equal to the Federal Payments for such period.

Perfection of Security Interest in Revenues. The Ordinance provides that pursuant to Chapter 1208, Texas Government Code, the lien on Net Revenues created under the Ordinance is valid, effective, and perfected.

Potential Effects of City Charter Revenue Limitations on Airport Revenues. For a discussion of the effect of certain City Charter tax and revenue limitations, voter-approved propositions, and the potential impact of ongoing litigation involving such limitations and propositions on the operation of the Houston Airport System, see "THE CITY AND CITY FINANCIAL INFORMATION—City Charter Tax and Revenue Limitations."

Debt Service Reserves

The Ordinance requires the maintenance of a Subordinate Lien Bond Reserve Fund for all Outstanding and any Additional Subordinate Lien Bonds and requires to be maintained therein a balance equal to the Reserve Fund Requirement for such Subordinate Lien Bonds. With respect to such Subordinate Lien Bonds, "Reserve Fund Requirement" means the amount required to be maintained in the Subordinate Lien Bond Reserve Fund which shall be computed and recomputed upon the issuance of each series of Subordinate Lien Bonds and on each date on which Subordinate Lien Bonds are paid at maturity or optionally or mandatorily redeemed, to be the greatest amount of Debt Service Requirements scheduled to occur in the then current and each future Fiscal Year for all Subordinate Lien Bonds then Outstanding, including any series of Subordinate Lien Bonds then being issued; provided, however, that the amount of the Reserve Fund Requirement properly allocable to each issue of Bonds shall not exceed the lesser of (a) the maximum annual debt service on such issue of Bonds, (b) one hundred twenty-five percent (125%) of the average annual debt service on such issue of Bonds or (c) ten percent (10%) of the initial principal amount of such issue of Bonds (or sale proceeds in the event that the amount of original issue discount exceeds two percent multiplied by the stated redemption price at maturity of such issue of Bonds), all within the meaning of Section 1.148-2(f)(2)(ii) of the Regulations. Upon the issuance of the Series 2010 Bonds, the Reserve Fund Requirement for the Subordinate Lien Bonds shall be as set forth in the Officers Pricing Certificate. See "COVENANTS AND TERMS OF THE ORDINANCE—Amendments of Outstanding Houston Airport System Bond Ordinances" for a description of certain proposed ordinance amendments, including amendments to the definitions of "Debt Service Requirements", "Reserve Fund Requirements", "Subordinate Lien Bond Reserve Fund", and other amendments, and their corresponding effective date.

Each increase in the Reserve Fund Requirement resulting from the issuance of Additional Subordinate Lien Bonds is also required to be funded at the time of issuance and delivery of such series of Additional Subordinate Lien Bonds. The Reserve Fund Requirement may be satisfied by depositing to the credit of the Subordinate Lien Bond Reserve Fund either (1) proceeds of such Additional Subordinate Lien Bonds or other lawfully appropriated funds in not less than the amount which, together with investment earnings thereon as estimated by the City, will be sufficient to fund fully the Reserve Fund Requirement by no later than the end of the period of time for which the payment of interest on such Additional Subordinate Lien Bonds has been provided out of proceeds of such Additional Subordinate Lien Bonds or investment earnings thereon as estimated by the City or from other lawfully available funds other than Net Revenues or (2) one or more surety bonds, insurance policies or letters of credit in a principal amount equal to the amount required to be funded, provided that, at the time of the deposit, the rating either for the long-term unsecured debt of the issuer of the surety bond, insurance policy or letter of credit have or obligations insured, secured or guaranteed by such issuer are required to have a rating in one of the two highest letter categories by two of the major municipal securities evaluation services (or, if they are no longer in existence, by comparable services) and which shall be payable on demand of the City for the benefit of the Owners of the Subordinate Lien Bonds (collectively, a "Subordinate Lien Bond Reserve Fund Surety Policy").

The Ordinance further provides that in any month in which the Subordinate Lien Bond Reserve Fund contains less than the Reserve Fund Requirement for the Subordinate Lien Bonds (or so much thereof as shall then be required to be therein if the City has elected to accumulate the Reserve Fund Requirement for any series of Additional Subordinate Lien Bonds as above provided), then on or before the last business day of such month, after making all required payments and provision for payment of Operation and Maintenance Expenses, and after making all required transfers to the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund and the Subordinate Lien Bond Interest and Sinking Fund, there shall be transferred into the Subordinate Lien Bond Reserve Fund from the Revenue Fund, in equal monthly installments, amounts sufficient to enable the City to pay all reimbursement obligations under the Subordinate Lien Bond Reserve Fund Surety Policy within a 12-month period and such additional amounts as shall be sufficient to enable the City within any 12-month period to re-establish in the Subordinate Lien Bond Reserve Fund the Reserve Fund Requirement for the Subordinate Lien Bonds. After such amount has been accumulated in the Subordinate Lien Bond Reserve Fund and so long thereafter as such Fund contains such amount, no further transfers shall be required to be made into the Subordinate Lien Bond Reserve Fund, and any excess amounts in such Fund shall be transferred to the Revenue Fund or such other Funds as may be required under federal tax law. But if and whenever the balance in the Subordinate Lien Bond Reserve Fund is reduced below such amount, monthly transfers to such Fund shall be resumed and continued in such amounts as shall be required to restore the Subordinate Lien Bond Reserve Fund to such amount within any 12-month period. The Subordinate Lien Bond Reserve Fund shall be used to pay the principal of and interest on the Subordinate Lien Bonds at any time when there is not sufficient money available in the Subordinate Lien Bond Interest and Sinking Fund for such purpose (with the requirement that all cash and investments be depleted before drawing upon any Subordinate Lien Bond Reserve Fund Surety Policy), to pay reimbursements under the Subordinate Lien Bond Reserve Fund Surety Policy, and it may be used to make the final payments for the retirement or defeasance of all Subordinate Lien Bonds then Outstanding.

In order to satisfy its obligations with respect to the Reserve Fund Requirement for the Outstanding Subordinate Lien Bonds, the City previously acquired certain Subordinate Lien Bond Reserve Fund Surety Policies. The Subordinate Lien Bond Reserve Fund also contains a cash deposit as described under “RESERVE FUND AND RESERVE FUND SURETY POLICIES—Reserve Fund for the Subordinate Lien Bonds.” For a discussion regarding such policies, see “RESERVE FUND AND RESERVE FUND SURETY POLICIES.”

Additional Reserves and Other Funds

The Ordinance also provides for maintenance of an Operation and Maintenance Reserve Fund and a Renewal and Replacement Fund. The Operation and Maintenance Reserve Fund is required to be funded in an amount at least equal to two months’ current Operation and Maintenance Expenses (which amount shall annually be redetermined by the Director of the Houston Airport System at the time such official submits the proposed annual Houston Airport System budget based upon either such official’s recommended budget for Operation and Maintenance Expenses or estimate of actual Operation and Maintenance Expenses for the then-current Fiscal Year). The amount required by the Ordinance to be maintained in the Renewal and Replacement Fund out of surplus funds of the Houston Airport System is \$10,000,000 (or any greater amount required by an ordinance authorizing any series of Additional Senior Lien Bonds or Subordinate Lien Bonds).

Rate Covenant

The City has covenanted in the Ordinance that it will at all times fix, charge, impose and collect rentals, rates, fees and other charges for use of the Houston Airport System, and, to the extent it legally may do so, revise the same as may be necessary or appropriate, in order that in each Fiscal Year the Net Revenues will at all times be at least sufficient to equal the larger of either: (1) all amounts required to be deposited in such Fiscal Year to the credit of the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund, or (2) an amount not less than 125% of the Debt Service Requirements for Senior Lien Obligations for such Fiscal Year plus 110% of the Debt Service Requirements for Subordinate Lien Bonds for such Fiscal Year. (Such covenant is referred to herein as the “Rate Covenant.”)

Debt Service Requirements do not include any interest on Houston Airport System Bonds to the extent that the provision for the payment of such interest has been made by (1) appropriating for such purpose amounts sufficient to provide for the full and timely payment of such interest either from the proceeds of Houston Airport System Bonds, from interest earned or to be earned thereon, from other Houston Airport System funds other than Net Revenues, or from any combination of such sources and (2) depositing such amounts (except interest to be earned, which will be deposited as received) into a fund or account for capitalized interest, the proceeds of which are required to be transferred as needed into the Senior Lien Bond Interest and Sinking Fund or the Subordinate Lien Bond Interest and Sinking Fund, as the case may be. Proposed amendments to the Ordinance, which will take effect on the Amendment Effective Date, also provide that the Debt Service Requirements definition excludes any portion or all of the interest on or principal of Houston Airport System Bonds which has been irrevocably committed to be paid from Houston Airport System funds other than Net Revenues

including, but not limited to, PFC Revenue or Excluded Fee and Charge Revenues. See APPENDIX B and “COVENANTS AND TERMS OF THE ORDINANCE—Amendment of Outstanding Houston Airport System Bond Ordinances.”

If the Net Revenues in any Fiscal Year are less than the amounts specified above, the City, promptly upon receipt of the annual audit for such Fiscal Year, must request an Airport Management Consultant to make its recommendations, if any, as to a revision of the City’s rentals, rates, fees and other charges, its Operation and Maintenance Expenses or the method of operation of the Houston Airport System in order to satisfy as quickly as practicable the foregoing requirements. Copies of such request and the recommendations of the Airport Management Consultant, if any, shall be filed with the City Secretary. So long as the City substantially complies in a timely fashion with the recommendations of the Airport Management Consultant, the City will not be deemed to have defaulted in the performance of its duties under the Ordinance even if the resulting Net Revenues are not sufficient to be in compliance with the Rate Covenant, so long as there is no other default under the Ordinance.

The City’s ability to comply with the Rate Covenant may be limited in that, among other things, (1) a significant portion of the Gross Revenues of the Houston Airport System are derived pursuant to contracts which cannot be adjusted unilaterally by the City, (2) the most important contracts, Use and Lease Agreements with the airlines, provide for recovery of certain operating and capital costs attributable to facilities covered by such contracts and do not include a debt service coverage factor, (3) parking and other sources of Gross Revenues, which are not derived under contracts, are subject to competitive supply and demand constraints, and (4) certain city charter tax and revenue limitations, voter-approved propositions and ongoing litigation involving such limitations and propositions could have an impact on the operations of the Houston Airport System. See “THE CITY AND CITY FINANCIAL INFORMATION—City Charter Tax and Revenue Limitations.”

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COVENANTS AND TERMS OF THE ORDINANCE

The following section describes certain covenants and other terms of the Ordinance. Capitalized terms used in this section but not otherwise defined have the meanings given to such terms in “APPENDIX B.” See also “THE SERIES 2010 BONDS” and “SECURITY FOR THE SERIES 2010 BONDS.”

Bondholders’ Remedies

The Ordinance provides that if the City defaults in the payment of principal of or interest on any Subordinate Lien Bonds, including the Series 2010 Bonds, or the performance of any duty or covenant provided by law or in the Ordinance, Owners of such Subordinate Lien Bonds, including the Series 2010 Bonds, may pursue all legal remedies afforded by the Constitution and the laws of the State of Texas to compel the City to remedy such default and to prevent further default or defaults.

The Ordinance neither appoints nor makes any provision for the appointment of a trustee to protect the rights of Owners of the Series 2010 Bonds. Furthermore, the Ordinance does not provide for acceleration of maturity of the Series 2010 Bonds or for foreclosure on Net Revenues or possession of Net Revenues by a trustee or agent for Owners of the Series 2010 Bonds or for operation of the Houston Airport System by an independent third party in the event of default.

No lien has been placed on any of the physical properties comprising the Houston Airport System to secure the payment of or interest on the Series 2010 Bonds. Moreover, in the event of default, the Owners of the Series 2010 Bonds have no right or claim under the laws of the State of Texas against the Houston Airport System or any property of the City other than their right to receive payment from Net Revenues and certain Funds maintained pursuant to the Ordinance. Owners of the Series 2010 Bonds have no right to demand payment of principal of or interest or premium, if any, on the Series 2010 Bonds from any funds raised or to be raised by taxation or from any funds on deposit in any of the special Funds described in the Ordinance, except the Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund. Further, unless sovereign immunity is expressly waived by the City, sovereign immunity would be available as a defense against suits for money damages against the City or the Houston Airport System in connection with the Series 2010 Bonds. Sovereign immunity will not be waived in connection with the issuance of the Series 2010 Bonds. Accordingly, the only practical remedy in the event of a default may be a mandamus proceeding to compel the City to increase rates and charges reasonably required for the use and service of the Houston Airport System or perform its other obligations under the Ordinance, including the deposit of the Gross Revenues into the special Funds provided in the Ordinance and the application of such Gross Revenues and such special Funds in the manner required in the Ordinance. Such remedy may need to be enforced on a periodic basis because maturity of the Series 2010 Bonds is not subject to acceleration. In addition, the City’s ability to comply with the Rate Covenant will be limited by contractual and competitive supply and demand constraints. See “SECURITY FOR THE SERIES 2010 BONDS–Rate Covenant.”

The City is also eligible to seek relief from its creditors under Chapter 9 of the U.S. Bankruptcy Code (“Chapter 9”); however, Chapter 9 provides for the recognition of a security interest represented by a specifically pledged source of revenues, such as that of the Net Revenues of the Houston Airport System. Chapter 9 also includes an automatic stay provision that would prohibit, without Bankruptcy Court approval, the prosecution of any other legal action by creditors or bondholders of an entity which has sought protection under Chapter 9. Therefore, should the City avail itself of Chapter 9 protection from creditors, the ability to enforce any other remedies available to the registered owners, other than for the pledge of Net Revenues securing the Series 2010 Bonds, would be subject to the approval of the Bankruptcy Court (which could require that the action be heard in Bankruptcy Court instead of other federal or state court); and the Bankruptcy Code provides for broad discretionary powers of a Bankruptcy Court in administering any proceeding brought before it.

If a Credit Facility is in effect and the provider thereof has failed to honor its payment obligations thereunder, the Owners of at least twenty-five percent (25%) in aggregate principal amount of Series 2010 Bonds enhanced by such Credit Facility shall have the right at any time, by an instrument or instruments in writing executed and delivered to the City and to the provider of such Credit Facility, to direct the method and place of conducting proceedings to be taken in connection with the enforcement of the terms and conditions of the Credit Facility; provided that such direction shall be in accordance with applicable law and the terms of the Ordinance. If more than one such direction is received from Owners of Series 2010 Bonds and to the extent of a conflict among the directions, the direction executed by Owners of the greatest percentage of Outstanding Series 2010 Bonds in excess of twenty-five (25%) percent shall be controlling.

The enforcement of a claim for payment of principal of or interest on the Series 2010 Bonds and the City’s other obligations with respect to the Series 2010 Bonds are subject to the applicable provisions of the federal bankruptcy laws and to any other similar laws affecting the rights of creditors of political subdivisions generally.

Additional Houston Airport System Bonds

The Ordinance permits the City to issue, for any lawful Houston Airport System purpose, Additional Subordinate Lien Bonds and Additional Senior Lien Obligations and Inferior Lien Bonds, if certain conditions are satisfied. For detailed information relating to the issuance of Additional Houston Airport System Bonds, see "APPENDIX B."

Proposed Amendments to Outstanding Houston Airport System Bond Ordinances

Under the Ordinance the City has determined to amend certain provisions of the ordinances authorizing all of the Bonds, including the definitions of "Debt Service Requirements" and "Gross Revenues" (such amendments being collectively herein referred to herein as the "Proposed Amendments"). The definition of Debt Service Requirements is being amended in order to recognize that Debt Service Requirements (to the payment of which Net Revenues are pledged) may be reduced to the extent moneys are made available from sources (e.g., PFC Revenues) other than Net Revenues. The definition of Gross Revenues is being amended to exclude Excluded Fee and Charge Revenues and to exclude the proceeds of certain future payments defined in the Ordinance as Taxable Bond Credit Revenues. In addition to the Proposed Amendments, the Ordinance contains additional provisions to allow for the implementation of revised definitions of Gross Revenues and Debt Service Requirements, and clarifies the treatment of PFC Revenues under the existing Ordinance.

The City has further determined under the Ordinance to amend the ordinances authorizing the issuance of all of the Subordinate Lien Bonds, including the definitions of "Reserve Fund Requirement," "Subordinate Lien Bond Reserve Fund," and "Subordinate Lien Bonds Reserve Fund Policy, to add certain additional definitions and to amend and restate Article V of such ordinances (related to Security and Source of Payment for all Bonds) in order to permit the City, at its option, to create separate accounts within the Subordinate Lien Bond Debt Service Reserve Fund to secure separate series of Subordinate Lien Bonds (such amendments being collectively referred to herein as the "Additional Proposed Amendments"). Following implementation of the Additional Proposed Amendments, the current shared Subordinate Lien Bond Debt Service Reserve Fund, including the surety polices on deposit therein, will be available as a separate account within such Fund to secure the Series 2010 Bonds and other Subordinate Lien Bonds currently Outstanding and secured thereby. In addition, the City may, at its option after implementation of the Additional Proposed Amendments, elect that any series of Additional Subordinate Lien Bonds will either be secured by such shared account or by a separate account pledged only to such series of Additional Subordinate Lien Bonds.

The Proposed Amendments and the Additional Proposed Amendments are being adopted as part of the Ordinance, and shall be binding upon all Owners of the Series 2010 Bonds. Additionally, the City expects to include the Proposed Amendments and Additional Proposed Amendments in each ordinance authorizing Additional Houston Airport System Obligations. The City has authorized the amendment of each of its previously adopted ordinances pursuant to which Houston Airport System Bonds are outstanding to include the Proposed Amendments and Additional Proposed Amendments, subject, however, in each case to obtaining written consent from the appropriate party or parties required or authorized to grant such consent to the inclusion of the Proposed Amendments and Additional Proposed Amendments pursuant to the respective terms of each such prior ordinance and satisfying any other conditions as may be required to amend such ordinance. The Proposed Amendments shall become effective on the date on which they have become incorporated into every ordinance pursuant to which Houston Airport System Bonds are currently Outstanding; and the Additional Proposed Amendments shall become effective on the date on which they have become incorporated into every ordinance pursuant to which Subordinate Lien Bonds are currently Outstanding (in each case for the respective set of amendments, the "Amendment Effective Date").

Amendments to Series 2010 Bond Ordinance

The Ordinance provides that it may be amended either with or without the consent of Owners under certain circumstances.

Amendments of Ordinance without Consent. The City may without the consent of or notice to the Owners of the Subordinate Lien Bonds amend the Ordinance for any one or more of the following purposes: (1) to cure any ambiguity, defect, omission or inconsistent provision of the Ordinance or the Subordinate Lien Bonds or to comply with any applicable provision of law or regulation; provided, however, that such action shall not adversely affect the interests of the Owners of the Subordinate Lien Bonds; (2) to change the terms or provisions of the Ordinance to the extent necessary to prevent the interest on the Houston Airport System Bonds from being includable within the gross income of the Owners thereof for federal income tax purposes; (3) to grant to or confer upon the Owners of the Subordinate Lien Bonds any additional rights, remedies, powers or authority that may lawfully be granted to or conferred upon the Owners of the Subordinate Lien Bonds; (4) to add to the covenants and agreements of the City contained in the Ordinance other than covenants and agreements of, or conditions or restrictions upon, the City or to surrender or eliminate any right or power reserved to or

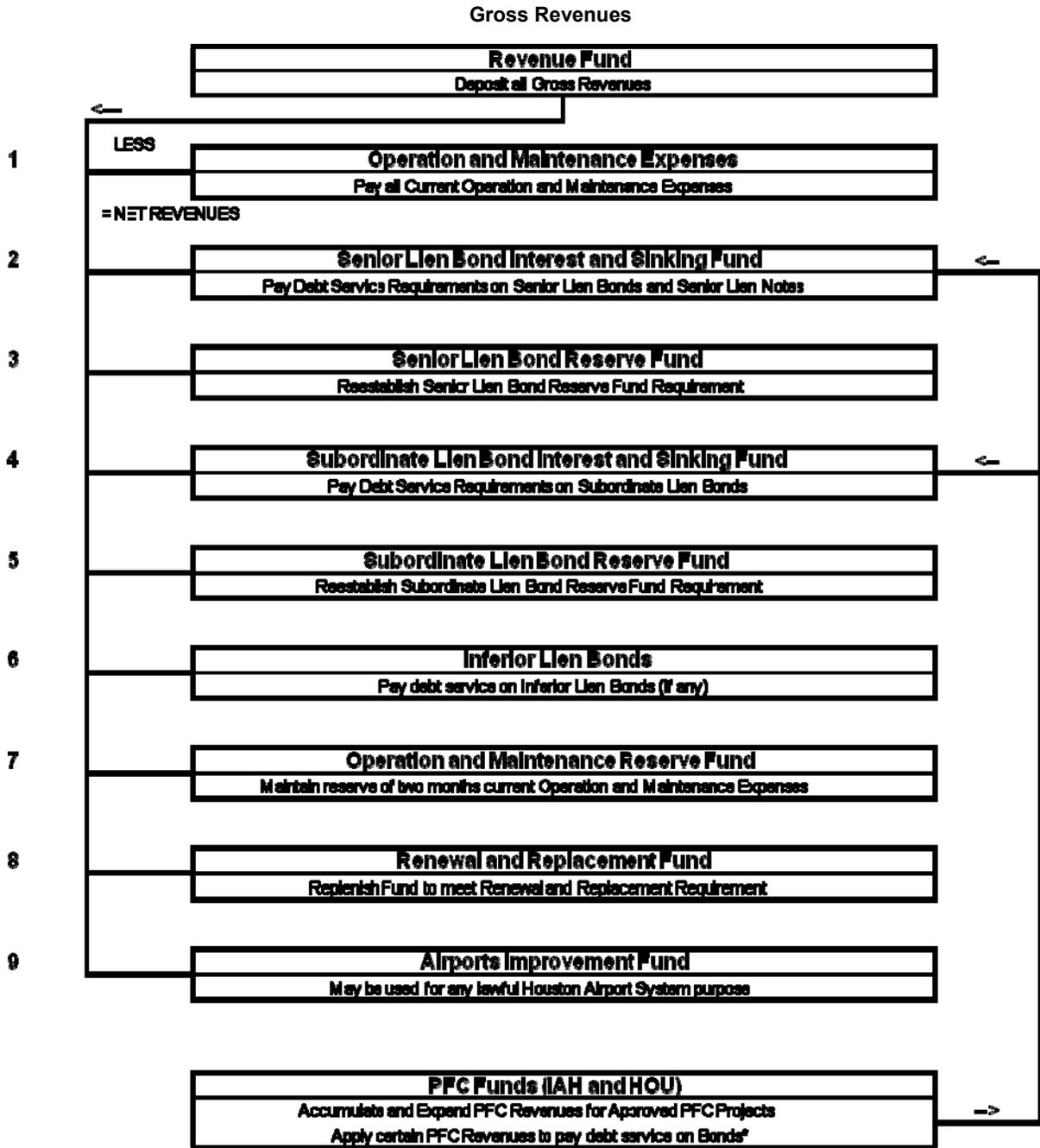
conferred upon the City in the Ordinance; or (5) to subject to the lien and pledge of the Ordinance additional Net Revenues which may include revenues, properties or other collateral, (6) to add requirements or incorporate modifications the compliance with which is required by a Rating Agency in connection with issuing or confirming a rating with respect to any series of Houston Airport System Bonds; (7) to authorize any series of Additional Senior Lien Bonds, Additional Senior Lien Notes, Additional Subordinate Lien Bonds or Inferior Lien Bonds, and, in connection therewith: (i) to specify and determine the terms, forms and details thereof and (ii) to create such additional funds and accounts and to effect such amendments of the Ordinance which may be necessary for such issuance, provided in each case that no such amendment or supplement shall be contrary to or inconsistent with the limitations set forth in the Ordinance; (8) to evidence any sale, transfer or encumbrance of the Houston Airport System in accordance with the Ordinance; (9) to make any other modification, amendment or supplement that shall not materially adversely affect the interests of the Owners of the Subordinate Lien Bonds; (10) to cure or correct any technical defect in connection with the terms, conditions or procedures relating to the variable rate provisions contained in the Ordinance; provided, however, that such action shall not adversely affect the interests of the owners of the Subordinate Lien Bonds; and (11) prior to conversion of the Series 2010 Bonds to a different Interest Rate Period, to change the terms, conditions, or procedures relating to the new Interest Rate Period.

Amendments of Ordinance with Consent. The City may at any time adopt one or more ordinances amending, modifying, adding to or eliminating any provisions of the Ordinance, but, if such amendment is not of the character described in the preceding paragraph, only with the consent given in accordance with the Ordinance of the Owner or Owners of not less than a majority in aggregate unpaid principal amount of the Subordinate Lien Bonds then Outstanding and affected by such amendment, modification, addition or elimination; provided, however, no such amendment, modification, addition or elimination shall permit (1) an extension of the maturity of the principal of or interest on any Subordinate Lien Bond issued under the Ordinance, (2) a reduction in the principal amount of any Subordinate Lien Bond or the rate of interest on any Subordinate Lien Bond, (3) a privilege or priority of any Subordinate Lien Bond or Subordinate Lien Bonds over any other Subordinate Lien Bond or Subordinate Lien Bonds, or (4) a reduction in the aggregate principal amount of the Subordinate Lien Bonds required for consent to such amendment, unless the Owner or Owners of 100% in aggregate principal amount of the Subordinate Lien Bonds shall consent to any of such changes.

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Flow of Funds

Below is a presentation of the application of revenues under provisions of the Outstanding Bond Ordinances of the Houston Airport System. For more information about the Houston Airport System’s revenues, see “SECURITY FOR THE SERIES 2010 BONDS” and “APPENDIX B.”



* PFC revenues are not formally pledged to pay debt service on any Houston Airport System Bonds, including the Series 2010 Bonds, but have been approved by the Federal Aviation Administration for such purpose and will be transferred periodically by the Houston Airport System to the Senior Lien and Subordinate Lien Bond Interest and Sinking Funds or such other account dedicated to pay debt service attributable to approved PFC projects.

THE LETTER OF CREDIT AND THE REIMBURSEMENT AGREEMENT

The Bank and City have entered into a Reimbursement Agreement (the “Reimbursement Agreement”) in connection with the issuance of the Letter of Credit. Pursuant to the Reimbursement Agreement, the Bank will issue its Letter of Credit with respect to the Series 2010 Bonds. The following summarizes certain provisions of the Reimbursement Agreement and Letter of Credit, to which documents, in their entirety, reference is made for the complete provisions thereof. Capitalized terms used in this section but not otherwise defined have the meanings given to such terms in the Reimbursement Agreement.

Letter of Credit

The initial Letter of Credit will be issued in an amount equal to the aggregate principal amount of the outstanding Series 2010 Bonds plus an amount that represents interest thereon at an assumed rate of 12% per annum for 35 days (the “Stated Amount”). Wells Fargo Bank, National Association (as the “Tender Agent” and “Paying Agent”) is authorized to draw on the Letter of Credit to pay principal and interest on the Series 2010 Bonds, when due, whether at maturity or upon redemption or acceleration, and to pay the portion of the purchase price of Series 2010 Bonds tendered or deemed tendered for purchase pursuant to a demand for purchase by the owner thereof or a mandatory tender for purchase and not remarketed (a “Liquidity Drawing”). The amount available under the Letter of Credit (its “Available Amount”) will be reduced to the extent of any drawing thereunder, subject to reinstatement as described in the Letter of Credit.

The Letter of Credit will terminate on the earliest of (i) December 21, 2012 (as extended from time to time, the “Stated Expiration Date”), (ii) the earlier of (A) the date which is fifteen (15) days following the Conversion Date (as defined in the Reimbursement Agreement) of all of the Series 2010 Bonds or (B) the date on which the Bank honors a drawing under the Letter of Credit on or after the Conversion Date, (iii) the date which is fifteen (15) days following receipt by the Bank of a certificate of the Tender Agent stating that (A) no Series 2010 Bonds remain Outstanding within the meaning of the Ordinance, (B) all drawings required to be made under the Ordinance and available under the Letter of Credit have been made and honored, or (C) a substitute letter of credit has been issued to replace the Letter of Credit pursuant to the Ordinance, and (iv) the date which is fifteen (15) days following receipt by the Tender Agent of a written notice from the Bank specifying the occurrence of an Event of Default under the Reimbursement Agreement and directing the Tender Agent to send notice of a mandatory tender of the Series 2010 Bonds.

The Reimbursement Agreement

Pursuant to the Reimbursement Agreement, the City is obligated to reimburse the Bank for all amounts drawn under the Letter of Credit, and to pay interest on all such amounts. The City has also agreed to pay the Bank a periodic fee for issuing and maintaining the Letter of Credit. The payment obligations of the City under the Reimbursement Agreement will be evidenced by a Note (the “Bank Note”).

The Reimbursement Agreement imposes various covenants and agreements, including various financial and operating covenants, on the City. Any such covenants may be amended, waived or modified without the consent of any holders of Series 2010 Bonds. Under certain circumstances, the failure of City to comply with such covenants, as well as the occurrence of certain other Events of Default (as defined below) specified in the Reimbursement Agreement and described below, may result in a mandatory tender or acceleration of the Series 2010 Bonds.

Events of Default

If any of the following events occur, each such event shall be an “Event of Default”:

- (a) the City shall fail to pay, or cause to be paid, as and when due, (i) any Reimbursement Obligation, or (ii) any Obligation (other than a Reimbursement Obligation) and such failure shall continue for five (5) Business Days;
- (b) any representation, warranty, certification, or statement made by the City in the Reimbursement Agreement or in any certificate, financial statement, or other document delivered pursuant to the Reimbursement Agreement shall prove to have been incorrect in any material respect when made;
- (c) breach by the City of any covenant, agreement, or other requirement contained in certain sections of the Reimbursement Agreement;
- (d) breach by the City of any other covenant, agreement, or condition (other than those referred to or contained in clauses (a), (b), or (c) above) contained in the Reimbursement Agreement or any Program Document (which includes the Letter of Credit, the Fee Letter, the Custody Agreement, the Tender Agent Agreement, the Remarketing Agreement, the Series 2010 Bonds, the Ordinance, the Preliminary Official Statement, the Official Statement, and the Bank

Note) and the continuation thereof for more than (10) ten days after written notice thereof has been given to the City by the Bank without cure or correction to the satisfaction of the Bank;

(e) (i) a final unappealable judgment or order for the payment of money in excess of \$25,000,000 payable from the Net Revenues shall be rendered against the City in connection with the Airport System and such judgment or order shall continue unsatisfied and unstayed for a period of 60 days, or (ii) the City shall have failed promptly to lift any execution, garnishment, or attachment pursuant to such judgment or order as, in the judgment of the Bank, will have a Material Adverse Effect;

(f) (i) default by the City in the payment of any Indebtedness payable from or secured by the Net Revenues when due or within any applicable grace period or (ii) the occurrence of any event under any ordinance, resolution, or instrument giving rise to any such Indebtedness, which results in or would entitle the obligee thereof or a trustee on behalf of such obligee to pursue any remedies against the City, including the right to declare the acceleration of any maturity thereof, or upon the lapse of time or the giving of notice or both would entitle the obligee thereof or a trustee on behalf of such obligee to accelerate any maturity thereof, or which results in the forfeiture by the City of any of its rights under any such ordinance, resolution, or instrument;

(g) (i) the City shall commence a voluntary case or other proceeding seeking (x) liquidation, reorganization, or other relief with respect to the City in the aggregate or the Houston Airport System or its debts under any bankruptcy, insolvency, or other similar law now or hereafter in effect or (y) the appointment of a receiver, liquidator, custodian, or other similar official with respect to the City or any substantial part of its property, or shall consent to or acquiesce in such relief or the appointment of or taking possession by any such official in an involuntary case or other proceeding commenced against it; (ii) a receiver, liquidator, custodian, or other official, appointed in an involuntary case or proceeding commenced against the City, appointed without consent or acquiescence of the City, takes charge of a substantial part of the Houston Airport System; (iii) the City shall make a general assignment for the benefit of creditors, or declare a moratorium with respect to its debts, or shall fail generally to pay its debts as they become due, or shall take any action to authorize any or all of the foregoing; or (iv) an involuntary case or other proceeding shall be commenced against the City seeking (x) liquidation, reorganization, or other relief with respect to the City's debts under any bankruptcy, insolvency, or other similar law now or hereafter in effect, or (y) the appointment of a custodian, receiver, liquidator, trustee or other similar official of the Houston Airport System, or any substantial part thereof, and such proceeding or case shall not be dismissed or stayed within 60 days after the filing thereof or an order of relief shall be entered against the City under the federal bankruptcy laws as now or hereafter in effect;

(h) (i) any provision of this Reimbursement Agreement or any Program Document relating to the City's ability to make payments to the Bank under the Reimbursement Agreement, to make payments on the Bonds or to raise funds to meet such payment obligations or any other material provision of this Reimbursement Agreement (as determined by the Bank) shall at any time for any reason cease to be valid and binding on the City as a result of federal or state legislative or administrative action, or shall be declared in a final non appealable judgment by any court having jurisdiction over the City to be null and void, invalid, or unenforceable, or the validity or enforceability thereof shall be contested by the City, or (ii) the City (A) repudiates or otherwise denies, in writing, in a judicial or administrative proceeding that it has any further liability or obligation hereunder, or (B) contests, in a judicial or administrative proceeding, the validity or enforceability of any material provision of this Agreement (including, without limitation, its obligations to make payments as and when due hereunder) or any Program Document relating to or otherwise affecting the City's obligation to make payments on the Bonds or to raise funds to meet such payment obligations;

(i) the powers of the City shall be limited in any way or the Ordinance shall be modified or amended in any way without the prior written consent of the Bank, in either case, which prevents the City from fixing, charging or collecting rates and charges for the use and services of the Houston Airport System in any amount sufficient to pay its debts as they become due;

(j) either of Moody's or S&P shall have downgraded its rating of the long-term-unenhanced senior lien debt or subordinate debt of the Houston Airport System (for credit related reasons) to below "Baa2" (or its equivalent), or "BBB" (or its equivalent) respectively, or either of Moody's or S&P shall have suspended or withdrawn its rating of the same;

(k) any legislation shall be enacted or amended which action or event has, in the sole judgment of the Bank, a Material Adverse Effect on the ability of the City or the Airport system to pay the principal and interest on the Bonds or the Bank Bonds or any Obligations under the Reimbursement Agreement;

(l) the interest on the Bonds are declared taxable by the Internal Revenue Service;

(m) there is a reduction in the Maximum Rate applicable to the Bonds, the Bank Bonds or any Obligations hereunder; or

(n) there shall be appointed or designated with respect to the Houston Airport System, an entity such as an organization, board, commission, authority, agency or body to declare or manage a financial emergency or similar state of financial distress with respect to the Houston Airport System.

Remedies

Upon the occurrence of any Event of Default the Bank may exercise any one or more of the following rights and remedies in addition to any other remedies in the Reimbursement Agreement or by law provided:

(a) declare all Obligations to be immediately due and payable, whereupon the same shall be immediately due and payable without any further notice of any kind, which notice is hereby waived by the City; *provided, however*, that in the case of an Event of Default described in clause (g) above under “Events of Default,” such acceleration shall automatically occur (unless such automatic acceleration is waived by the Bank in writing); or

(b) by written notice to the City require that the City immediately prepay to the Bank in immediately available funds an amount equal to the Available Amount (such amounts to be held by the Bank as collateral security for the Obligations), provided, however, that in the case of an Event of Default described in clause (g) above under “Events of Default,” such prepayment Obligations shall automatically become immediately due and payable without any notice (unless the coming due of such Obligations is waived by the Bank in writing); or

(c) give notice of the occurrence of an Event of Default to the Tender Agent, directing the Tender Agent to cause a mandatory tender of the Bonds pursuant to the terms of the Ordinance, thereby causing the Letter of Credit to expire fifteen (15) days thereafter;

(d) pursue any rights and remedies it may have under the Program Documents; or

(e) pursue any other action available at law or in equity.

THE CREDIT FACILITY PROVIDER

Barclays Bank PLC is a public limited company registered in England and Wales under number 1026167. The liability of the members of Barclays Bank PLC is limited. It has its registered head office at 1 Churchill Place, London, E14 5HP. Barclays Bank PLC was incorporated on 7 August 1925 under the Colonial Bank Act 1925 and on 4 October 1971 was registered as a company limited by shares under the Companies Acts 1948 to 1967. Pursuant to The Barclays Bank Act 1984, on 1 January 1985, Barclays Bank was re-registered as a public limited company and its name was changed from “Barclays Bank International Limited” to “Barclays Bank PLC”.

Barclays Bank PLC and its subsidiary undertakings (taken together, the “Group”) is a major global financial services provider engaged in retail and commercial banking, credit cards, investment banking, wealth management and investment management services. The whole of the issued ordinary share capital of Barclays Bank PLC is beneficially owned by Barclays PLC, which is the ultimate holding company of the Group.

The short term unsecured obligations of Barclays Bank PLC are rated A-1+ by Standard & Poor’s, P-1 by Moody’s and F1+ by Fitch Ratings Limited and the long-term obligations of Barclays Bank PLC are rated AA- by Standard & Poor’s, Aa3 by Moody’s and AA- by Fitch Ratings Limited.

Based on the Group's audited financial information for the year ended 31 December 2009, the Group had total assets of £1,379,148 million (2008: £2,053,029 million), total net loans and advances¹ of £461,359 million (2008: £509,522 million), total deposits² of £398,901 million (2008: £450,443 million), and total shareholders’ equity of £58,699 million (2008: £43,574 million) (including non-controlling interests of £2,774 million (2008: £2,372 million)). The profit before tax from continuing operations of the Group for the year ended 31 December 2009 was £4,559 million (2008: £5,094 million) after impairment charges and other credit provisions of £8,071 million (2008: £5,419 million). Profit after tax for the year ended 31 December 2009, including discontinued operations and the sale of Barclays Global Investors, was £10,289 million (2008: £5,249 million). The financial information in this paragraph is extracted from the audited Annual Report of the Group for the year ended 31 December 2009.

¹ Total net loans and advances include balances relating to both bank and customer accounts.

² Total deposits include deposits from bank and customer accounts.

Based on the Group's unaudited financial information for the six months ended 30 June 2010, the Group had total assets of £1,587,806 million, total net loans and advances¹ of £494,190 million, total deposits² of £455,297 million, and total shareholders' equity of £61,720 million (including non-controlling interests of £3,016 million). The profit before tax from continuing operations of the Group for the six months ended 30 June 2010 was £3,947 million after impairment charges on loans and advances and other credit provisions of £3,080 million. The financial information in this paragraph is extracted from the unaudited Interim Results Announcement of the Group for the six months ended 30 June 2010.

The delivery of the information concerning Barclays Bank PLC and the Group herein shall not create any implication that there has been no change in the affairs of Barclays Bank PLC and the Group since the date hereof, or that the information contained or referred to herein is correct as of any time subsequent to its date.

Barclays Bank PLC is responsible only for the information contained in this section of the Official Statement and did not participate in the preparation of, or in any way verify the information contained in, any other part of the Official Statement. Accordingly, Barclays Bank PLC assumes no responsibility for and makes no representation or warranty as to the accuracy or completeness of information contained in any other part of the Official Statement.

RESERVE FUND AND RESERVE FUND SURETY POLICIES

Reserve Fund for the Subordinate Lien Bonds

Upon the delivery of the Series 2010 Bonds, the Reserve Fund Requirement for Subordinate Lien Bonds is expected to be \$155,800,000. The Reserve Fund Requirement is funded with cash, a portion of which is derived from the Series 2010 Bonds, and various Subordinate Lien Bond Reserve Fund Surety Policies described below. Such amounts are credited to the Subordinate Lien Bond Reserve Fund that is pledged to payment of the Series 2010 Bonds and other Subordinate Lien Bonds. The Subordinate Lien Bond Reserve Fund, prior to the issuance of the Series 2010 Bonds, is funded with a deposit of \$15,756,228 of cash and surety policies totaling \$156,121,980.20.

Subordinate Lien Bond Reserve Fund Surety Policies. The Reserve Fund Requirement for the Outstanding Subordinate Lien Bonds is funded by Subordinate Lien Bond Reserve Fund Surety Policies, including the following: (1) Financial Guaranty Insurance Corporation ("FGIC") policies in the aggregate maximum amount of \$108,444,368.70, (2) an Assured Guaranty Municipal Corporation ("Assured"), as successor to Financial Security Assurance ("FSA") policy in the aggregate maximum amount of \$31,921,383.50, and (3) a Syncora Guarantee ("Syncora"), as successor to XL Capital Assurance, Inc., policy in the aggregate maximum amount of \$15,756,228. Pursuant to a Reinsurance Agreement between FGIC and MBIA Insurance Corporation ("MBIA") dated September 30, 2008, MBIA agreed to reinsure the FGIC policies, including those relating to the Outstanding Subordinate Lien Bonds and the Senior Lien Notes described below. MBIA subsequently assigned its rights and obligations under such Reinsurance Agreement to National Public Finance Guarantee Corporation (f/k/a MBIA Insurance Corporation of Illinois. As of June 17, 2010, the NYSID approved Syncora's completion of its remediation plan and authorized Syncora's payment of new claims as they become due in the ordinary course of business, as well as the payment of unpaid claims since April 26, 2009. The Houston Airport System has no unpaid claims due from Syncora. Notwithstanding the status that the Syncora policy is valid and available for claims, the Houston Airport System has deposited cash equal to the value of the Syncora policies in the Subordinate Lien Bond Reserve Fund.

The following table identifies outstanding Subordinate Reserve Fund Policies issued in prior City of Houston Airport System financings.

Outstanding Subordinate Lien Debt Service Reserve Fund Surety Policies

Reserve Fund Policy Issuer	Termination Date	Maximum Amount
FGIC (reinsured as described above)	July 1, 2022	\$24,477,885.00
	July 1, 2017	\$5,494,503.70
	July 1, 2028	\$32,050,000.00
	July 1, 2030	\$43,269,100.00
	July 1, 2032	\$3,152,880.00
Assured (formerly FSA)	Earlier of July 1, 2032 or the date the Series 2002A and 2002B Bonds are no longer outstanding	\$31,921,383.50
Syncora (formerly XL Capital Assurance Inc.)	Earlier of July 1, 2032 or the date the Series 2002C, 2002D-1, and 2002D-2 Bonds are no longer outstanding	\$15,756,228.00
TOTAL COVERAGE OF ALL OUTSTANDING POLICIES: \$156,121,980.20		

Reserve Fund Surety Policies for Senior Lien Notes

The City also maintains a separate reserve accounts within the Senior Lien Bond Reserve Fund for the Outstanding Senior Lien Bonds and for the Outstanding Senior Lien Notes. In order to satisfy the Reserve Fund Requirement for the Outstanding Senior Lien Notes, the City presently has three outstanding Senior Lien Bond Reserve Fund Surety Policies issued by FGIC (and as reinsured as described above) in an aggregate maximum amount of approximately \$12,374,996. The Senior Lien Notes Reserve Fund Surety Policies terminate on October 25, 2023 and July 1, 2030.

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THE HOUSTON AIRPORT SYSTEM

The Houston Airport System

The Houston Airport System is a department of the City of Houston. The Houston Airport System is comprised of three airports: George Bush Intercontinental (“Intercontinental”), William P. Hobby (“Hobby”) and Ellington Airport (“Ellington”). Intercontinental is the nation’s eighth largest airport and is classified as a large hub airport by the FAA. It serves as a primary connecting point in the national air transportation system and is the largest operating hub for Continental Airlines (“Continental”), which on October 1, 2010 merged with United Airlines to become the new United Airlines. Hobby is the nation’s 43rd largest airport and currently serves domestic lower fare airlines. Southwest Airlines (“Southwest”) is its primary air carrier. Ellington stopped commercial passenger service in September 2004 and is currently used for general aviation, military, coast guard and NASA activities.

Houston Airport System Facilities

George Bush Intercontinental

Intercontinental is situated on 10,000 acres of land about 22 miles north of downtown Houston. The facilities consist of five terminal buildings with 131 gates and space for additional aircraft operations. The facilities provide public parking for 24,537 automobiles in multi-story garages and surface lots, an automated underground train system and an above ground level automated people mover system (APM), which has been expanded recently to include Terminal A.

Terminals A through C are currently being used for domestic aircraft operations. Terminal D and E are primarily used for international operations. A central federal inspections services building (“Central FIS”) is located adjacent to Terminal D and Terminal E and has the capacity to process 4,000 passengers per hour. Terminal E, which has 23 aircraft gates, was financed by a special facility bond issued by Continental Airlines.

Intercontinental has five runways interconnected by a system of taxiways. One of the runways is 12,000 feet, two are 10,000 feet and the remaining two are at least 9,000 feet. The runways are equipped with instrument landing systems, lighting systems, and other navigation aids and are configured to permit the simultaneous use of three runways for aircraft landings in poor visibility.

The airport complex includes seven air cargo buildings and fuel farms which provide storage tanks for jet fuel. Two fixed base operators provide airline, corporate and general aviation aircraft operations support. The Marriott Hotel is located between Terminal B and Terminal C and has 565 rooms. Continental and ExpressJet Airlines maintain hangar and maintenance facilities at Intercontinental. A consolidated rental car facility opened in August 2003 and was financed by the proceeds of the Series 2001 Special Facility Bonds that are not obligations of the City of Houston or the Houston Airport System. These bonds are secured by and payable from a customer facility charge assessed on rental car customers at Intercontinental.

The existing terminals and hotel are connected by an underground train. Terminal A, B, C, D, E and the Central FIS are connected by the above ground APM in the secure area.

Hobby Airport

Hobby spans 1,500 acres about seven miles southeast of downtown Houston. It is comprised of one terminal building with a single concourse comprised of 25 gates and over 527,000 square feet of space. Hobby has 4,000 public parking spaces.

Hobby has four runways in total: two runways are over 7,600 feet, one runway is 6,000 feet and the remaining runway is almost 5,150 feet. These runways can support aircraft operations up to an Airbus A320 or Boeing B757-200.

Additional facilities include rental car facilities, an underground fuel distribution system, a cargo building, several aircraft maintenance facilities and corporate hangars. Five fixed base operators support Hobby’s significant corporate and general aviation operations.

Ellington Airport

Ellington is located about 15 miles southeast of downtown Houston on about 2,000 acres and operates under a joint use agreement with the federal government. It has no scheduled commercial flights and its non-governmental

operations are for general aviation. NASA and the Coast Guard also currently use the airport. Ellington has three runways, one of which is 9,000 feet, another is 8,000 feet and the third is just over 4,600 feet.

Ellington has one fixed based operator leasing two fixed base operating facilities, ninety T-hangars, and three corporate-based operators that allow it to relieve Hobby of general aviation traffic. Part of the remaining complex is being marketed by the Houston Airport System, which is considering several initiatives to develop surplus land, including a satellite campus of Embry-Riddle Aeronautical University. Ellington has been named a finalist for the new satellite campus location.

Management

The management of the Houston Airport System is the responsibility of the Director, who has a staff of approximately 1,560 employees. The Houston Airport System is categorized as an enterprise fund of the City, under the administrative control of the Mayor. The City Controller, as the Chief Financial Officer of the City, maintains the books of account, prepares financial statements and co-signs, with the Mayor, all warrants, contracts and orders for payment of any public funds or money relating to the Houston Airport System. The Director is appointed by the Mayor, subject to confirmation by the City Council.

Following is selected biographical information concerning certain principal administrative officers of the Houston Airport System:

Mario C. Diaz was appointed Director of the City of Houston Department of Aviation on May 28, 2010. He is responsible for the overall management of the Houston Airport System's three aviation facilities - Intercontinental, Hobby and Ellington – and its more than 1,500 employees. Prior to his appointment, since 1999, Mr. Diaz served as the deputy general manager for Hartsfield-Jackson Atlanta International Airport. In this role, he was responsible for the daily operational activities of the world's busiest airport, including operations, business, finance and capital development. He has been one of the industry's leading authorities in aviation technology as well as the study of future developments in commercial aviation. Prior to 1999, Diaz was the manager of business, properties and commercial development for New Jersey Airports, a post he held for four years. In this role, he managed the division responsible for all business and lease negotiations at Newark International Airport as well as the day-to-day oversight management of Teterboro Airport, one of the nation's premier general aviation airports, and a major reliever airport for Newark International. His 17-year career with the Port Authority of New York and New Jersey began in 1981 and included key management positions in leasing, finance, marketing, operations and properties. During this period, Diaz also served 18 months as the assistant director of the redevelopment program at John F. Kennedy Airport. A native of Barranquitas, Puerto Rico, and a licensed private pilot with instrument certification, Diaz earned his Bachelor of Arts degree from Rutgers University in Newark, New Jersey. He also earned a Master of Business Administration in finance from Rutgers Graduate School of Business Administration in New Jersey.

Eric R. Potts, Chief Development Officer and Deputy Director Aviation for Planning, Design and Construction was appointed Interim Director of Aviation by then Mayor Bill White and served for one year. Mr. Potts has been responsible for the overall management of Planning, Design and Construction activities since November 2000. Previously, Mr. Potts was the Executive Director of the Civil Works Directorate, U.S. Army Corps of Engineers, with responsibility for the coordination of staff who supervised the nationwide Civil Works activities of eight major commands and 38 districts, employing 300 officers, and 26,000 civilian employees. Projects under this group include providing navigation, flood damage reduction, and environmental restoration to the nation. A 27-year career Army officer, Mr. Potts held a number of command and staff positions in the U.S. and Germany. His military decorations include two Legion of Merit medals, five Meritorious Service medals, two Army Commendation medals, the National Defense Service medal, and the German Silver Cross of Honor. Mr. Potts is a member of the Society of American Military Engineers and of the Academy of Fellows and Army Engineers. He is also a recipient of the Silver Order of the Fleury Medal.

Ian N. Wadsworth is Chief Commercial Officer of the Houston Airport System and Deputy Director of Commercial Development. Mr. Wadsworth is also the Acting Chief Financial Officer. He oversees the commercial activities at the Houston Airport System's three airports, including air service development, airline affairs, concessions, parking, real estate and business development. He joined the Houston Airport System in November 2008 as Deputy Director, Finance and Administration. In that position, Mr. Wadsworth was responsible for the finance, properties, human resources, and procurement functions. Prior to joining the Houston Airport System, Mr. Wadsworth served in various finance, planning, and marketing roles over the past 15 years at American Airlines, Capital One Financial, and Global Aero Logistics, the parent company of ATA Airlines, World Airways, and North American Airlines. Mr. Wadsworth received a Bachelors degree in International Affairs from George Washington University and an MBA degree in Finance from the University of Michigan Business School.

Diane Ruscitti, Deputy Assistant Director of Debt-Treasury Management, is responsible for overseeing the issuance and management of debt, treasury functions, and investor relations. Ruscitti evaluates short and long term funding needs and financial products to optimize the Houston Airport System's capital structure. Ruscitti also optimizes the short and long term debt to balance risks; cost of funds, flexibility of future funding needs and develops investor relations with the investment community. Prior to joining the Houston Airport System, Ruscitti oversaw a fuel hedging risk program with an annual budget of \$50 million and underlying exposure of \$650 million for Alaska Air Group. She was also responsible for the oversight of a \$1.3 billion capital improvement program and related debt financings, including a \$300 million commercial paper program and \$50 million in annual federal grants and passenger facility charges at a major California airport. Ruscitti financed and evaluated tens of billions of dollars of major capital projects while at United Airlines and she's an accomplished finance professional with fifteen years of aviation work experience in the development of business plans, capital markets, leasing, risk management, financial planning, operating budgets, and financial analysis. Ruscitti received a Bachelors of Science in economics, summa cum laude from the University of Illinois at Chicago and an MBA degree in Finance from Indiana University, also summa cum laude.

Michael A. Lee serves as the Deputy Assistant Director of Strategic Planning and oversees financial planning; rates and charges and long-term planning. In August of 2007, he joined the Houston Airport System's finance department as Rates and Charges Manager responsible for developing the annual airline rates and charges and reconciliations. From 2002 to June 2007, Mr. Lee served on the commercial development team as an Airport Properties Representative, where he negotiated leases and managed the relationships with more than a dozen domestic and international airlines at both Intercontinental and Hobby. Mr. Lee began his career in airport management when he joined the properties department at Lambert-St. Louis International Airport (STL) in June 1998. During his time with STL, Michael assisted with the management of concessions, ground transportation and airline leases. In December of 2000, Michael was promoted to Ground Transportation Manager and managed the parking and ground transportation programs. Mr. Lee was in the first graduating class of the joint ACI/ICAO Airport Management Professional Accreditation Program, earning the International Airport Professional (I.A.P.) designation in 2008. Mr. Lee earned a Bachelors of Science in Aviation Management at the University of Central Missouri. Michael earned his aircraft dispatch certificate and was an aircraft dispatcher for Skyway Airlines in Milwaukee, Wisconsin. Mr. Lee is also an instrument-rated private pilot.

Mary Case, A.A.E., General Manager for Intercontinental, is responsible for directing the day-to-day management of Intercontinental; as well as for establishing policies, procedures, guidelines and project schedules for the airport. In addition, she also coordinates the preparation, implementation and monitoring of the budget and expenditures for Intercontinental, among other duties. Ms. Case joined the Houston Airport System in January of 1987 and served as General Manager of Hobby Airport until July 2005. She also held the top post for seven years at Houston's oldest airfield, Ellington. She has also worked as an Airport Superintendent for Operation Services, an Assistant Superintendent of Airfield and Grounds and as an Operations Specialist for Intercontinental. The appointment of Case is historic for Houston since she is the first person to be head of all three airports that are owned and operated by the City. A licensed private pilot, Case obtained her Bachelor of Science degree in Aeronautical Studies from Embry-Riddle Aeronautical University in 1982. She is an accredited executive member of the American Association of Airport Executives, and a current member of the Aircraft Owners and Pilots Association.

Perry J. Miller, A.A.E., General Manager for Hobby, duties and responsibilities include the day-to-day operations of the Hobby and the development and implementation of policies and procedures. In addition, Miller coordinates the preparation, implementation and monitoring of the budget and expenditures for Hobby. Prior to his current position, Miller was briefly the Acting General Manager for Intercontinental. He has held a wide range of positions including Assistant Director of maintenance, Airport Manager for Ellington, senior superintendent, airport properties representative, airport supervisor and management analyst. During his 20 year aviation career he has become an accredited executive of the American Association of Airport Executives. Miller obtained his Bachelor of Science degree in Airway Science-Management from Texas Southern University in 1990. He also holds a Master of Science degree in Transportation Planning and Management. Miller is a graduate of Airport Management Professional Accreditation Program and is designated as an International Airport Professional.

Brian Rinehart, General Manager for Ellington, duties and responsibilities include the day-to-day operation of the facility and the development and implementation of policies and procedures. Ellington is home to a variety of government and commercial operations including Air National Guard, Army National Guard, Department of Defense Joint Reserve Center, Coast Guard, NASA, Fixed Based Operators and other entities. Mr. Rinehart joined the Houston Airport System in 1995 and has been assigned to Parking, Building Services, Physical Plant Maintenance and Intercontinental Management. He has attended numerous management and leadership related courses throughout his civilian and military career, resulting in the awarding of several certifications. Brian attended Embry- Riddle Aeronautical University, receiving a Bachelors of Aviation Management and a Bachelors of Aviation Science with Magna Cum Laude recognition. In aerial

combat, Brian was awarded the Silver Star, Bronze Star with Oak Leaf Cluster, Distinguished Flying Cross, Purple Heart, four Air Medals for Valor and 38 Air Medals for aerial operations in combat zones.

Saba Abashawl, Chief External Affairs Officer is responsible for inter-governmental relations, industry and community affairs, international business development, communications, public & media relations, and special projects. Ms. Abashawl has been an executive for the City for more than 10 years. Prior to her current position, she was the Managing Director of Development, responsible for global commercial relations and development programs that ranged from air service expansion to aviation real estate marketing and promoting the City for corporate expansion and/or relocation. Ms. Abashawl is the City's lead liaison to the Department of Homeland Security, U.S. Customs and Border Protection, the U.S. Department of State, and the U.S. Department of Commerce. Under her leadership, Houston became a Model Port of Entry and was the location for testing new procedures. From 1999 to 2004, Ms. Abashawl also served as Executive Officer for the Mayor of Houston responsible for international business development. She directed the City's international business development strategy along with 26 institutions, establishing Houston as the permanent Secretariat of the World Energy Cities Partnership. She previously held key positions at Houston's University of St. Thomas and Rice University. She received a Masters degree in International Finance and Business and a Bachelors degree in Marketing from the University of St. Thomas.

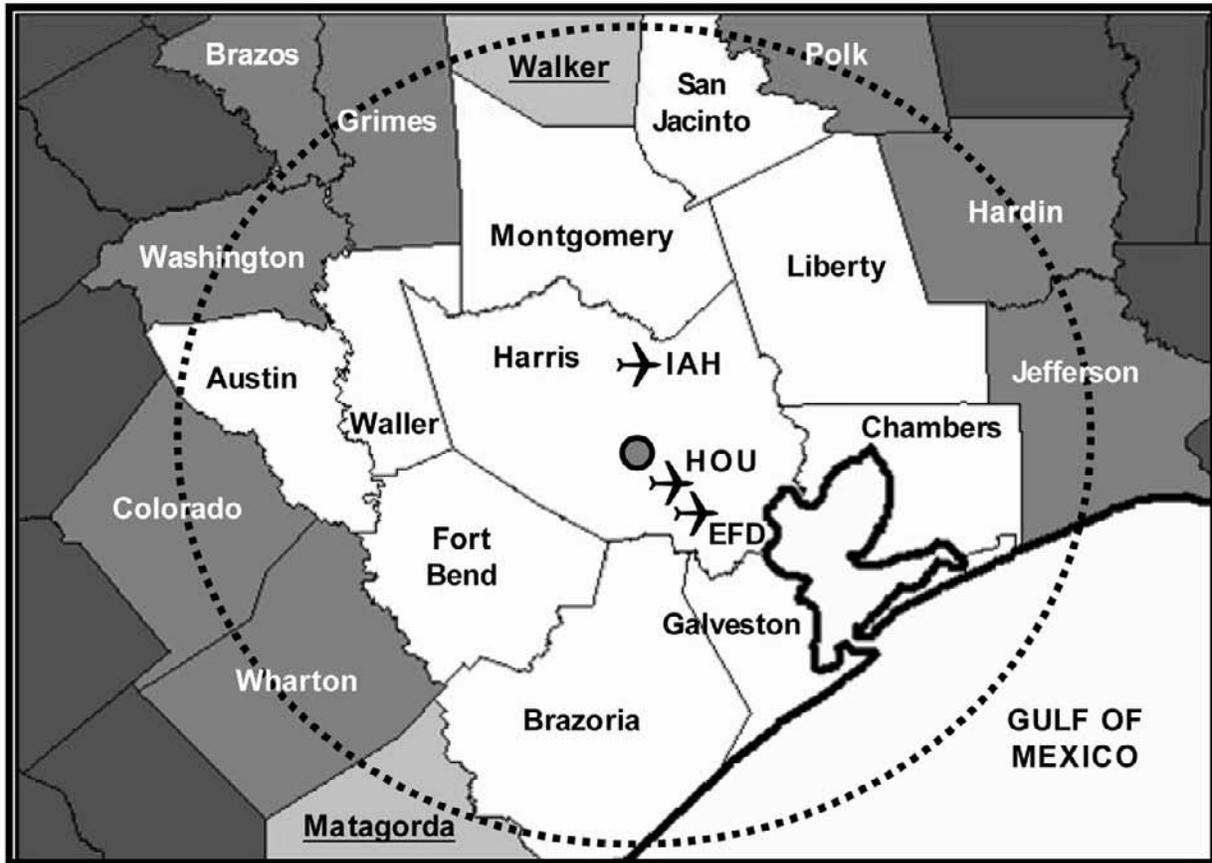
Airport Service Region

The Houston Airport System is located in the nation's fourth most populous city and is part of the sixth largest metropolitan statistical area in the United States. The City is located on the coastal plain in Southeast Texas, approximately 50 miles from the Gulf of Mexico, and is a center for the energy, financial, medical, transportation, retail and manufacturing industries.

The development and diversity of the economic base of an airport service region is important to airline traffic growth at the airports in the region. This is particularly true for an economy in which the industries in the region may rely on the airports for passenger and cargo airline service. The primary service region for the Houston Airport System, the 10-county MSA, has a robust economic base. The MSA extends out two additional counties for the broader Houston-Baytown-Huntsville Combined Statistical Area ("CSA"). According to U.S. Bureau of the Census, the population estimate was 5.87 million for the MSA and 5.97 million for the CSA as of July 1, 2009. Houston's air service region also encompasses smaller and essential markets such as Beaumont/Port Arthur, Victoria, Brownsville and Del Rio in Texas, Lake Charles, Louisiana and many more. See the following map of the Houston Airport System Air Service Area.

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Houston Airport System Air Service Area



	Metropolitan Statistical Area (MSA) of Houston – Sugar Land – Baytown, TX includes 10 counties
	Consolidated Statistical Area (CSA) of Houston – Baytown – Huntsville, TX adds both Matagorda & Walker counties
	75-mile radius adds parts of an additional 8 counties



Source: U.S. Census Bureau

Houston Airport System Capital Improvement Program

General Discussion. The Capital Improvement Program (“CIP”) is a comprehensive plan that determines the capital and infrastructure needs of the Houston Airport System. The City, through the Houston Airport System, began a major CIP in FY 1999 to expand and modernize Houston Airport System facilities at Intercontinental, Hobby, and Ellington. Over the last ten years, CIP appropriations amounted to approximately \$2.6 billion, which includes such major projects as construction of a new runway and other runway and taxiway expansion and improvements, a new international arrivals facility, and other terminal and apron improvements at Intercontinental; a new concourse and terminal at Hobby (complete except for the final work on the terminal) and runway and taxiway improvements; and airfield improvements at Ellington. The Houston Airport System will continue to re-evaluate the current FY 2011-2015 CIP based on financial and air travel demands. See also “INVESTMENT CONSIDERATIONS.”

CIP Projects. The approved five-year CIP for Fiscal Year 2011 through Fiscal Year 2015 (“FY 2011-2015 CIP”) amounts to approximately \$535 million. The major projects between FY 2011 and FY 2015 include the following:

Airport	Description	Amount in thousands
Intercontinental	Runway and Taxiway Repairs and Rehabilitation	\$96,000
Intercontinental	Terminal D Redevelopment	\$92,000
Intercontinental	Midfield Taxiway	\$58,000
Intercontinental	Terminal B South Ramp and Utilities	\$55,000
Intercontinental	Central Plant Expansion and Upgrades	\$23,000
Intercontinental	Drainage Capacity for Intercontinental	\$20,000
Hobby	Parking Improvements and Repairs	\$15,000
Hobby	Runway & Taxiway Repairs and Construction	\$7,000
Ellington	Replace Air Traffic Control Tower	\$9,000
Ellington	Taxiway Repairs and Extensions	\$2,000

The distribution of the five-year CIP is as follows: design and construction of airfield projects represent 33%, terminal and apron renovations and expansions represent 32%, and airport support facilities represent 21% of the planned appropriations.

CIP Project Funding. The Houston Airport System anticipates funding the \$535 million CIP from multiple sources including the Airport Improvement Fund (AIF), Airports Renewal and Replacement Fund (R&R), grants from the FAA Airport Improvement Program (AIP), and remaining proceeds from previously issued general airport revenue bonds (GARBS). The AIF currently contributes \$435 million to the CIP, the R&R funds \$6 million, federal grants provide \$40 million of funding, and revenue bonds provide \$54 million. The Houston Airport System also has \$300 million in a commercial paper program available for appropriation. There is an additional \$160 million of carryover projects expected to be funded from internal resources and existing bond proceeds.

Continental Term Sheet Projects. The Houston Airport System has entered into a term sheet with Continental to construct a \$1.1 billion renovation and expansion of Terminal B and extension of the APM to Terminal A. The term sheet

called for Continental to issue special facility bonds to finance \$674 million for their project components. The project has been delayed due to financial and economic constraints, although \$55 million is included in the FY 2011-2015 CIP. The Houston Airport System has approached Continental about changing the terms of the agreement and is evaluating various scenarios. At the present time no decisions related to any changes to the term sheet projects have been made. See “HOUSTON AIRPORT SYSTEM AGREEMENTS–USE AND LEASE AGREEMENTS—Terminal B Expansion Program Term Sheet.”

Master Plans. The Houston Airport System completed the Ellington Master Plan in 2002, the Hobby Master Plan in 2003 and the Intercontinental Master Plan in February 2007. Houston Airport System master plans are demand driven, not time driven. Planning Activity Levels (PAL’s) are tied to growth metrics and trigger project implementation when a pre-defined level is reached. If the growth metrics indicate slow growth, then PAL’s move later on the time line. Conversely, if growth metrics show rapid growth, then PAL’s move closer on the time line and warrant a faster response.

The implementation portion of the Intercontinental Master Plan identified \$6.25 billion in improvements that should be made to Intercontinental by 2025. The implementation portion of the Hobby Master Plan identified \$1 billion in improvements that should be made to the airport by 2023. The Houston Airport System is in the process of updating its Master Plan for Intercontinental.

Passenger Facility Charge (PFC). The City is authorized to impose PFCs for certain Houston Airport System improvements, subject to approval by the U.S. Department of Transportation.

On November 1, 2006, the City implemented a PFC of \$3.00 per enplaned passenger at Hobby. The City has authority to impose and use \$163,517,150 with collections through November 1, 2017. The City’s authority to impose and use PFCs at Hobby is subject to certain terms and conditions provided in the federal PFC authorizing legislation, the PFC regulations adopted by the FAA and specific FAA approval applicable to the Hobby PFC program. If the City fails to comply with any of these requirements, the failure could reduce or terminate the City’s authority to impose PFCs and use such PFCs to finance a portion of the CIP. The PFC approval allows the City to (a) pay debt service on outstanding bonds issued for certain completed Hobby projects, (b) reimburse the Houston Airport System for the unamortized cost of certain other Hobby projects that were originally funded from the Houston Airport System’s resources (the AIF), (c) provide pay-as-you-go PFC funding of the local share of the costs of certain planned future projects, and (d) pay debt service on commercial paper and future bonds to finance certain Hobby projects.

On December 1, 2008, the City implemented a PFC of \$3.00 per enplaned passenger at Intercontinental. The City has authority to impose and use \$1,372,445,143 with collections through November 1, 2027. The City’s authority to impose and use PFCs at Intercontinental is subject to certain terms and conditions provided in the federal PFC authorizing legislation, the PFC regulations adopted by the FAA and specific FAA approval applicable to the Intercontinental PFC program. If the City fails to comply with any of these requirements, the failure could reduce or terminate the City’s authority to impose PFCs and use such PFCs to finance a portion of the CIP. The PFC approval allows the City to (a) pay debt service on outstanding bonds issued for certain completed Intercontinental projects, (b) reimburse the Houston Airport System for the unamortized cost of certain other Intercontinental projects that were originally funded from the Houston Airport System’s resources (the AIF), and (c) provide pay-as-you-go PFC funding of the local share of the costs of certain planned future projects, and (d) pay debt service on commercial paper and future bonds to finance certain Intercontinental projects.

For a discussion of the treatment of PFC Revenues under the Ordinance, see “APPENDIX B – THE ORDINANCE – SUMMARY AND GLOSSARY OF TERMS.” The PFCs are not pledged or committed to pay debt service on the Series 2010 Bonds.

HOUSTON AIRPORT SYSTEM OPERATING STATISTICS

The FAA classifies the City as a large air traffic operator. According to the Airports Council International, an airport industry group, Intercontinental and Hobby ranked 8th and 43rd, respectively, based on total U.S. passenger traffic for calendar year 2009. The Houston Airport System’s total passengers increased by 2.2% from 47.9 million in Fiscal Year 2009 to 49.0 million in Fiscal Year 2010. Total passengers at Intercontinental increased 1.5% from 39.6 million to 40.2 million, and at Hobby increased 5.7% from 8.3 million to 8.8 million. Each commercial airport has a dominant air carrier: Continental at Intercontinental and Southwest at Hobby. See “Schedule 1–Passenger Statistics.” and “Schedule 2 — Airline Market Shares.”

Airlines Serving the Houston Airport System

The Houston Airport System is served by nearly all of the principal U.S. mainline airlines. The airlines which serve the Houston Airport System provided an average of 5,749 weekly aircraft departures. More than 108 domestic destination airports, including all major U.S. cities, are served. The airlines provide service to 67 international destinations, and currently serve or have announced service to cities in Mexico, Latin America, Central America, Canada, Europe, Asia, Middle East, Australasia and Africa. The table below shows the passenger airlines which provide scheduled service as of October 2010.

Airlines Serving the Houston Airport System

Major Airlines- Intercontinental	Regional Airlines- Intercontinental	Cargo- Intercontinental	All Airlines-Hobby
Alaska Airlines	American Eagle	Atlas Air	AirTran
American Airlines	Atlantic Southeast	Air France	American Eagle
Continental	Chautauqua	BAX Global	Atlantic Southeast
Delta	Colgan	CargoLux	Comair
Frontier	Comair	Cathay Pacific	Compass
Northwest	Compass	China Airlines Cargo	Delta
United	ExpressJet	DHL Express	Executive
US Airways	Freedom	Eva	JetBlue
AeroMexico	Mesa	Federal Express	Pinnacle
Air France	Mesaba	Global Supply	Shuttle America
British Airways	Pinnacle	Martinaire Aviation	Skywest
Emirates	Republic	Saudi Arabian Airlines	Southwest
Jazz Air	Shuttle America	UPS	
KLM	SkyWest		
Lufthansa			
Qatar			
Singapore			
TACA			
Atlas Air (for Angola, formerly World)			

Continental. With 650 daily departures, Intercontinental is the largest airport hub for Continental and Continental is Intercontinental's largest passenger airline. Continental and its regional jet partners carried 86.1% of all Intercontinental passengers in FY 2010 and 86.7% of all Intercontinental passengers in FY 2009. Continental's regional jet partners included Chautauqua, Colgan, and ExpressJet as of October 2010.

On October 1, 2010, Continental Airlines and United Airlines merged into a new airline called United Airlines. United Airlines and its regional jet partners Shuttle America, Mesa and SkyWest currently serve Intercontinental. The two carriers will operate as separate entities until they receive a single operating certificate from the FAA, which is expected to occur in late 2011. See Schedule 2—Airline Market Shares. For a discussion of the source of operating revenues for the Houston Airport System, and the term of Continental's use and lease agreement at Intercontinental, respectively, see "HOUSTON AIRPORT SYSTEM FINANCIAL INFORMATION—Sources of Operating Revenues," and "HOUSTON AIRPORT SYSTEM AGREEMENTS—Use and Lease Agreements—Continental Use and Lease Agreement" "Continental Terminal E Lease".

Southwest. Southwest is the largest operator at Hobby, with over 87.9% of the traffic in FY 2010 and 87.9% of the passenger traffic in FY 2009. In September 2010, Southwest announced an agreement in principle to acquire AirTran Airways, which also currently serves Hobby. If approved by AirTran shareholders, the transaction is expected to close in 2012. The Houston Airport System does not believe that the acquisition will have a material impact on traffic or revenues.

The following schedules set forth certain statistical information regarding the Houston Airport System as provided by the City.

Schedule 1: Passenger Statistics. Schedule 1 indicates total passenger growth over the period between FY 2001 and FY 2010. Other than FY 2002 and FY 2003, which were impacted by the events of September 11, 2001, and FY 2009, which was affected by the world economic slowdown, the Houston Airport System shows a compound annual growth rate for the 10-year period of 0.94% with most of the growth at Intercontinental (0.71% for domestic passengers and 3.8% for international for a combined growth of 1.3%). Hobby, which offers no international service, has seen a small average annual decline of 0.3%. For the first four months of FY 2011 (July, August, September, October), total passengers have increased 0.9% at Intercontinental and increased 5.5% at Hobby as compared to the same period in FY 2010.

Domestic Passengers*				
	Intercontinental		Hobby	
Fiscal Year Ended	Total Passengers	Percentage Change	Total Passengers	Percentage Change
2001	30,105	4.2%	9,038	-0.2%
2002	28,168	-6.4%	8,192	-9.4%
2003	27,931	-0.8%	7,796	-4.8%
2004	29,473	5.5%	8,089	3.8%
2005	31,609	7.2%	8,247	2.0%
2006	34,105	7.9%	8,423	2.1%
2007	35,260	3.4%	8,642	2.6%
2008	35,200	-0.2%	9,097	5.3%
2009	31,995	-9.1%	8,286	-8.9%
2010	32,093	0.3%	8,755	5.7%
July-October 2011	11,013	-1.0%	3,115	5.5%
	International Passengers* (Intercontinental only)		Houston Airport System Total Passengers*	
Fiscal Year Ended	Total Passengers	Percentage Change	Total Passengers	Percentage Change
2001	5,811	8.8%	45,018	3.8%
2002	5,556	-4.4%	41,984	-6.7%
2003	5,526	-0.5%	41,334	-1.5%
2004	5,952	7.7%	43,594	5.5%
2005	6,818	14.5%	46,688	7.1%
2006	7,126	4.5%	49,654	6.4%
2007	7,555	6.0%	51,457	3.6%
2008	7,976	5.6%	52,273	1.6%
2009	7,642	-4.2%	47,923	-8.3%
2010	8,139	6.5%	48,987	2.2%
July-October 2011	2,911	8.7%	17,039	1.7%

* In thousands.

Schedule 1A: Total Enplaned Passengers for the Houston Airport System. Schedule 1A shows the trend of originating enplaned passengers. As with Schedule 1, there is continued growth with the exception of FY 2002 and FY 2003, and FY 2009 for a net gain over the 10-year period of 0.91%. During the first four months of FY 2011, approximately 46.8% of the enplaned passengers at Intercontinental and 76.9% of the enplaned passengers at Hobby were originating enplaned passengers.

George Bush Intercontinental Airport

Fiscal Year ended June 30	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	9,139,616	8,746,479	17,886,095	51.1%
2002	7,934,632	8,876,817	16,811,449	47.2%
2003	7,820,907	8,842,781	16,663,688	46.9%
2004	8,626,935	9,066,201	17,693,136	48.8%
2005	9,326,276	9,872,313	19,198,589	48.6%
2006	9,983,652	10,692,215	20,675,867	48.3%
2007	10,477,803	11,008,827	21,486,630	48.8%
2008	10,449,631	11,190,625	21,640,256	48.3%
2009	9,190,724	10,680,955	19,871,679	46.3%
2010	9,278,705	10,854,946	20,133,651	46.1%
FY 2011 (July –October)	3,241,749	3,692,023	6,933,772	46.8%

William P. Hobby Airport

Fiscal Year ended June 30	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	3,564,988	953,505	4,518,493	78.9%
2002	3,166,701	927,932	4,094,633	77.3%
2003	2,994,073	904,483	3,898,556	76.8%
2004	3,103,828	940,732	4,044,560	76.7%
2005	3,236,719	914,007	4,150,726	78.0%
2006	3,313,974	922,244	4,236,218	78.2%
2007	3,396,182	947,575	4,343,757	78.2%
2008	3,605,540	956,631	4,562,171	79.0%
2009	3,322,678	836,245	4,158,923	79.9%
2010	3,343,393	1,054,010	4,397,403	76.0%
FY 2011 (July –October.)	1,200,405	361,508	1,561,913	76.9%

Houston Airport System ⁽¹⁾

Fiscal Year ended June 30	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	12,738,648	9,699,984	22,438,632	56.8%
2002	11,137,116	9,804,749	20,941,865	53.2%
2003	10,857,245	9,747,264	20,604,509	52.7%
2004	11,772,263	10,006,933	21,779,196	54.1%
2005	12,570,835	10,786,320	23,357,155	53.8%
2006	13,297,626	11,614,459	24,912,085	53.4%
2007	13,873,986	11,956,402	25,830,388	53.7%
2008	14,055,171	12,147,256	26,202,427	53.6%
2009	12,513,402	11,517,200	24,030,602	52.1%
2010	12,622,099	11,908,956	24,531,055	51.5%
FY 2011 (July –October)	4,442,154	4,053,531	8,495,685	52.3%

⁽¹⁾ The Houston Airport System Totals also include enplanements for Ellington between fiscal years 2001-2005. All commercial passenger service at Ellington ceased in September 2004.

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Schedule 2: Airline Market Shares. Schedule 2 shows the airline market shares for FY 2009 and FY 2010. Continental and its affiliate partners represented 86.7% of the passengers in FY 2009 and 86.1% in FY 2010 at Intercontinental. Southwest represented 87.8% and 87.8% of the passengers at Hobby during FY 2009 and FY 2010, respectively.

Market Share Report

Airlines	Intercontinental			
	Fiscal Year 2009		Fiscal Year 2010	
	Total Passengers	Market Share	Total Passengers	Market Share
Domestic				
AirTran	0	0.0%	0	0.0%
Alaska Airlines	0	0.0%	65,313	0.2%
American Airlines & American Eagle	857,373	2.2%	836,042	2.1%
Continental	19,878,793	50.2%	19,524,402	48.6%
Continental Connection ⁽¹⁾	528,210	1.3%	524,431	1.3%
Continental Express ⁽¹⁾	7,699,371	19.4%	7,976,654	19.9%
Charter Airlines ⁽²⁾	8,655	0.0%	7,354	0.0%
Delta & Northwest	1,234,368	3.1%	1,228,103	3.1%
Frontier and affiliates	204,441	0.5%	224,423	0.6%
JetBlue	0	0.0%	0	0.0%
Southwest	0	0.0%	0	0.0%
United and affiliates	726,298	1.8%	767,696	1.9%
US Airways and affiliates	857,852	2.2%	938,912	2.3%
Total Domestic	31,995,361	80.7%	32,093,330	79.8%
International				
AeroMexico	114,883	0.3%	138,063	0.3%
Air Canada and affiliates	172,349	0.4%	189,385	0.5%
Air France	202,616	0.5%	163,358	0.4%
Atlas Air	27,024	0.1%	19,684	0.0%
British Airways	208,497	0.5%	220,658	0.5%
Charter Airlines	876	0.0%	2,227	0.0%
Continental	5,040,542	12.6%	5,303,028	13.3%
Continental Express	1,213,999	3.1%	1,291,483	3.3%
Emirates	147,654	0.4%	163,269	0.4%
KLM	183,641	0.5%	177,245	0.4%
Lufthansa	178,574	0.5%	196,349	0.5%
Qatar Airways	32,653	0.1%	135,802	0.3%
Singapore	59,181	0.1%	80,784	0.2%
TACA	59,849	0.2%	57,147	0.1%
Total International	7,642,338	19.3%	8,138,482	20.2%
		0.0%		
Total Airlines	39,637,699	100.0%	40,231,812	100.0%

(1) Continental Connection was operated by Colgan. Continental Express was operated by ExpressJet and Chautauqua airlines.

(2) Commercial passenger traffic at Ellington ceased in September 2004.

Hobby

Houston Airport System

Fiscal Year 2009		Fiscal Year 2010		Fiscal Year 2009		Fiscal Year 2010	
Total	Market	Total	Market	Total	Market	Total	Market
Passengers	Share	Passengers	Share	Passengers	Share	Passengers	Share
341,408	4.1%	334,988	3.8%	341,408	0.7%	334,988	0.7%
0	0.0%	0	0.0%	0	0.0%	65,313	0.1%
233,868	2.8%	265,372	3.0%	1,091,241	2.3%	1,101,414	2.2%
0	0.0%	0	0.0%	19,878,793	41.6%	19,524,402	39.8%
0	0.0%	0	0.0%	528,210	1.1%	524,431	1.1%
0	0.0%	0	0.0%	7,699,371	16.1%	7,976,654	16.3%
4,728	0.1%	9,432	0.1%	13,383	0.0%	16,786	0.0%
285,420	3.4%	307,715	3.5%	1,519,788	3.2%	1,535,818	3.1%
0	0.0%	0	0.0%	204,441	0.4%	224,423	0.5%
140,014	1.7%	150,044	1.7%	140,014	0.3%	150,044	0.3%
7,280,157	87.8%	7,687,170	87.8%	7,280,157	15.3%	7,687,170	15.7%
0	0.0%	0	0.0%	726,298	1.5%	767,696	1.6%
0	0.0%	0	0.0%	857,852	1.8%	938,912	1.9%
<u>8,285,595</u>	<u>100.0%</u>	<u>8,754,721</u>	<u>100.0%</u>	<u>40,280,956</u>	<u>84.1%</u>	<u>40,848,051</u>	<u>83.4%</u>
				114,883	0.2%	138,063	0.3%
				172,349	0.4%	189,385	0.4%
				202,616	0.4%	163,358	0.3%
				27,024	0.1%	19,684	0.0%
				208,497	0.4%	220,658	0.5%
				876	0.0%	2,227	0.0%
				5,040,542	10.5%	5,303,028	10.8%
				1,213,999	2.5%	1,291,483	2.6%
				147,654	0.3%	163,269	0.3%
				183,641	0.4%	177,245	0.4%
				178,574	0.4%	196,349	0.4%
				32,653	0.1%	135,802	0.3%
				59,181	0.1%	80,784	0.2%
				59,849	0.1%	57,147	0.1%
<u>0</u>	<u>0.0%</u>	<u>0</u>	<u>0.0%</u>	<u>7,642,338</u>	<u>15.9%</u>	<u>8,138,482</u>	<u>16.6%</u>
<u>8,285,595</u>	<u>100.0%</u>	<u>8,754,721</u>	<u>100.0%</u>	<u>47,923,294</u>	<u>100.0%</u>	<u>48,986,533</u>	<u>100.0%</u>

Schedule 3: Total Aircraft Operations and Aircraft Landed Weight. Schedule 3 shows the Aircraft Operations and Aircraft Landing Weight for the Houston Airport System between FY 2001 and FY 2010 and the first four months of FY 2010 and FY 2011.

Fiscal Year	Aircraft Operations (in thousands)			Aircraft Landed Weight (in million pounds)		
	Total	Increase (Decrease)	Percentage Change	Total	Increase (Decrease)	Percentage Change
2001	823	(4)	-0.5%	32,083	588	1.9%
2002	790	(33)	-4.0%	30,496	(1,587)	-5.0%
2003	811	21	2.7%	30,802	306	1.0%
2004	856	45	5.6%	31,444	642	2.1%
2005	887	31	3.6%	32,543	1,099	3.5%
2006	933	46	5.2%	32,808	265	0.8%
2007	983	50	5.4%	33,930	1,122	3.4%
2008	974	(9)	-0.9%	34,097	167	0.5%
2009	892	(82)	-8.4%	31,907	(2,190)	-6.4%
2010	858	(34)	-3.8%	31,662	(245)	-0.8%
July – October 2011	290	(7)	-2.4%	10,833	93	0.9%

Cargo Activity

The Houston Airport System transports a large amount of cargo, the majority out of Intercontinental. The following tables show historical data on air cargo activity for the fiscal year period 2006-2010. Cargo activity rebounded strongly in FY 2010 after the economic slowdown adversely impacted FY 2009 results.

For purposes of the summary Hobby and Intercontinental data are not provided separately. Hobby provided approximately 2.8% of FY 2010 cargo volumes and 2.4% of FY 2009 volumes and has typically averaged 2%-3% of total cargo activity in recent years.

Schedule 4: Total System Cargo Activity (in metric tons).

Fiscal Year	Domestic	International	Mail	Total	Percent Change
2006	204,323.76	153,282.31	44,760.89	402,366.96	0.0%
2007	207,762.85	170,972.12	43,469.76	422,204.74	4.9%
2008	210,531.93	181,091.05	34,957.34	426,580.31	1.0%
2009	186,085.49	164,789.79	36,082.32	386,957.60	-9.3%
2010	195,617.27	181,453.16	37,011.00	414,081.42	7.0%

HOUSTON AIRPORT SYSTEM FINANCIAL INFORMATION

Schedule 5 sets forth, for the Fiscal Years indicated, (1) the Gross Revenues, Operation and Maintenance Expenses and Net Revenues (each computed as defined in the Ordinance) of the Houston Airport System, (2) the total Debt Service Requirement (computed as defined in the Ordinance) on then outstanding Houston Airport System Bonds, which include all obligations payable from revenues of the Houston Airport System and (3) the coverage of Debt Service Requirement by Net Revenues. All amounts in "Schedule 5-Selected Financial Information" for Fiscal Years 2005 through 2010 are derived from the audited financial statements of the Houston Airport System Fund, or from the supplementary information and the statistical section included in the City Controller's Comprehensive Annual Financial Report of the City of Houston, Texas, for each respective Fiscal Year. The schedule should be read in conjunction with the complete audited financial statements of the City of Houston, Texas, Airport System Fund Comprehensive Annual Financial Report and the notes thereto included as APPENDIX A.

Schedule 5: Selected Financial Information.

	2005	2006	2007	2008	2009	2010
Operating Revenues						
Landing fees:						
Landing fees	\$ 99,197	\$ 98,385	\$ 88,933	\$ 95,730	\$ 80,420	\$ 91,032
Aviation fuel	1,400	1,559	1,540	1,522	1,313	1,329
Aircraft parking	1,475	1,814	1,667	1,765	1,090	1,804
Subtotal	102,072	101,758	92,140	99,017	82,823	94,165
Building and ground area revenues:						
Terminal space	136,075	162,491	182,113	193,375	155,396	161,960
Cargo building	893	1,553	2,011	2,469	2,374	2,490
Other rentals	3,354	3,801	5,037	5,054	5,017	5,158
Hangar rental	2,077	2,349	3,394	3,473	4,051	4,920
Ground rental	9,018	9,757	7,165	7,415	7,595	7,577
Subtotal	151,417	179,951	199,720	211,786	174,433	182,105
Parking, concession and other revenues:						
Retail concessions	19,823	21,070	26,953	29,435	27,004	27,975
Auto parking	55,444	62,377	65,454	72,958	66,565	70,127
Auto rental	18,065	21,438	22,950	24,529	24,389	22,889
Ground transportation	3,954	3,999	4,617	4,806	4,724	4,987
Other operating revenue	2,866	3,268	4,304	4,645	5,819	4,331
Subtotal	100,152	112,152	124,278	136,373	128,501	130,309
Total operating revenue	\$ 353,641	\$ 393,861	\$ 416,138	\$ 447,176	\$ 385,757	\$ 406,579
Nonoperating Revenues ⁽¹⁾						
Interest on investments ⁽¹⁾	10,498	17,742	26,847	30,064	23,664	15,988
Other revenues - revenue fund	4,175	(58)	483	182	1,522	2,830
Subtotal	14,673	17,684	27,330	30,246	25,186	18,818
Total Gross revenues	\$ 368,314	\$ 411,545	\$ 443,468	\$ 477,422	\$ 410,943	\$ 425,397
Operation and maintenance expenses ⁽²⁾						
Personnel and other current expenses	223,972	202,496	\$ 214,611	\$ 229,551	\$ 240,685	\$ 245,041
Retiree health and life insurance liability ⁽²⁾	-	-	-	(11,356)	-	-
Collateralized pension notes ⁽²⁾	(34,800)	-	-	-	-	-
Interest on pension bonds and note ⁽³⁾	1,921	3,069	3,064	3,064	1,711	106
Interest on electricity contract	-	-	45	50	53	-
Bad debt expenses	-	-	-	-	-	-
Operation and maintenance expenses	\$ 191,093	\$ 205,565	\$ 217,720	\$ 221,309	\$ 242,449	\$ 245,147
Net revenue	\$ 177,221	\$ 205,980	\$ 225,748	\$ 256,113	\$ 168,494	\$ 180,250
Total debt service requirements	\$ 112,248	\$ 140,513	\$ 144,495	\$ 157,619	\$ 150,741	\$ 146,560
Grant/PFC revenue available for debt service	(25,506)	(46,621)	(20,679)	(28,022)	(51,739)	(56,058)
Net debt service requirement ⁽⁴⁾	\$ 86,742	\$ 93,892	\$ 123,816	\$ 129,597	\$ 99,002	\$ 90,502
Coverage of debt service	2.04	2.19	1.82	1.98	1.70	1.99

⁽¹⁾ The figures shown have been adjusted for miscellaneous revenues not defined as Gross Revenues or Net Revenues in the Ordinance

⁽²⁾ Does not include depreciation expenses. The liability for other post-employment benefits is included in debt coverage for FY 2010, but not for prior years.

⁽³⁾ Portion of debt of the City of Houston allocated to the Houston Airport System.

⁽⁴⁾ Does not include debt service for which interest was capitalized from bond proceeds

Excludes interest revenue earned in restricted bond funds. See definition of "Debt Service Requirements" in APPENDIX B.

Fiscal Year 2010. In FY 2010 operating revenues increased by \$20.8 million (5.4%). The increase was due mostly to an increase in parking rates and to a prior period adjustment which lowered FY 2009 revenues. Non-operating revenues fell by \$6.4 million due to lower earnings on our investment portfolio. In total, operating revenues increased by \$14.5 million (3.5%).

In FY 2010 cash operating expenses increased by \$2.7 million (1.1%). The increase was attributable to a contractual salary rate increase for union employees. Net revenues increased by \$11.8 million (7.0%).

Total required debt service decreased by \$4.2 million (2.8%) as lower interest expense on our variable rate debt was mostly offset by the interest expense associated with projects financed by the 2009 senior series debt issue and placed into service.

Grants and PFC revenues which were available to pay debt service increased by \$4.3 million primarily due to collecting a full year of PFCs at IAH versus only a partial year in FY 2009.

As a result, the net debt service requirement fell \$8.5 million (8.6%) to \$90.5 million and the resulting coverage ratio improved to 1.99.

Fiscal Year 2009. Net revenues decreased by \$78.3 million in FY 2009 to \$177.8 million. In FY 2009, Landing Fees and Terminal Space Rentals decreased by \$53.2 million due partly to a negative rates and charges settlement of \$27.6 million relating back to FY 2007 and 2008 (in part, due to lower than planned energy expenses). The decrease was also due to the implementation of the PFC program at Intercontinental, which funded a portion of the projects which generated these revenues. Parking and concession revenue in FY 2009 decreased by \$7.9 million, due to the decreased passenger volumes caused by the economic downturn. Interest on investments in FY 2009 decreased by \$6.4 million, due to decreases in the investment yield in the City's General Taxable Investment Pool.

Maintenance and operating expenses in FY 2009 increased by \$11.1 million, primarily due to salary increases under the terms of the agreement with HOPE, plus increases for electricity and natural gas.

Certain federal grants and passenger facility charges are available to pay certain debt service costs. In FY 2009, passenger facility charges available for debt service increased by \$10.2 million, due to the implementation of the Intercontinental passenger facility charge program on January 1, 2009. Grants available for debt service costs increased by \$13.5 million in FY 2009.

Sources of Operating Revenues

Operating Revenues of the Houston Airport System are generated from the following revenue-producing sources:

Landing Fees. Landing fees for scheduled airlines at Intercontinental and Hobby are computed under formulas derived from various use and lease agreements and license agreements (see "HOUSTON AIRPORT SYSTEM AGREEMENTS—Use and Lease Agreements"), which rates are also applied by ordinance to nonscheduled, commercial aircraft and nonsignatory scheduled aircraft landings at both airports based upon maximum FAA-approved gross landed weights. In addition, the City receives revenues from aviation fuel flowage fees (currently six cents per gallon) assessed on the delivery of fuel to certain aircraft in lieu of landing fees.

Building and Ground Area Revenues. Terminal space rentals paid by scheduled airlines under use and lease agreements are subject to annual compensatory adjustment depending upon additional capital improvements, maintenance, operating and overhead expenses allocable to the facilities. Ground rentals are charged by the City under long-term ground leases of land at Intercontinental, Hobby, and Ellington. The City leases various parcels of land: to airlines, fixed base operators and various corporations for hangars, aircraft maintenance facilities, flight kitchens and cargo buildings; to auto rental companies for their service facilities and storage lots; and to a variety of other entities for buildings and other permanent improvements.

Parking, Concession, and Other Revenues. City-owned parking facilities are the largest single source of revenues of the Houston Airport System other than payments by the airlines. As of August 31, 2010, such facilities consisted of approximately 24,500 public parking spaces at Intercontinental and approximately 4,000 at Hobby. Auto parking operations are managed and operated by New South Parking pursuant to a concession agreement with the Houston Airport System. See "HOUSTON AIRPORT SYSTEM AGREEMENTS—Other Agreements." Parking rates are approved by the City Council of the City. The City's parking facilities compete with several off-airport private parking operators that provide free shuttle service to their customers at both Intercontinental and Hobby. Accordingly, competitive supply and

demand constraints have affected the City’s ability to significantly increase parking revenues at its on-airport economy parking facilities.

Concessions include news and gift shops, restaurants, lounges, auto rentals, advertising and operation of the 565 guest-room Marriott Hotel located at Intercontinental. The hotel lease and other terminal concession agreements provide for annual payments based on the greater of a percentage of gross income or guaranteed minimums.

Revenues from auto rentals are derived from a concession fee (in addition to certain ground rentals) paid by auto rental companies to the City as either a percentage of the gross auto rentals or a guaranteed minimum, whichever is greater.

Schedule 6: Summary of Certain Fees and Charges. ⁽¹⁾ **Schedule 6 contains the established rates and charges for FY 2010 and FY 2009 as set forth in the Use and Lease Agreements for Intercontinental and Hobby.**

	Intercontinental		Hobby	
	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
	2009	2010	2009	2010
Landing Rates ⁽¹⁾	\$2.948	\$2.953	\$2.186	\$2.322
Terminal Space Rentals ⁽²⁾	\$27.06 - 93.85	\$23.74 - 71.84	\$94.18 - 94.36	\$92.74 – 106.58
Apron ⁽²⁾	\$2.265 - 2.865	\$1.992 - 2.1.29	\$2.202	\$2.161
Parking Rates (maximum per day)				
Economy ⁽⁴⁾	\$6.00	\$6.00	\$6.00	\$8.00
Structured ⁽³⁾	\$15.00	\$17.00	\$15.00	\$17.00
Surface	--	--	--	--
Short-Term	--	--	--	--
Sure Park ⁽³⁾	\$15.00	\$17.00	--	--

(1) Per 1,000 pounds for landing weight

(2) Range per square foot

(3) Rate changed August 1, 2009

(4) Intercontinental added covered parking to the Economy Lot in June 2010. The initial fees were \$5 for uncovered parking and \$6 for covered. In September 2010, covered parking increased to \$7.

DEBT SERVICE REQUIREMENTS OF HOUSTON AIRPORT SYSTEM BONDS

Schedule 7 sets forth the Debt Service Requirements, computed as defined in APPENDIX B, on all Outstanding Houston Airport System Obligations (including Inferior Lien Obligations), assuming scheduled mandatory redemption of any term bonds. This schedule excludes the Refunded Bonds and includes the Series 2010 Bonds.

Schedule 7: Houston Airport System Debt Service Requirements Schedule.

Period Ending	Senior Lien Debt Service	Subordinate Lien Debt Service ⁽²⁾	Total Bonds Debt Service	Inferior Lien Obligation ⁽³⁾	Bonds plus Inferior Lien Obligation
07/01/2011	11,523,081	154,832,692	166,355,773	6,582,006	172,937,779
07/01/2012	17,454,880	154,783,057	172,237,937	6,583,250	178,821,187
07/01/2013	21,786,126	154,831,931	176,618,057	6,586,325	183,204,382
07/01/2014	23,818,994	154,822,741	178,641,735	6,584,125	185,225,860
07/01/2015	33,093,994	154,820,951	187,914,945	6,581,800	194,496,745
07/01/2016	33,095,244	154,814,554	187,909,798	6,583,525	194,493,323
07/01/2017	33,093,244	154,783,227	187,876,471	6,583,200	194,459,671
07/01/2018	33,091,994	154,534,553	187,626,547		187,626,547
07/01/2019	33,095,244	154,464,262	187,559,506		187,559,506
07/01/2020	33,091,494	154,469,133	187,560,627		187,560,627
07/01/2021	33,094,744	154,890,861	187,985,605		187,985,605
07/01/2022	33,093,244	154,611,143	187,704,387		187,704,387
07/01/2023	33,095,744	155,035,551	188,131,295		188,131,295
07/01/2024	33,095,494	155,045,915	188,141,409		188,141,409
07/01/2025	33,095,994	154,064,245	187,160,239		187,160,239
07/01/2026	33,095,494	154,210,469	187,305,963		187,305,963
07/01/2027	33,092,244	153,933,193	187,025,437		187,025,437
07/01/2028	33,093,675	153,632,686	186,726,361		186,726,361
07/01/2029	33,091,288	151,229,596	184,320,884		184,320,884
07/01/2030	33,095,025	151,159,909	184,254,934		184,254,934
07/01/2031	33,094,400	155,792,342	188,886,742		188,886,742
07/01/2032	33,095,200	155,768,896	188,864,096		188,864,096
07/01/2033	33,094,125		33,094,125		33,094,125
07/01/2034	33,092,875		33,092,875		33,092,875
07/01/2035	33,092,875		33,092,875		33,092,875
07/01/2036	33,095,275		33,095,275		33,095,275
07/01/2037	33,095,950		33,095,950		33,095,950
07/01/2038	33,095,775		33,095,775		33,095,775
07/01/2039	33,095,350		33,095,350		33,095,350
	\$901,939,066	\$3,396,531,907	\$4,298,470,973	\$46,084,231	\$4,344,555,204

⁽¹⁾ Net of capitalized interest as projected at issuance of the Series 2009A bonds.

⁽²⁾ Variable and auction rate bonds reflected at original certified rate. Actual rates will vary.

⁽³⁾ Represents HAS assumption of payments for Series 1997A Special Facility Bonds under sublease.

Schedule 8: Houston Airport System Outstanding Debt. The following Schedule 8 summarizes Houston Airport System debt outstanding as of September 30, 2010.

Senior Lien Revenue Bonds, fixed rate	\$ 449,660
Senior Lien Notes ⁽¹⁾	-0-
Subordinate Lien Revenue Bonds, fixed rate	1,582,080
Subordinate Lien Revenue Bonds, periodic auction rate ⁽²⁾	322,775
Subordinate Lien Revenue Bonds, variable rate ⁽³⁾	93,730
Inferior Lien Obligations ⁽⁴⁾⁽⁵⁾	37,430
Pension Obligations Bonds ⁽⁷⁾	<u>2,006</u>
Total Outstanding Principal	<u>\$ 2,487,681</u>
Special Facilities Revenue Bonds ⁽⁵⁾⁽⁶⁾	<u>\$ 573,810</u>

- ⁽¹⁾ The City has authorized issuance of up to \$150 million of Airport System Senior Lien Notes, Series A and B.
- ⁽²⁾ This reflects the principal amount of the Series 2000P-1 and 2000P-2 auction rate bonds, and 2002C, 2002D-1, and 2002D-2 auction rate bonds. The auction rate bonds are not short term/demand obligations as defined in the bond ordinances authorizing the issuance of the Houston Airport System Bonds. The City has no current plans to refund the periodic auction rate bonds.
- ⁽³⁾ This reflects the principal amount of the Series 2010 Bonds and excludes the principal amount of the Refunded Bonds.
- ⁽⁴⁾ The City has authorized issuance of up to \$150 million of Airport System Inferior Lien Commercial Paper Notes, Series C, none of which are outstanding.
- ⁽⁵⁾ Under a sublease to the City of the APM financed with the Series 1997A Special Facilities Bonds, the City has agreed to make sublease payments that include amounts equal to the debt service on such bonds. Such payments are payable from Houston Airport System Net Revenues on the same priority as Inferior Lien Obligations. Accordingly, for purposes of this schedule, the Series 1997A Special Facilities Bonds are listed as Inferior Lien Obligations rather than as Special Facilities Bonds, even though they currently remain outstanding as Special Facilities Bonds.
- ⁽⁶⁾ Represents the dollar amount of special facility revenue bonds that the City issued on behalf of a third party and the repayment of which is solely the obligation of the third party. THESE BONDS ARE NOT THE OBLIGATION OF THE HOUSTON AIRPORT SYSTEM. Approximately \$131 million represent bonds issued to support the consolidated rental car facility and the remaining bonds were issued to support various Continental airport improvement projects. The amount of this conduit debt obligation has been reduced by \$37.43 million to take into account the sublease which effectively transferred the debt obligation referenced in footnote 5 to the Houston Airport System.
- ⁽⁷⁾ Represents the Houston Airport System's allocation of the City's pension obligation bonds.

HOUSTON AIRPORT SYSTEM AGREEMENTS

Use and Lease Agreements

General. At both Intercontinental and Hobby, most landing fees and terminal rentals are paid by the airlines pursuant to use and lease agreements. Those agreements generally require the airlines to pay landing fees, terminal building rentals and certain other charges to enable the City to recover costs allocable to facilities occupied and used by the airlines. These costs include Operation and Maintenance Expenses, amortization charges associated with the City's investment in airport capital improvements and interest on the City's investment in land. Those airlines that do not operate under use and lease agreements generally operate under agreements or arrangements on a month-to-month basis or under City ordinance.

The City has the following use and lease agreements with the airlines operating at Intercontinental and Hobby: (1) Continental and the City entered into a use and lease agreement (the "Continental Use and Lease Agreement"), effective as of January 1, 1998 with respect to Terminal B and Terminal C at Intercontinental, (2) Continental and the City entered into a lease agreement for Terminal E, dated as of August 1, 2001; (3) the City entered into use and lease agreements with Continental and other airlines operating and occupying space and gates in the expanded Terminal A at Intercontinental (the "Terminal A Airlines"), effective as of January 1, 1998; (4) the City has entered into International Facilities Agreements governing the use of Terminal D and the Central FIS with Continental and foreign flag carriers; (5) the City entered into new use and lease agreements at Hobby with Southwest Airlines and other airlines, effective as of September 25, 2008; and (6) the City entered into a term sheet with Continental on April 29, 2008 with respect to the Terminal B Expansion Program (the "Term Sheet").

The following section summarizes the major provisions of the Houston Airport System's use and lease agreements and license agreements.

Continental Use and Lease Agreement. The Continental Use and Lease Agreement, which 20-year term expires on December 31, 2017, represents the remaining portion of the amortization period of the original Terminal C investment. The City and Continental are currently considering extending Continental's lease of Terminal C for an additional 10 years to 2027. To facilitate Continental's hub operations at Intercontinental, Continental has the preferential right to use all of the apron area and exclusive right to use of all of the holdrooms and other airline space in Terminal C for the duration of the lease term. The original term of Continental's lease for Terminal B was 10 years, effective from January 1, 1998 through December 31, 2007; Continental exercised its option on the Terminal B space to extend the term of the lease for an additional 10 years to December 31, 2017. Continental also has the preferential right to use all of the aircraft parking positions and exclusive right to use of all of the holdrooms and other airline space in Terminal B, subject to the City's right under certain conditions to require Continental to relinquish such space because of under-utilization. As of January 25, 2005, the City subleases the Terminal B-C link of the APM from Continental and includes it in the rates and charges for Terminals B, C, D, E, and the Central FIS. The Term Sheet related to Terminal B, discussed below, will have certain impacts on this agreement.

In calculating airline fees, rentals and charges at Intercontinental, costs of support facilities such as the interterminal train system and the chilled and hot water plant are allocated among the various areas benefiting from such facilities, including airline areas of the terminal buildings. In addition, the City charges apron fees that are calculated to recover costs allocable to the aprons. Landing fees under the Continental Use and Lease Agreement continue to be calculated according to a formula through which the airlines are required to pay their pro-rata share of all costs allocable to the airfield cost center after first deducting airfield revenues derived from general aviation (principally fuel flowage fees, if any).

With respect to terminal building rental rates, the Continental Use and Lease Agreement provides for a "compensatory" rate-making methodology that has been in effect since the airport opened in 1969 which includes: (1) the City treating each terminal at Intercontinental (Terminals A, B, C, D, E, the Central FIS and the APM) as a separate cost center for rates and charges purposes and (2) computing capital costs in the airline rate base (terminals and airfield) to reflect level annual amortization of investments. Costs associated with public and concession areas of the terminals are the responsibility of the City and are recovered through concession revenues (including parking, rental car and ground transportation revenues) and other non-airline revenues. The rate base in Terminal B includes a "base capital charge" of \$6.50 per square foot to compensate the City for the economic value of depreciated facilities.

The City has retained the discretion to make capital investment decisions and issue Additional Houston Airport System Bonds, as needed, to ensure that adequate facilities are provided on a timely basis to meet public and airline needs. See "THE HOUSTON AIRPORT SYSTEM—Houston Airport System Capital Improvement Program."

Continental Terminal E Lease. The term of Continental's lease of Terminal E project facilities (including Terminal E, central ticketing facility, Terminal E baggage system improvements, Terminal C-East garage ATO facility, Terminal E apron area and fueling facilities and ancillary facilities) terminates the later of (i) the final scheduled maturity of the bonds issued to finance the Terminal E project or (ii) 25 years from January 25, 2005, the date of beneficial occupancy of the Central FIS. Continental has the option to extend the term for an additional 5-year period, subject to certain conditions. Continental net leased the facilities on an exclusive basis with the exception of the Terminal E Apron area and fueling facilities which are leased on a preferential basis.

As security for the Series 2001 Special Facilities Bonds (Terminal E Project), the Terminal E Lease obligates Continental to pay rent, directly to the trustee, equal to debt service on the bonds. In addition, Continental is obligated to pay the City ground rentals for the special facility areas and "city charges" for the portions of the facilities financed by the City as well as certain allocations of project amortization, maintenance, and operations costs, and replenishment of the renewal and extension fund for systems costs, and airport and departmental administrative costs. For the City charges, Terminal E is treated as a separate rates and charges cost center similar in manner to the other terminals as discussed above under the Continental Use and Lease Agreement. In consideration of Continental's net leasing of the entire Terminal E and central ticketing facility (including the public areas), Continental will derive the financial benefit of all "inside concessions" at Terminal E, such as revenues from concession agreements for food and beverage, gift/news, telephone and advertising.

Terminal B Expansion Program Term Sheet. The City entered into a Term Sheet for the Terminal B Expansion Program and is currently negotiating the corresponding lease agreement. The Term Sheet identifies certain projects to be constructed by the City including Terminal B North and South ramp replacement, Terminal B parking structure replacement, associated infrastructure including roadway, signage, utility and fuel storage improvements, and the expansion of the APM to Terminal A and certain projects to be constructed by Continental including Terminal B South and North Concourse replacement facilities, central terminal redevelopment and a Second FIS facility (the "Second FIS"). Contracts will be coordinated between the City and Continental so that associated projects within each phase of the program are completed concurrently. The City will use its best efforts to authorize and issue special facility revenue bonds on behalf of Continental for their projects. The Term Sheet provides that Continental will be responsible for all costs associated with the Terminal B and the Second FIS, including all public areas. Similar to the Continental Terminal E Lease above, in exchange for Continental net leasing the entire facilities, they will derive the financial benefit of all "inside concessions". For these concessions, Continental will pay the City an annual amount equal to 10% of all net inside concession rent paid to them subject to an annual maximum of \$1 million. With respect to the Second FIS, Continental will guarantee a minimum traffic level through the Central FIS Facility.

Additionally, Continental and the City agree to extend the Terminal C lease for an additional 10 years and upon DBO of the Second FIS, Continental will relinquish its preferential gate rights on certain gates in Terminal D. Continental agreed to support the PFC program at a \$3.00 per enplaned passenger level. The application for the PFC has been approved by the FAA and PFC collections began December 1, 2008.

The Houston Airport System has approached Continental about changing the terms of the Term Sheet and is evaluating various scenarios. At the present time, no decisions relating to the Term Sheet projects have been made.

Terminal A Airlines Use and Lease Agreement. The use and lease agreement for the Terminal A carriers operating at Intercontinental are similar to the Continental Use and Lease Agreement with respect to rates and charges methodology and language, but different with respect to term and facility management provisions. The term of the use and lease agreement for the Terminal A carriers is for seven years, commencing from July 1, 1998 to June 30, 2005. These agreements are currently being held over on a month-to-month basis while a new agreement is under discussion. The rate-making provisions are expected to remain substantially the same. Facility management provisions included in such agreements are flexible in comparison to other use and lease agreements utilized by other major airports. In this regard, holdroom space and aircraft parking positions are leased on a preferential use, rather than an exclusive use, basis. In addition, space assignments are subject to annual review and potential reallocation based on a document, the Standard Gate Concept Definition for Preferential Gate Use Policy, which has been developed by the City and incorporated by reference in such agreements. This policy document confirms the City's airport-wide gate utilization standard of four flights per day and defines the standard relationships between assigned gates (based on aircraft size) and various categories of terminal space. The intent of the policy is to ensure balanced use of space and gates in the terminal as airlines change flight activity and terminal use over time. The use and lease agreements for Terminal A also include a base capital charge of \$5.00 per square foot (compared to \$6.50 in the Continental Use and Lease Agreement) but require the airlines to pay costs of certain unamortized improvements to Terminal A which Continental is not required to pay in Terminal B. The landing fee methodology in the Terminal A use and lease agreements is identical to that of the Continental Use and Lease Agreement.

International Facilities Agreement. Continental and the foreign flag international airlines at Terminal D and the Central FIS operate under the terms of the International Facility Agreement on a month-to-month basis, which will not extend beyond June 30, 2015. The lease agreements set forth the methodology for calculating rates and charges for the use of the facility. The methodology is generally based on the compensatory rate-making concepts in effect in the other terminals, but with separate charges for use of the aircraft parking positions and loading bridges (on a total enplaned and deplaned passenger basis); operations, office, and club room space (on a per square foot basis); ticketing and baggage make-up space (on an enplaned passenger basis); holdrooms, sterile corridors and related space (on a deplaned passenger basis); and Federal Inspection Services and baggage claim areas (on a deplaned passenger basis).

Hobby Use and Lease Agreement. The use and lease agreements for the airlines operating at Hobby are similar in form and substance to the agreements at Intercontinental, but with certain differences in rate-making methodology that resulted in the division of the airport into various sub-cost centers: the Terminal Building and the Central Concourse. There is not expected to be any further division of such cost centers into “airline” and “public/concession space” as is the practice at Intercontinental. Under the Hobby use and lease agreements, the total costs of each cost center are then divided by the total amount of “usable space” (i.e. gross space less mechanical, electrical, and utility space) in the cost center to determine an average rate that will apply to all leasable space. As at Intercontinental, the costs associated with public and concession space will be covered by concession revenues and other non-airline revenue sources. Under the Hobby use and lease agreements, landing fees are calculated using the same formula as the use and lease agreements at Intercontinental. The City entered into new agreements with Southwest, Delta, American Eagle and AirTran in September 2008 which will expire on June 30, 2015.

Other Agreements

The City receives revenues from automobile rental companies under agreements which guarantee annual minimum rental amounts or, if greater, a percentage of gross revenues from automobile rentals at both Intercontinental and Hobby. The City has agreements with seven rental car companies operating at the consolidated rental car facility at Intercontinental on a site adjacent to J.F. Kennedy Boulevard. The concession agreement and facility lease have terms that expire August 31, 2028, 25 years from the date of beneficial occupancy of the facility. The consolidated rental car facility was financed with proceeds of the Series 2001 Special Facilities Bonds (Rental Car Facility) issued in the principal amount of \$130,250,000 in March 2001 that are secured by and payable from a separate customer facility charge (“CFC”) assessed on rental car customers at Intercontinental. Under the terms of the lease, the rental car companies are responsible for all operating and maintenance costs associated with the facility and the consolidated busing operation. The City also has concession agreements with eight rental car companies operating at Hobby that expire May 31, 2010.

The City leases a hotel, land and parking areas at Intercontinental to Host of Houston Ltd. (operated as a Marriott Hotel). The leases entitle the City to the greater of certain guaranteed annual minimum amounts or percentages of gross sales from operations of the hotel facilities, including concessions, parking, and valet parking, each year. The agreements also entitle the City to collect ground rental payments for the use of parking areas based on the square footage used for hotel parking. The leases terminate October 30, 2019.

The City also receives revenues from concession agreements with food, alcoholic beverage, gift/news and other concessionaires operating at the terminals. The revenues paid to the City under these concession agreements are based on the greater of certain guaranteed annual minimum amounts or a percentage of gross revenues received by the concessionaires. In 2008, the City extended its original 10-year food and beverage concession agreement at Intercontinental with Concessions of Houston through June 30, 2012, and in Fiscal Year 2004, two master gift/news concessions with Houston 8/Host Joint Venture and Paradies-IAH, L.L.C. were awarded at Intercontinental which will expire in 2013 plus three one-year options to 2016, respectively. Another food and beverage concession in Terminal C area is operated by JDDA SSP under an agreement that will expire on December 31, 2016 with two one-year options. A new concession for duty free shops was awarded in October 2005 to The Nuance Group (Houston) LLC, which will expire in 2014. In Fiscal Year 2003, the City awarded new food and beverage to 4 Families of Houston and gift/news concession to Hudson News Company for the new areas at Hobby which will expire in 2020 and 2015, respectively.

Aero Houston Central leases most of the cargo facilities in the central cargo area under various ground and building leases through December 31, 2024. The City and Continental executed a lease agreement for the City to construct a new cargo building for Continental. The agreement has a term of 25 years beginning December 12, 2004. Federal Express Corporation also leases a cargo building and aircraft parking ramp under a lease that will expire on July 31, 2012.

The Houston Airport System has implemented the phased development of 165 acres of land at the northeast end of Intercontinental as a new cargo area. The first phase involved approximately 104 acres and provides more than half a million square feet of cargo terminal space, with parking spaces for 20 widebody freighter aircraft. The City has leased to

three private developers approximately eight acres of land each (25.5 acres in the aggregate) for cargo development purposes. The developers, IAH Air Cargo Center, L.P. (currently GE Capital), MLR (currently assigned to Aero Houston East, LLC), and TCC/AMB Aviation IAH, L.P. (currently assigned to Aero Houston East II, L.P.), each built, operates and maintains air cargo and warehouse facilities on the northeast side of Intercontinental pursuant to 40-year ground lease with the right to terminate after 30 years. The cargo and warehouse facilities opened in March 2003. Five acres of the building site have been leased to United Parcel Service (“UPS”), which relocated operations from Ellington to Intercontinental. UPS also leased three jet aircraft and one turbo-prop parking positions. TCC also has an approximately 4-acre lease upon which they constructed a perishables facility for fresh air cargo.

Ellington Airport is being used by certain federal government agencies under a joint use agreement between the City and the federal government, which expired June 30, 2007 and a new agreement is under negotiation.

THE AIRLINE INDUSTRY FINANCIAL INFORMATION

Certain of the certificated major domestic airlines (or their respective parent corporations) are subject to the information reporting requirements of the Securities Exchange Act of 1934, as amended, and thus must file reports and other information with the Commission. Certain information, including financial information, as of particular dates, concerning the certificated major domestic airlines (or their respective parent corporations) is disclosed in such reports and statements filed with the Commission. Such reports and statements can be inspected and copied at the public reference facilities maintained by the Commission at 450 Fifth Street, N.W., Washington, D.C. 20549, and at the Commission’s regional offices, including the Northwestern Atrium Center, 500 West Madison Street, Suite 1400, Chicago, IL 60661-2511 and 5670 Wilshire Boulevard, 11th Floor, Los Angeles, California 90036. Copies of such reports and statements can be obtained from the Public Reference Section of the Commission at 450 Fifth Street, N.W., Washington, D.C. 20549, at prescribed rates. The Commission also maintains a web site at <http://www.sec.gov> containing reports, proxy and information statements and other information regarding registrants that file electronically with the Commission. The Commission undertakes no responsibility for and makes no representations (and the City, the City’s Co-Financial Advisors and the Underwriter disclaim any responsibility) as to the accuracy or completeness of the content of such material contained on the world wide web as described in the preceding sentence, including but not limited to, updates of such information or links to other world wide web sites accessed through the aforementioned web site. In addition, all major and certain other airlines are required to file periodic reports of financial and operating statistics with the United States Department of Transportation. Such reports can be inspected in the Office of Airline Statistics, Research and Special Programs Administration, United States Department of Transportation, 400 Seventh Street, S.W., Washington, D.C. 20590, and copies of such reports can be obtained from the U.S. Department of Transportation at prescribed rates.

Airlines owned by foreign governments or foreign corporations operating airlines (other than foreign airlines that have American Depository Receipts registered on a national exchange) are not required to file information with the Commission. Airlines owned by foreign governments, or foreign corporations operating airlines, file limited information only with the U.S. Department of Transportation.

INVESTMENT CONSIDERATIONS

Effects of Recent Merger Activity on the Houston Airport System

Continental.

On October 1, 2010 UAL Corporation (the parent company of United Airlines) legally completed its acquisition of Continental and changed its name to United Continental Holdings, Inc (“UCH”). Continental, and now UCH, is Intercontinental’s largest passenger airline. Per UCH’s 10-Q filed October 21, 2010, until operational integration is complete, each airline will initially be controlled by the same corporate leadership, but will continue to operate separately. The combined airlines expect to receive a single operating certificate by the end of 2011, per UCH’s press release dated October 21, 2010 announcing its third quarter results. At this time, the City cannot predict what impact, if any, the merger may have on the business, financial condition, and results of operation at the Houston Airport System. Published reports from Continental and United officials have stated, however, that Houston will remain the combined airlines’ largest hub and gateway to Latin America. Additionally, as part of its network optimization post-merger, Continental recently announced new flights between Intercontinental and Bakersfield and Palm Springs, California; Cedar Rapids, Iowa; Grand Junction, Colorado; Hobbs, New Mexico; Montreal, Canada; and Reno, Nevada.

Southwest.

On September 27, 2010, Southwest Airlines announced its plans to acquire AirTran Airways. Per Southwest’s press release announcing its third quarter results dated October 21, 2010, the merger is subject to approval by AirTran shareholders, regulatory approval by the United States Justice Department, and fulfillment of closing conditions. The press release also states that Southwest expects the Justice Department to close the transaction in the first half of 2011. At this time, the City cannot predict what impact, if any, the merger may have on the business, financial condition, and results of operation at the Houston Airport System.

Potential Effects of City Charter Revenue Limitations on Airport Revenues

For a discussion of the effect of certain City Charter tax and revenue limitations, voter-approved propositions, and the potential impact of ongoing litigation involving such limitations and propositions on the operation of the Houston Airport System, see “THE CITY AND CITY FINANCIAL INFORMATION–City Charter Tax and Revenue Limitations.”

Changes in Federal Legislation

In February 1980, Congress passed what is commonly referred to as the “Wright Amendment,” as a part of the International Air Transportation Competition Act of 1979. The Wright Amendment limited interstate commercial airline passenger services out of Love Field in the City of Dallas, Texas, a hub for Southwest, (i) to any interstate destinations in aircraft having a passenger capacity of 56 seats or less (the “Commuter Aircraft Exception”), or on charter flights not exceeding 10 per month, and (ii) to the four states adjacent to Texas in aircraft of any size, subject to certain restrictions on through-service or ticketing, and operational restrictions on the flight or aircraft serving any point outside such adjacent states. In 1997, Congress passed the so-called “Shelby Amendment.” That legislation (i) expanded the adjacent-state rule of the Wright Amendment to add three states to the four states adjacent to Texas, and (ii) provided that an aircraft weighing not more than 300,000 pounds that is reconfigured to accommodate 56 or fewer passengers would be in compliance with the Commuter Aircraft Exception of the Wright Amendment, regardless of its destination. In 2005, Congress expanded the adjacent-state rule to include Missouri thus allowing non-stop flights from Love Field to a total of eight states. On October 13, 2006, President Bush signed into law legislation which (i) allows one-stop and through-service ticketing outside of the Wright Amendment’s former restrictions, (ii) reduces Love Field’s maximum gate capacity from 32 to 20 gates, and (iii) completely repeals the Wright Amendment in 2014. The impact on the Houston Airport System in 2014 cannot be predicted at this time.

General Factors Affecting Airline Activity at Houston Airport System

There are numerous factors that affect air traffic generally and, more specifically, air traffic at the Houston Airport System. Demand for air travel is influenced by factors such as population, levels of disposable income, the nature, level and concentration of industrial and commercial activity in the service area and the price of air travel. The price of air travel is, in turn, affected by the number of airlines serving a particular airport and a particular destination, the financial condition, cost structure and hubbing strategies of the airlines serving an airport, the willingness of competing airlines to enter into an airport market, the cost of operating at an airport, the price of fuel and any operating constraints (due to capacity, environmental concerns or other related factors) limiting the frequency or timing of airport traffic within the national system or at a particular airport.

The financial strength and stability of airlines serving the Houston Airport System are key determinants of future airline traffic. In addition, individual airline decisions regarding level of service, particularly hubbing activity, at the Houston Airport System will affect total enplanements. No assurance can be given as to the levels of aviation activity that will be achieved by the Houston Airport System. There can be no assurance that the Houston Airport System, despite a demonstrated level of airline service and operations, will continue to maintain such levels in the future. The continued presence of the airlines serving the Houston Airport System, and the levels at which that service will be provided, are a function of a variety of factors.

Financial Condition of the Airlines

The ability of the Houston Airport System to generate revenues depends, in part, upon the financial health of the aviation industry. The economic condition of the industry is volatile, and the aviation industry has undergone significant changes, including mergers, acquisitions, bankruptcies and closures in recent years. Further, the aviation industry is sensitive to a variety of factors, including (i) the cost and availability of financing, labor, fuel, aircraft and insurance, (ii) national and international economic conditions, (iii) international trade, (iv) currency values, (v) competitive considerations, including the effects of airline ticket pricing, (vi) traffic and airport capacity constraints of the Houston Airport System and competing airports, (vii) governmental regulation, including security regulations and taxes imposed on airlines and passengers, and maintenance and environmental requirements, (viii) passenger demand for air travel, and (ix) disruption caused by airline accidents, criminal incidents and acts of war or terrorism, such as the events of September 11, 2001. The aviation industry is also vulnerable to strikes and other union activities.

Since the economic deregulation of the airline industry in 1978, the industry has undergone significant changes including the number of airline mergers, acquisitions, bankruptcies and closures. In addition, the financial results of the airline industry have been subject to substantial volatility since deregulation. The airline industry is highly competitive and susceptible to price discounting. Carriers have used discount fares to stimulate traffic during periods of slack demand, to generate cash flow and to increase market share. Airline profit levels are highly sensitive to changes in fuel costs, fare levels and passenger demand. Passenger demand and fare levels have in the past been influenced by, among other things, the general state of the economy (both internationally and domestically), international events, airline capacity and pricing actions taken by carriers. The continuing influence of these factors and their impact on the airline industry may result in further bankruptcy filings and major restructurings by airlines.

Since 2001, the global airline industry has undergone substantial structural changes and has sustained significant financial losses. After a period of improved cash flow beginning in 2005, airlines are again facing significant challenges. Most recently the significant increase in the price of jet fuel has affected airline capacity. Due to the discretionary nature of business and personal travel spending, airline passenger traffic and revenues are heavily influenced by the state of the U.S. economy, other regional and world economies, corporate profitability, security concerns and other factors. Structural changes to the industry are the result of a number of factors including the impact of low cost carriers, internet travel web sites and carriers reorganizing under the U.S. Bankruptcy Code. Since the events of September 11, 2001, a number of airlines, including, but not limited to, Air Canada, ATA, Aloha Airlines (“Aloha”), Delta, Frontier Airlines (“Frontier”), Hawaiian Airlines (“Hawaiian”), Independence Air, Maxjet, Mesaba Airlines, Midway Airlines (“Midway”), Northwest Airlines (“Northwest”), Skybus Airlines (“Skybus”), United, US Airways, Vanguard Airlines (“Vanguard Air”) and Varig Airlines (“Varig”), filed for bankruptcy reorganization. Vanguard Air ceased operations in 2002, Midway ceased operations in 2003, Varig ceased operations in 2005, Independence ceased operations in 2006 and Maxjet ceased operations in 2007. Aloha ceased passenger operations on March 31, 2008. ATA ceased operations on April 3, 2008. SkyBus ceased operations in April 2008. A number of these airlines remain under bankruptcy protection. Airline bankruptcies are discussed in greater detail under “ – Effect of Airline Bankruptcies” below.

Faced with the growth of lower-cost airlines and evolving business technology, legacy airlines (United, Delta, Northwest, Continental, American and US Airways) have changed their business practices, including reducing or eliminating service on unprofitable routes, reducing their work forces, implementing pay cuts, reducing fares to compete with low-cost carriers, deferring aircraft deliveries, streamlining operations and significantly increasing the use of smaller, regional jets.

The revenues of both the Houston Airport System and the airlines serving the Houston Airport System may be materially affected by many factors including, without limitation, the following:

Cost of Fuel. Airline earnings are significantly affected by the price of aviation fuel. According to the Air Transport Association, (the “ATA”) fuel is the largest cost component of airline operations, and therefore an important and uncertain determinant of an air carrier's operating economics. There has been no shortage of aviation fuel since the "fuel crisis" of 1974, but there have been significant price increases for fuel.

Any unhedged increase in fuel prices causes an increase in airline operating costs. According to the ATA, a one-dollar per barrel increase in the price of crude oil equates to approximately \$445 million in annual additional expense for U.S. airlines. Fuel prices continue to be susceptible to, among other factors, political unrest, Organization of Petroleum Exporting Countries policy, increased demand for fuel caused by rapid growth of economies such as China and India, fuel inventory maintained by certain industries, reserves maintained by governments, currency fluctuations, disruptions to production and refining facilities and weather. In recent years, the cost of aviation fuel has risen sharply in response both to political instability abroad as well as increased demand for petroleum products around the world. Oil prices reached an all-time record high of \$145.29 per barrel in July 2008, then declined to an average of \$59.04 per barrel in 2009, and have recently increased to an average of \$77.02 per barrel year to date. Significant fluctuations and prolonged increases in the cost of aviation fuel have adversely affected air transportation industry profitability, causing airlines to reduce capacity, fleet and personnel and to increase airfares and institute fuel, checked baggage and other extra surcharges, all of which may decrease demand for air travel.

Many airlines, including Continental and Southwest Airlines, engage in or have engaged in fuel hedging -- purchasing fuel in advance at a fixed price through derivative contracts -- to help manage the risk of future increases in fuel costs. However, there can be no assurance that any fuel hedging contract can provide any particular level of protection from volatile fuel prices. For a discussion of the risks associated with fuel hedging, please reference the annual report of Continental and Southwest Airlines as filed with the Commission at <http://www.sec.gov>.

Economic Conditions. Historically, the financial performance of the air transportation industry has correlated with the state of the national economy. Future increases in passenger traffic will depend largely on the ability of the U.S. to sustain growth in economic output and income. During September 2008, significant and dramatic changes occurred in the financial markets. Several U.S. commercial and investment banks declared bankruptcy, were acquired by other financial institutions, combined with other financial institutions or sought huge infusions of capital. The volatility in the capital markets led the U.S. government to intervene by making funds available to certain institutions, obtaining a majority ownership stake in others and assuming large amounts of troubled financial instruments in exchange for imposing greater regulation over certain institutions in order to restore the consumers' confidence in the nation's financial markets. The short and long term effects of these developments on the broader economy are uncertain. There can be no assurances that such developments will not adversely affect the air transportation industry.

Structural Changes in the Travel Market. Many factors have combined to alter consumer travel patterns. The threat of terrorism against the United States remains high. As a result, the federal government has mandated various security measures that have resulted in new security taxes and fees and longer passenger processing and wait times at airports. Both add to the costs of air travel and make air travel less attractive to consumers relative to ground transportation, especially to short-haul destinations. Additionally, consumers have become more price-sensitive. Efforts of airlines to stimulate traffic by heavily discounting fares have changed consumer expectations regarding airfares. Consumers have come to expect extraordinarily low fares. In addition, the availability of fully transparent price information on the Internet now allows quick and easy comparison shopping, which has changed consumer purchasing habits. Consumers have shifted from purchasing paper tickets from travel agencies or airline ticketing offices to purchasing electronic tickets over the Internet. This has made pricing and marketing even more competitive in the U.S. airline industry. Finally, smaller corporate travel budgets, combined with the higher time costs of travel, have made business customers more amenable to communications substitutes such as tele- and video-conferencing.

Threat of Terrorism. The terrorist attacks in the United States and other parts of the world, the conflicts in Iraq and Afghanistan and the increased threat of further terrorist attacks decreased passenger traffic levels at the Houston Airport System from 2001 until Fiscal Year 2005. Should new attacks occur against the air transportation industry, the travel industry, cities, utilities, infrastructure, office buildings or manufacturing plants, the adverse effect on travel demand could be substantial.

Capacity of National Air Traffic Control and Airport Systems. Demands on the national air traffic control system continue to cause aircraft delays and restrictions, both on the number of aircraft movements in certain air traffic routes and on the number of landings and takeoffs at certain airports. These restrictions affect airline schedules and passenger traffic nationwide. The Federal Aviation Administration is gradually automating and enhancing the computer, radar, and communications equipment of the air traffic control system and assisting in the development of additional airfield capacity through the construction of new runways and the more effective use of existing runways. However, increasing demands on the national air traffic control and airport systems could cause increased delays and restrictions in the future.

Cost and Schedule of Houston Airport System CIP

The costs and the schedule of the projects included in the CIP depend on various sources of funding, including equity funds, additional Houston Airport System Bonds, commercial paper notes, PFCs, and federal grants, and are subject to a number of uncertainties. The ability of the Houston Airport System to complete the FY 2011-2015 CIP may be adversely affected by various factors including: (i) estimating errors, (ii) design and engineering errors, (iii) changes to the scope of the projects, (iv) delays in contract awards, (v) material, and/or labor shortages, (vi) unforeseen site conditions, (vii) adverse weather conditions, (viii) contractor defaults, (ix) labor disputes, (x) unanticipated levels of inflation, (xi) environmental issues, including environmental approvals that the Houston Airport System has not obtained at this time, and (xii) additional security improvements and associated costs mandated by the federal government. A delay in the completion of certain projects under the 2011-2015 CIP could delay the collection of revenues for such projects, increase project costs, and cause the rescheduling of other projects. In addition, any of the deferred projects could be implemented at any time adding to the cost of the 2011-2015 CIP. There can be no assurance that the cost of construction of the 2011-2015 CIP projects will not exceed the currently estimated dollar amount or that the completion of the projects will not be delayed beyond the currently projected completion dates. Any schedule delays or cost increases could result in the need to issue Additional Houston Airport System Bonds and may result in increased costs per enplaned passenger to the airlines, which may place the Houston Airport System at a competitive disadvantage to other airports. See “THE HOUSTON AIRPORT SYSTEM—Houston Airport System Capital Improvement Program.”

Effect of Airline Bankruptcies

Prior bankruptcies by airlines serving the Houston Airport System have resulted in reductions of service levels by particular airlines, even in cases where such airlines continued to operate in bankruptcy. Additional bankruptcies, liquidations or major restructurings of other airlines could occur. The bankruptcy of an airline with significant operations at the Houston Airport System, such as Continental or Southwest, could have a material adverse effect on operations at the Airport, Airport Revenues, and the cost to the other airlines operating at the Houston Airport System. It is uncertain how airline bankruptcies, liquidations or restructurings would affect the Houston Airport System.

Airline Lease Agreements. In the event of bankruptcy proceedings involving one or more of the airlines operating at the Houston Airport System, the debtor or its bankruptcy trustee must determine within a time period determined by the court whether to assume or reject the applicable airline use and lease agreement or other lease agreements. If assumed, the debtor would be required to cure any prior defaults and to provide adequate assurance of future performance under the relevant agreements. Rejection of a lease or executory contract by an airline would give the City an unsecured claim for damages, the amount of which in the case of a lease is limited by the Bankruptcy Code.

PFCs. Pursuant to 49 U.S.C. §40117 and the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (the “PFC Act”), the FAA has approved the City’s application to require the airlines to collect and remit to the City a \$3.00 PFC on each enplaning revenue passenger at Hobby and Intercontinental as further discussed in “THE HOUSTON AIRPORT SYSTEM—Houston Airport System Capital Improvement Program—Passenger Facility Charge.”

The PFC Act provides that PFCs collected by the airlines constitute a trust fund held for the beneficial interest of the eligible agency (i.e., the City) imposing the PFCs, except for any handling fee or retention of interest collected on unremitted proceeds. In addition, federal regulations require airlines to account for PFC collections separately and to disclose the existence and amount of funds regarded as trust funds for financial statements. However, the airlines are permitted to commingle PFC collections with other revenues and are also entitled to retain interest earned on PFC collections until such PFC collections are remitted. In the event of a bankruptcy, the PFC Act, as amended in December 2003, provides that (1) PFCs are and remain trust funds, (2) the airline in bankruptcy may not grant to any third party any security or other interest in PFC revenue, and (3) the airline in bankruptcy must segregate in a separate account PFC revenue equal to its average monthly PFC liability as well as postpetition actual PFCs. Despite these enhanced statutory protections, it is unclear whether the City would be able to recover the full amount of PFC trust funds collected or accrued by an airline in the event of a liquidation or cessation of business. The City also cannot predict whether an airline operating at Hobby or Intercontinental that files for bankruptcy would have properly accounted for PFCs owed to the City or whether the bankruptcy estate would have sufficient moneys to pay the City in full for PFCs owed by such airline. The PFCs are not pledged to the payment of the Series 2010 Bonds. For a discussion of the treatment of PFC Revenues under the Ordinance, see “APPENDIX B.”

There may be other possible effects of a bankruptcy of an airline that could result in delays or reductions in revenues received by the Houston Airport System and potentially in delays or reductions in payments on the Series 2010 Bonds. Regardless of any specific adverse determinations in an airline bankruptcy proceeding, the fact of an airline bankruptcy proceeding could have an adverse effect on the liquidity and value of the Series 2010 Bonds.

THE CITY AND CITY FINANCIAL INFORMATION

Governmental Structure

The City has a mayor-council form of government in which the Mayor and the 14-member City Council serve as the legislative body. Nine council members are elected by district and five council members are elected at-large. The Mayor, all members of the City Council and the City Controller are elected for two-year terms. The present term of office for all elected officials expires in January 2012. The City Charter limits the terms of office for all elected City officials to three two-year terms.

The Mayor is the City's chief executive officer. The Mayor exercises administrative control over the City's government; presides over City Council meetings; establishes the City Council agenda; and appoints the heads of the various departments of the City, subject to confirmation by the City Council. The Mayor also is responsible for preparing and submitting the City's annual budget proposals to the City Council for adoption.

The City Controller is the City's chief financial officer. The Office of the City Controller superintends, supervises, manages and conducts the fiscal affairs of the City; maintains the books of accounts; prepares financial statements; conducts the sales of City obligations; certifies the availability of funds before the City incurs any financial obligation; and, along with the Mayor, countersigns all warrants, contracts or orders for payment of any money by the City.

Home-Rule Charter

Although the City is a home-rule city under the Texas Constitution, it may not adopt ordinances or charter provisions inconsistent with Texas law. Under the Texas Constitution, the City Charter may be amended not more than once every two years at an election held for that purpose, which may be called by the City Council or upon petition of 20,000 of the City's registered voters. The last City Charter amendments were adopted on November 2, 2010. See "—City Charter Tax and Revenue Limitations." In addition, the City Charter allows the City's voters to exercise the powers of initiative and referendum. To enact an initiative ordinance, a petition signed by voters equal in number to at least 15% of the greater total vote cast for Mayor in any general election in the preceding three years must be submitted to the City. Thereafter, the City Council may enact the ordinance or call an election on the question of its adoption. In order to exercise the referendum power, a petition signed by voters equal in number to at least 10% of the greater total vote cast for Mayor in any general election in the preceding three years must be submitted to the City. City Council may repeal the ordinance that is the subject of the referendum petition or submit the issue to the electorate. See "—City Charter Tax and Revenue Limitations."

Redistricting

Whenever the City determines that a material imbalance in population exists due to recent annexations or the realignment of county voting precinct boundaries, the City Council adopts a revised redistricting plan to balance the population among the City Council districts and to bring such City Council districts into compliance with state and federal law. Each time that the City redistricts it must submit the redistricting plan to the United States Department of Justice for pre-clearance under the Voting Rights Act of 1965. Further, the City Charter provides that whenever the City's population exceeds 2.1 million, two additional City Council districts must be added. According to the U.S. Census Bureau July 2009 figures, the City's population was approximately 2.26 million.

City Interest Rate Swap Policy

On November 25, 2003, the City adopted a master swap policy (the "Swap Policy"), to provide guidance for the City in its use of swaps, caps, floors, collars, options and other derivative financial products (collectively, "Swaps") in conjunction with the City's management of its assets and liabilities. The Swap Policy describes the circumstances and methods by which Swaps will be used, the guidelines to be employed when Swaps are used, and who is responsible for carrying out these policies. The City may enter into Swaps as authorized by the City Council and approved by the Attorney General of the State of Texas in connection with the issuance or payment of certain debt obligations, before, concurrently with, or after the actual issuance of the debt.

The City has entered into Swap agreements in connection with its Combined Utility System Revenue Bonds. To date, the City has not entered into any Swap agreements in connection with the Series 2010 Bonds or other Houston Airport System Bonds.

As a general rule, the City will enter into transactions only with counterparties whose obligations are rated in the double-A category or better from at least one nationally recognized rating agency. In addition, if a counterparty's credit

rating is downgraded below the double-A rating category, the City may require that its exposure to the counterparty be collateralized or may exercise its right to terminate the transaction prior to its scheduled termination date. In order to limit the City's counterparty risk, the City will seek to avoid excessive concentration of exposure to a single counterparty or guarantor.

The Swap Policy provides that City may choose counterparties for entering into Swap contracts on either a negotiated or competitive basis. To provide safeguards on negotiated transactions, the Swap Policy provides that the City may secure outside professional advice to assist in the process of structuring, documenting and pricing the transaction, and to verify that a fair price was obtained. In any negotiated transactions, the counterparty will be required to disclose all payments to third parties (including lobbyists, consultants and attorneys) who had any involvement in assisting the counterparty in doing business with the City.

The City will track and regularly report on the financial implications of the Swaps it enters into. A quarterly report will be prepared for the City Council including: (i) a summary of key terms of the agreements, including notional amounts, interest rates, maturity and method of procurement, including any changes to Swap agreements since the last reporting period; (ii) the mark-to-market value (termination value) of its Swaps, as measured by the economic cost or benefit of terminating outstanding contracts at specified intervals; (iii) the amount of exposure that the City has to each specific counterparty, as measured by aggregate mark-to-market value, netted for offsetting transactions; (iv) the credit ratings of each counterparty (or guarantor, if applicable) and any changes in the credit rating since the last reporting period; and (v) any collateral posting as a result of Swap agreement requirements. In addition, the City will perform such monitoring and reporting as is required by the rating agencies or for compliance with GASB requirements.

Investment of Moneys

The City maintains an investment strategy that emphasizes, in order of priority, safety, liquidity and return on investment, as embodied in its investment policy (the "Policy"). The City does not invest in inverse floaters, or interest-only or principal-only mortgage-backed securities. The Policy provides, among other things, that (1) the Investment Manager (as defined in the Policy) shall submit quarterly investment reports to City Council and (2) the Policy shall be reviewed annually by City Council. For a further discussion of the Houston Airport System Fund investments as of June 30, 2010, see Note 1.F.1 and Note 3.B of the Notes to the Financial Statements as set forth in APPENDIX A. On November 9, 2010, the City Council amended the Investment Policy to, among other things, allow the City to purchase its own obligations or enterprise-issued obligations on a temporary basis.

S&P has assigned an "AAAF" credit quality rating, and an "S1" volatility rating to the City's General Investment Portfolio. The ratings reflect the view of S&P, from whom an explanation of the significance of such ratings may be obtained.

The Ordinance provides that all interest and income derived from the deposit and investment of amounts held in all Funds will be transferred or credited monthly to the Revenue Fund and shall constitute Gross Revenues of the Houston Airport System (unless specifically excluded from the definition of Gross Revenues), except as follows: (1) all interest and income derived from deposits and investments credited to the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Reserve Fund and the Operation and Maintenance Reserve Fund will remain in such funds to the extent necessary to accumulate the Reserve Fund Requirements or other required balance therein; and (2) all interest and income derived from deposits and investments held in any construction fund, including amounts held therein as capitalized interest, created by any ordinance authorizing the issuance of Houston Airport System Bonds will remain in such construction fund for disposition in the manner provided in the applicable ordinance. Notwithstanding anything to the contrary contained in the Ordinance, any interest and income derived from deposits and investments of any amounts credited to any fund or account may be paid to the federal government if in the opinion of nationally recognized bond counsel such payment is required in order to prevent interest on any Houston Airport System Bonds from being includable within the gross income of the owners thereof for federal income tax purposes.

Health Care Benefits for Retired Employees

The City provides certain health care benefits for its retired employees, their spouses and survivors. Employees on long-term disability and their spouses can also qualify for retiree health care benefits. Currently, substantially all of the City's employees who qualify for pension benefits while working for the City will become eligible for such benefits. As of the Fiscal Year that commenced on July 1, 2007, the City is required by the Government Accounting Standards Board Statement No. 45 ("GASB 45"), Accounting by Employers for Other Postemployment Benefits ("OPEB"), to report an actuarially determined cost of post-employment benefits, other than pensions, such as health and life insurance for current and future retirees. Under GASB 45 the City must recognize such costs over the working lifetime of employees, and to the extent such costs are not prefunded, report such costs as a financial statement liability.

The City has taken steps to assess the current and future financial impact of its unfunded OPEB liabilities, and continues to review the appropriate policies to address and manage any such liabilities. In preparation for the implementation of GASB 45, the City commissioned a preliminary actuarial study for use as a planning tool in order to assist the City in estimating the actuarial costs of other post-employment benefits and formulating a GASB 45 implementation plan. In September 2009, the City received the new actuarial study. The new actuarial study indicates that as of June 30, 2009, the City's actuarial accrued liability ("AAL") for the portion of the total liability for projected benefits expected to be paid to the City's municipal employees and classified police officers and firefighters not funded by normal cost payments was approximately \$3.1 billion, and the annual contribution required to pay the normal costs of the benefits and to effect a level amortization of the AAL over a 30-year period would be approximately \$274 million.

Similar to many issuers, the City's current practice has been to fund the cost of OPEB on an annual pay-as-you-go basis and to account for OPEB costs as a current operating expense in the Fiscal Year in which the OPEB cost is paid. The Houston Airport System Fund's payment for Fiscal Year 2008 and Fiscal Year 2009 was \$1.6 million and 1.6 million, respectively. The Houston Airport System Fund's payment for Fiscal Year 2010 is \$1.8 million and is estimated to be \$2.1 million for Fiscal Year 2010. To date, the City has not accumulated assets to offset future benefit costs.

Options available to any issuer such as the City to offset or reduce the future costs of the OPEB liability that will be reported under GASB 45 include the following:

- Reduction of benefits for active employees and/or retirees;
- Increase of required contributions from active employees and/or retirees; and
- Contributing assets or pre-funding with real property, a dedicated revenue stream or other taxes or City assets not yet identified.

See also Appendix A, particularly Note 8 of the Houston Airport System Fund's audited financial statements for Fiscal Year 2010, which includes information relating to retiree health care premiums paid by the City in Fiscal Year 2008, as well as information relating to health and long-term disability benefits.

Bargaining with Other Municipal Employees. The Texas Legislature recently enacted Chapter 146 of the Local Government Code ("Chapter 146"), which extended to municipal employees of the City, other than department heads, firefighters and police officers, the right to appoint bargaining agents to "meet and confer" with representatives of the City or any agency, board, commission or political subdivision that is required to establish wages, salaries, rates of pay, hours, working conditions or other terms and conditions of employment regarding such issues. Chapter 146 prohibits municipal employees from engaging in strikes and specifically prohibits the bargaining agent and the City from entering into agreements regarding pension-related matters governed by Article 6243g, Vernon's Texas Civil Statutes, or a successor statute (now Article 6243h, Vernon's Texas Civil Statutes). See "—Employee Pension Funds." However, any agreement affecting the salaries of municipal employees will likely have an effect on the City's pension liabilities.

In order to invoke the provisions of Chapter 146, a majority of the municipal employees must submit a petition requesting the recognition of a particular employee association as the sole and exclusive bargaining agent for all covered employees before the City may begin negotiations with the employee association. After receiving such a petition, the City may (i) grant recognition of the association as requested in the petition and meet and confer under Chapter 146 without an election by the voters of the City, (ii) order an election to determine whether the City may meet and confer under Chapter 146, or (iii) order a certification election to determine whether the employee association represents a majority of the covered employees. See also "—Health Care Benefits for Retired Employees."

The City has recognized the Houston Organization of Public Employees ("HOPE") as the exclusive bargaining agent for all covered employees. The City and HOPE entered into a "meet and confer" agreement with a three-year term ending June 30, 2011, which provides for, among other things, annual across the board wage increases of 3% of base pay and annual performance pay pools of 1.25% of each City department's aggregate base pay. While pension benefits and contributions are not part of the "meet and confer" agreement, the increase in wages agreed to will affect the City's pension contributions. The City has recently reached an agreement with the Houston Municipal Employees Pension Board ("HMEPS") specifically related to pension benefits and contributions.

Employee Pension Funds

General Overview

Pension Systems. The City has three pension programs that cover all full time City employees: the Houston Municipal Employees Pension System (“HMEPS” or the “Municipal System”) for municipal employees, including virtually all Houston Airport System employees; the Houston Police Officers’ Pension System (“HPOPS” or the “Police System”) for classified police officers; and the Houston Firefighters’ Relief and Retirement Fund (“HFRRF” or the “Firefighter Fund”) for classified firefighters (collectively, the “Pension Systems”). The Pension Systems were established in accordance with State law, with the Municipal System established pursuant to Article 6243h of the Vernon’s Texas Civil Statutes, as amended, (the “HMEPS Statute”), the Police System established pursuant to Article 6243g-4, as amended, (the “HPOPS Statute”) and the Firefighter Fund established pursuant to Article 6243e.2(1), as amended (the “HFRRF Statute,” collectively with the HMEPS Statute and the HPOPS Statute, the “Pension Statutes”).

The Pension Statutes establish the governance structures of the Pension Funds, City and employee contribution levels, and the determination of benefits payable to retirees under the Pension Systems; provided, however, that the HMEPS and HPOPS Statutes establish a local “meet and confer” process through which the City and the boards of trustees of the Municipal System and the Police System may reach binding agreements regarding City and employee contribution levels and the determination of benefits payable to retirees. Such agreements may provide for contribution levels and determinations of benefits that differ from those provided in the Pension Statutes.

Virtually all of the Houston Airport System’s employees are members of the Municipal System, and the Houston Airport System is directly responsible only for the costs of funding the portion of the City’s Municipal System contributions associated with employees of the Houston Airport System. See “—Houston Airport System’s Contributions to the Municipal System,” below. Due to the small number of classified police and firefighters employed by the Houston Airport System, the anticipated increases in City contributions to the Police System and Firefighter Fund in future fiscal years should not have a substantial financial impact on the Houston Airport System.

Funding Status. Since 2001, the Municipal System has experienced increases in future actuarially determined contributions and corresponding increases in their unfunded AAL (“UAAL”) components. See “—Schedule 9: Municipal System Pension Plan Assets, Liabilities and Unfunded Actuarial Accrued Liability.” Such increases primarily stem from the adoption by the Texas Legislature in 2001 of increased benefit levels for municipal employees. These benefit changes were supported jointly by the City and representatives of the Municipal System based on an actuarial cost analysis performed by the Municipal System’s actuary. The 2001 benefit changes in combination with lower than expected investment performance resulted in actuarially determined net contributions of 52.9% of payroll and a UAAL of approximately \$1.8 billion as of July 1, 2003.

As a result of the growth in future actuarially determined contributions and their component UAALs, the City has taken a number of actions to improve the financial condition of the Municipal System. Pursuant to an election held on May 15, 2004, the voters authorized the City to opt-out of an amendment to the Texas Constitution that prohibits (unless the jurisdiction “opts out”) a reduction in or other impairment of the retirement or death benefits provided by the public retirement systems of political subdivisions that a member of such a system has “accrued.” In addition, the City and the Municipal System entered into a “meet and confer” agreement in 2004 (the “2004 HMEPS Agreement”). The 2004 HMEPS Agreement was considered by the City to be an intermediate step toward addressing the unexpected financial challenges arising from the 2001 benefit increases. To provide a more permanent, long term solution to those financial challenges, the City and the Municipal System subsequently entered into an amendment to the 2004 HMEPS Agreement (the “2007 HMEPS Agreement,” together with the 2004 HMEPS Agreement, the “HMEPS Agreements”) regarding benefit levels for current and future employees and employee and certain City contributions. See “—HMEPS Agreements” for a more complete description of the HMEPS Agreements.

As a result of the HMEPS Agreements, the actuarially determined contribution for the municipal system has been reduced to approximately 19% of payroll and the UAAL has been reduced to approximately \$1.167 billion as of July 1, 2009. See “—Schedule 9: Municipal System Pension Plan Assets, Liabilities and Unfunded Actuarial Accrued Liability.”

The current City contribution for FY2011 is less than the actuarially determined amount; however, beginning with FY2012 the HMEPS agreement requires the future City contributions to be equal to the actuarially determined amounts estimated to be 25% of payroll or more depending upon future investment results.

Schedule 9: Municipal System Pension Plan Assets, Liabilities and Unfunded Actuarial Accrued Liability.

(in millions)

	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009^(d)</u>
Actuarial Accrued Liability	\$ 2,725	\$ 2,894	\$ 3,129	\$ 3,296	\$ 3,451
Actuarial Value of Plan Assets ^(b)	<u>\$ 1,778</u>	<u>\$ 1,867</u>	<u>\$ 2,194</u>	<u>\$ 2,310</u>	<u>\$ 2,284</u>
Unfunded Actuarial Accrued Liability	<u>\$ 948</u>	<u>\$ 1,027</u>	<u>\$ 935</u>	<u>\$ 986</u>	<u>\$ 1,167</u>
Funded Ratio ^(c)	65%	65%	70%	70%	66%

^(a) For further details, see the Houston Airport System Fund's financial statements for Fiscal Year 2009 presented in APPENDIX A, including particularly Note 7 and the section captioned "Required Pension System Supplementary Information."

^(b) The actuarial value of plan assets is determined by the actuary for the Municipal System. The value represents a generally accepted method of recognizing market gains and losses (relative to the assumed rate of return) over a five-year period.

^(c) Funded Ratio means actuarial value of plan assets divided by accrued liability.

^(d) Information derived from HMEPS Actuarial Valuation dated July 1, 2009.

Houston Airport System's Contributions to the Municipal System

The City budgets for its contributions to the Municipal System by allocating the cost among its General Fund and various Enterprise Funds, like the Houston Airport System, based upon the percentage of total payroll paid by the funds. For Fiscal Year 2008, municipal employees of the Houston Airport System comprised approximately 12% of the total civilian workforce payroll of the City, and, accordingly, the Houston Airport System was responsible for approximately 12% (\$9 million) of the City's \$75 million contribution to the Municipal System. The General Fund was responsible for approximately 48% (\$36 million) of the City's contribution to the Municipal System, with the remainder being split by the City's remaining Enterprise Funds. To the extent the share of budgeted payroll for municipal employees of the Houston Airport System changes in the future, the allocable percentage of the budgeted contributions by the Houston Airport System to the Municipal System will also change.

In addition to the cash contributions made by the City, the City has issued three series of pension obligation bonds in order to meet its obligations under its 2004 Meet and Confer Agreement. The City paid \$99 million of the proceeds to the Municipal System over a period of three years. Although these bonds are secured by a pledge of ad valorem tax revenues, the Houston Airport System is responsible for repaying its pro-rata share of debt service on \$2.0 million of pension obligation bonds issued by the City. This debt service payment is in addition to the Houston Airport System's annual contribution to HMEPS based on the current payroll of active employees. The total cost to the Houston Airport System for its pension related payroll based contributions and debt service contributions for Fiscal Year 2008 was \$9.1 million, \$9.2 million for Fiscal Year 2009, \$9.6 million for Fiscal Year 2010 and the estimate contribution for Fiscal Year 2011 is \$9.9 million. In January 2009, the City refunded its \$300 million 2004 Collateralized Pension Note.

HMEPS Agreements.

The 2004 HMEPS Agreement was effective as of September 15, 2004, and will remain in effect until June 30, 2012. The 2004 HMEPS Agreement has three elements, (1) a funding commitment by the City for Fiscal Years 2005, 2006, and 2007, including a commitment to contribute cash, issue Pension Obligations, and contribute certain City assets; (2) a required increase in the employees' contribution; and (3) benefit level reductions for employees hired prior to January 1, 2008. The 2007 HMEPS Agreement has three elements, (1) a funding commitment by the City for Fiscal Years 2008, 2009, 2010, and 2011, (2) a new noncontributory defined benefit plan with further reduced benefit levels for employees hired after January 1, 2008, and (3) an agreement to reset the actuarial value of the Municipal System Assets to the market value of such assets as of July 1, 2006.

Under the terms of the 2007 HMEPS Agreement, the City made contributions to the Municipal System of \$75 million in Fiscal Year 2008, \$78.5 million in Fiscal Year 2009, \$83.5 million in Fiscal Year 2010, and is expected to make \$88.5 million in Fiscal Year 2011. The Houston Airport System will be responsible for approximately 12% of the City's scheduled contributions based upon the current percentage of the City's total municipal employee payroll paid by the Houston Airport System.

City Charter Tax and Revenue Limitations

In 2004, voters approved two initiatives, Proposition 1 and Proposition 2 (both described below), proposing to reduce, cap or otherwise limit ad valorem tax revenues or other revenues of the City. A majority of the voters voted for both Proposition 1 and Proposition 2, but Proposition 1 received more favorable votes than Proposition 2. Because of language contained in Proposition 1 and the City Charter, the City has determined that Proposition 1 is effective and Proposition 2 is not. Notwithstanding, certain supporters of Proposition 2 filed a lawsuit in State district court seeking a declaratory judgment that Proposition 2 is valid and enforceable. As noted below, in 2006, the voters approved Proposition G, thereby excluding the Houston Airport System from the effect of any Proposition 2 revenue limitations.

Description of the Propositions

Proposition 1 (2004). Proposition 1 limits increases in (i) the City's ad valorem tax revenues by requiring voter approval for increases in ad valorem taxes in future years above a limit equal to the lesser of the actual revenues in the preceding Fiscal Year, plus 4.5%, or a formula that is based upon the actual revenues received in Fiscal Year 2005 adjusted for the cumulative combined rates of inflation and the City's population growth; and (ii) water and sewer rates (i.e. Combined Utility System) by limiting rate increases to the combined increases in the rates of inflation and population growth, excluding rate increases required by certain bond covenants and rates established by contract, unless approved by the voters.

Proposition 2 (2004). Proposition 2 would limit increases in the City's "combined revenues," such as revenues of the general fund, special revenue funds and enterprise funds, excluding only grant monies and revenues from other governmental entities. Proposition 2 would require 60% voter approval at a regular election to increase combined revenues over the combined revenues for the immediately preceding Fiscal Year, adjusted for the rates of change in the consumer price index (the "CPI") for the Houston area and the City's population. If the actual increase in the amounts of combined revenues for any given Fiscal Year is less than the allowable increase, then such reduced amount of combined revenues received by the City would be the baseline for the next Fiscal Year. If in any year the City's "combined revenues" exceed the amount allowed by Proposition 2, then the City would be required to deposit such excess in a taxpayer relief fund. If the balance in the taxpayer relief fund reaches \$10 million, such amount would be required to be refunded to taxpayers. Proposition 2 includes a provision that states that the City shall honor its covenants with bondholders such that shortfalls in debt coverage, among other covenants, shall be made up from reductions in other expenditures.

In response to these tax and revenue limitations, the City held an election on November 7, 2006 at which the voters approved Proposition G and Proposition H, which are currently effective. The City has incorporated Propositions G and H into its financial policies, and it anticipates collecting revenues and making expenditures for public safety purposes in compliance with Proposition H. However, the Controller has verified that the current Fiscal Year 2010 Budget complies with Proposition 1. Based on the current status of the litigation described below, the City has determined that there is no legal requirement that it determine compliance with Proposition 2.

Proposition G (2006). Proposition G amends the City Charter to exclude revenues of the City's enterprise systems (i.e. Combined Utility System, Houston Airport System, and the Convention and Entertainment Facilities Department) from the types of revenues limited under the City Charter. Voter approval of Proposition G removed the enterprise systems from the revenue limitations of Proposition 2, although the limitation on water and sewer rate increases included in Proposition 1 remains in effect.

Proposition H (2006). Proposition H allows the City to collect and spend up to \$90 million of revenue, over and above any Proposition 2 limitations, for increased police, fire and emergency medical services and related communications and dispatch costs. The amount collected and spent in each year becomes part of the base revenue calculations for the following year.

Status of Litigation. On January 9, 2006, the district court granted the plaintiffs' motion for summary judgment. The City appealed the ruling to the Fourteenth Court of Appeals, and on April 3, 2008, the Fourteenth Court of Appeals reversed the State district court's summary judgment and remanded the case for further proceedings, finding that the plaintiffs did not have standing to sue. The plaintiffs in that litigation subsequently filed a petition for review in the Texas Supreme Court and the City filed a response. The Texas Supreme Court heard oral arguments on November 18, 2009 and the petition for review remains pending. The City does not know when action will be taken by the court. Unless the Texas Supreme Court grants the petition and reverses the Fourteenth Court's ruling or the plaintiffs amend their pleadings in the district court to demonstrate standing, the case will be decided in favor of the City. The City does not believe that the plaintiffs will be able to demonstrate sufficient facts to cause the court to grant them standing. Additionally, a state district court dismissed an action by a voter of the City that sought to invalidate Propositions G and H. The plaintiff appealed the ruling to the First Court of Appeals, which ruled on April 15, 2010 to reverse the district court's dismissal of the case in

order for the plaintiff to have an opportunity to amend his pleading to prove standing for the suit. The City will continue to aggressively defend such suit and is currently considering its options, including an appeal to the Texas Supreme Court.

Proposition 1 (2010). On November 2, 2010, voters approved an amendment to the City's charter ("Proposition 1") which requires the City to establish a dedicated pay-as-you-go drainage and street renewal fund to provide for enhancement, improvement and ongoing renewal of the City's drainage and streets. For the next 20 years, among other sources of funding, including a drainage fee to property owners, Proposition 1 requires the City to capture an amount equal to revenues from 11.8 cents per \$100 of assessed valuation in property taxes. Such amount of revenues equal the 11.8 cents of taxes currently levied for debt service on bonds issued for streets and drainage purposes. The adoption of Proposition 1 only applies to tax supported debt and therefore will not affect the sources of funding for the Series 2010 Bonds. City owned property is not expressly exempt from the drainage fee under the authorizing statute or Proposition 1, and if charged would represent an additional operational costs to the Houston Airport System. The City plans to adopt a Proposition 1 implementation ordinance in Spring 2011 which should determine whether property at the Houston Airport System is exempt from Proposition 1's drainage fee. Such fees, if any, will not be effective until FY 2012. Until the implementation ordinance is adopted, the City cannot predict what effect, if any, such fees may have on the Houston Airport System.

LITIGATION AND REGULATION

Houston Airport System Claims and Litigation

The City is aware of various pending claims and lawsuits associated with the operation of the Houston Airport System. These include, but are not limited to, certain personal injury claims, claims involving rents and charges and property disputes. The City intends to defend itself vigorously against these claims and lawsuits; however, no prediction of the City's liability with respect to the claims, or the final outcome of the lawsuits, can be made at this time. In the opinion of management of the Houston Airport System, it is improbable that the lawsuits now outstanding against the City that are associated with the operation of the Houston Airport System could become final in a time and manner so as to have a material adverse financial impact upon the operations of the City or the Houston Airport System.

Other Claims and Litigation Affecting the City

The City is a defendant in various lawsuits and is aware of pending claims arising in the ordinary course of its municipal and enterprise activities, certain of which seek substantial damages. That litigation includes lawsuits claiming damages that allege that the City caused personal injuries and wrongful deaths; class actions and other lawsuits and claims alleging discriminatory hiring and promotional practices and certain civil rights violations arising under the Federal Voting Rights Act; various claims from contractors for additional amounts under construction contracts; and property tax assessments and various other liability claims. The status of such litigation ranges from an early discovery stage to various levels of appeal of judgments both for and against the City. The amount of damages is limited in certain cases under the Texas Tort Claims Act and is subject to appeal. The City intends to defend itself vigorously against the suits; however no prediction can be made, as of the date hereof, with respect to the liability of the City for such claims or the final outcome of such suits.

In the opinion of the City's administration, it is improbable that the lawsuits now outstanding against the City could become final in a time and manner so as to have a material adverse financial impact upon the City.

Environmental Regulation

The City is subject to the environmental regulations of the State and the United States. These laws and regulations are subject to change, and the City may be required to expend substantial funds to meet the requirements of such regulatory authorities. Failure to comply with these laws and regulations may result in the imposition of administrative, civil and criminal penalties.

Air Emissions Controls

Air quality control measures required by the United States Environmental Protection Agency (the "EPA") and the Texas Commission on Environmental Quality ("TCEQ") may curtail new industrial, commercial and residential development in Houston and adjacent areas. Under the Clean Air Act Amendments of 1990, the eight county Houston-Galveston-Brazoria Area ("HGB Area") has been designated by the EPA as a non-attainment area under the EPA's ozone standards. Such areas are required to demonstrate progress in reducing ozone concentrations each year until compliance with EPA's standards is achieved. To provide for annual reductions in ozone concentrations, the EPA and the TCEQ have imposed increasingly stringent limitations on emissions of volatile organic compounds and nitrogen oxides ("NOx") from

existing stationary sources of air emissions. In addition, any new source of significant air emissions, such as a new industrial plant, must provide for a net reduction of air emissions by arranging for other industries to reduce their emissions by 1.3 times the amount of pollutants proposed to be emitted by the new source. Even though existing air emissions controls are quite stringent, studies have indicated that even more stringent air emissions controls will be necessary in order for the HGB Area to achieve compliance with EPA's existing ozone standard. In January 2010, EPA proposed to lower its existing ozone standard from 0.075 parts per million (ppm) to 0.060 – 0.070 ppm. If EPA ultimately lowers its ozone standard to 0.060 – 0.070 ppm, it will be very difficult for the HGB Area to achieve compliance with the new lower standard. Due to the magnitude of air emissions reductions required as well as shortage of economically reasonable control options, the development of a successful air quality compliance plan has been and continues to be extremely challenging and will inevitably impact a wide cross-section of the business and residential community. Extremely stringent controls on sources of air emissions in the HGB Area could make the Houston area a less attractive location to businesses in comparison to other areas of the country that do not impose similarly stringent air emissions controls. If the HGB Area fails to demonstrate progress in reducing ozone concentrations or fails to meet EPA's ozone standards, EPA may impose a moratorium on the awarding of federal highway construction grants and other federal grants for certain public works construction projects, as well as severe emissions offset requirements on new major sources of hydrocarbon emissions for which construction has not already commenced.

Other constraints on economic growth and development include lawsuits filed under the Clean Air Act by plaintiffs seeking to require emission reduction measures that are even more stringent than those adopted by TCEQ and approved by EPA. From time to time, various plaintiff environmental organizations have filed lawsuits against TCEQ and EPA seeking to compel the early adoption of additional emission reduction measures, many of which could make it more difficult for businesses to construct or expand industrial facilities or which could result in travel restrictions or other limitations on the actions of businesses, governmental entities and private citizens. Any successful court challenge to the currently effective air emissions control plan could result in the imposition of even more stringent air emission controls that could threaten continued growth and development in the HGB Area.

RATINGS

Moody's Investors Service ("Moody's") and Standard & Poor's Rating Services, a division of The McGraw Hill Companies, Inc. (Standard & Poor's), have assigned long-term and short term credit ratings of "Aa1/VMIG 1," and "AAA/A-1+," respectively. The short term ratings are based on the Letter of Credit. The long term credit ratings of Moody's and Standard & Poor's are based on both the strength of the underlying credit of the Houston Airport System and the Letter of Credit using a "two party pay" or "joint support" rating approach.

Such ratings reflect only the view of such organizations and any desired explanation of the significance of such ratings should be obtained from the rating agency furnishing the same, at the following addresses: Standard & Poor's Ratings Services, 55 Water Street, New York, New York 10041; Moody's Investors Service, 7 World Trade Center, 250 Greenwich Street, 23rd Floor, New York, New York 10007. Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies and assumptions of its own. There is no assurance such ratings will continue for any given period of time or that such ratings will not be revised downward or withdrawn entirely by the rating agencies, if in the judgment of such rating agencies, circumstances so warrant. Any such downward revision or withdrawal of such ratings may have an adverse effect on the market price of the Series 2010 Bonds. The City and its Co-Financial Advisors will undertake no responsibility either to bring to the attention of the registered owners of the Series 2010 Bonds any proposed change in or withdrawal of such ratings or to oppose any such revision or withdrawal.

TAX MATTERS

In the opinion of Vinson & Elkins L.L.P. and Bates & Coleman, P.C., Co-Bond Counsel, under existing law (i) interest on the Series 2010 Bonds is excludable from gross income for federal income tax purposes except for any period a Series 2010 Bond is held by a person who, within the meaning of Section 147(a) of the Internal Revenue Code of 1986, as amended (the "Code"), is a "substantial user" or a "related person" to a "substantial user" of the facilities refinanced with the proceeds of the Series 2010 Bonds and (ii) the Series 2010 Bonds are "private activity bonds" within the meaning of the Code, the interest on which is not, pursuant to the American Recovery and Reinvestment Act of 2009, (A) a specific preference item subject to the alternative minimum tax on individuals and corporations, or (B) included in a corporation's adjusted current earnings for purposes of the alternative minimum tax.

The Code imposes a number of requirements that must be satisfied for interest on state or local obligations, such as the Series 2010 Bonds, to be excludable from gross income for federal income tax purposes. These requirements include, among other things, limitations on the use of the bond-financed project, limitations on the use of bond proceeds and the source of repayment of bonds, limitations on the investment of bond proceeds prior to expenditure, a requirement that

excess arbitrage earned on the investment of bond proceeds be paid periodically to the United States, and a requirement that the issuer file an information report with the Internal Revenue Service (the "Service"). The City has covenanted in the Ordinance that it will comply with these requirements.

Co-Bond Counsel's opinion will assume continuing compliance with the covenants of the Ordinance pertaining to those sections of the Code that affect the exclusion from gross income of the interest on the Series 2010 Bonds for federal income tax purposes and, in addition, will rely on representations by the City, the Co-Financial Advisors and the Underwriter with respect to matters solely within the knowledge of the City, the Co-Financial Advisors and the Underwriter, respectively, which Co-Bond Counsel have not independently verified. If the City fails to comply with the covenants in the Ordinance or if the foregoing representations should be determined to be inaccurate or incomplete, interest on the Series 2010 Bonds could become includable in gross income from the date of original delivery of the Series 2010 Bonds, regardless of the date on which the event causing such inclusion occurs.

Certain actions may be taken or omitted subject to the terms and conditions set forth in the Ordinance and related documents, upon the advice or with an approving opinion of Co-Bond Counsel. Co-Bond Counsel will express no opinion with respect to the Co-Bond Counsel's ability to render an opinion that such actions, if taken or omitted, do not adversely affect the exclusion from gross income for federal income tax purposes of interest on the Series 2010 Bonds.

Except as stated above, Co-Bond Counsel will express no opinion as to any federal, state or local tax consequences resulting from the receipt or accrual of interest on, acquisition, ownership or disposition of, the Series 2010 Bonds.

Co-Bond Counsel's opinions are based on existing law, which is subject to change. Such opinions are further based on Co-Bond Counsel's knowledge of facts as of the date thereof. Co-Bond Counsel assumes no duty to update or supplement its opinion to reflect any facts or circumstances that may thereafter come to its attention or to reflect any changes in any law that may thereafter occur or become effective. Moreover, Co-Bond Counsel's opinions are not a guarantee of result and are not binding on the Service; rather, such opinions represent Co-Bond Counsel's legal judgment based upon their review of existing law and in reliance upon the representations and covenants referenced above that they deem relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given regarding whether or not the Service will commence an audit of the Series 2010 Bonds. If an audit is commenced, in accordance with its current published procedures, the Service is likely to treat the City as the taxpayer and the Owners may not have a right to participate in such audit. Public awareness of any future audit of the Series 2010 Bonds could adversely affect the value and liquidity of the Series 2010 Bonds regardless of the ultimate outcome of the audit.

Prospective purchasers of the Series 2010 Bonds should be aware that the ownership of tax-exempt obligations may result in collateral federal income tax consequences to financial institutions, life insurance and property and casualty insurance companies, certain S corporations with Subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, and individuals otherwise qualifying for the earned income credit. In addition, certain foreign corporations doing business in the United States may be subject to the "branch profits tax" on their effectively connected earnings and profits, including tax-exempt interest such as interest on the Series 2010 Bonds. These categories of prospective purchasers should consult their own tax advisors as to the applicability of these consequences. Prospective purchasers of the Series 2010 Bonds should also be aware that, under the Code, taxpayers are required to report on their returns the amount of tax-exempt interest, such as interest on the Series 2010 Bonds, received or accrued during the year.

LEGAL INVESTMENTS AND ELIGIBILITY TO SECURE PUBLIC FUNDS IN TEXAS

Pursuant to Section 1201.041 of the Public Security Procedures Act (Chapter 1201, as amended, Texas Government Code), the Series 2010 Bonds are negotiable instruments governed by Chapter 8, Texas Business and Commerce Code, and are legal and authorized investments for insurance companies, fiduciaries and trustees and for the sinking funds of municipalities and other political subdivisions or public agencies of the State of Texas. The Series 2010 Bonds also are generally eligible to secure deposits of any public funds of Texas municipalities, counties, school districts and Texas State agencies.

The City has made no investigation of any other laws, rules, regulations or investment criteria that might affect the suitability of the Series 2010 Bonds for any of the above purposes or limit the authority of any of the above persons or entities to purchase or invest in the Series 2010 Bonds.

CONTINUING DISCLOSURE

In the Ordinance, the City has made certain agreements regarding the continuing disclosure of information for the benefit of the holders and beneficial owners of the Series 2010 Bonds. The City is required to observe such agreements for so long as it remains obligated to advance funds to pay the Series 2010 Bonds. Under the agreements, the City will be obligated to provide certain updated financial information and operating data annually, and timely notice of specified events, whether or not material, to the information repository described below.

Annual Reports

The City will provide certain updated financial information and operating data to the Municipal Securities Rulemaking Board (the "MSRB") annually. The information to be updated includes quantitative financial information and operating data with respect to the City's Airport System in APPENDIX A and under the schedules listed in APPENDIX D. The City will update and provide this information within six months after the end of each fiscal year. See APPENDIX D relating to the City's limited obligations to update Schedule 9, which contains actuarial information related to the Municipal System Pension Plan.

The City may provide updated information in full text or in such other form consistent with the Ordinance, or may incorporate by reference certain other publicly available documents, as permitted by SEC Rule 15c2-12 (the "Rule"). The updated information will include audited financial statements if the City commissions an audit and it is completed by the required time. If audited financial statements are not provided by that time, the City will provide audited financial statements when and if they become available, but if such audited financial statements are unavailable, the City will provide such financial statements on an unaudited basis within the required time. Any such financial statements will be prepared in accordance with the accounting principles described in APPENDIX A or such other accounting principles as the City may be required to employ from time to time pursuant to state law or regulation.

The City's current fiscal year end is June 30. Accordingly, it must provide updated information by December 31 in each year, unless the City changes its fiscal year. If the City changes its fiscal year, it will notify the MSRB of the change.

Material Event Notices

The City will also provide notice to the MSRB of any of the following events with respect to the Series 2010 Bonds in a timely manner and not more than 10 business days after occurrence of the event: (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers, or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax status of the Series 2010 Bonds, or other material events affecting the tax status of the Series 2010 Bonds; (7) modifications to rights of holders of the Series 2010 Bonds, if material; (8) Series 2010 Bond calls, if material, and tender offers; (9) defeasances; (10) release, substitution, or sale of property securing repayment of the Series 2010 Bonds, if material; (11) rating changes, (12) bankruptcy, insolvency, receivership, or similar event of the City; (13) the consummation of a merger, consolidation, or acquisition involving the City or the sale of all or substantially all of the assets of the City, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action, or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; and (14) the appointment of a successor or additional trustee or the change in the name of the trustee, if material. In addition, the City will provide timely notice of any failure by the City to provide information, data, or financial statements in accordance with its agreement described above under "Annual Reports."

For the purposes of the event numbered 12 in the preceding paragraph, the event is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent or similar officer for the City in a proceeding under the U.S. Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the City, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the City.

Availability of Information

The City has agreed to provide the foregoing information only to the MSRB. The information is expected to be available to holders of the Series 2010 Bonds from the MSRB through the EMMA website at www.emma.msrb.org, however the City makes no representation regarding the availability of such information from the MSRB.

Limitations and Amendments

The City has agreed to update information and to provide notices of the events only as described above. The City has not agreed to provide other information that may be relevant or material to a complete presentation of its financial results of operations, condition, or prospects or agreed to update any information that is provided, except as described above. The City makes no representation or warranty concerning such information or concerning its usefulness to a decision to invest in or sell the Series 2010 Bonds at any future date. The City disclaims any contractual or tort liability for damages resulting in whole or in part from any breach of its continuing disclosure agreement or from any statement made pursuant to its agreement, although holders of the Series 2010 Bonds may seek a writ of mandamus to compel the City to comply with its agreement.

The City may amend its continuing disclosure agreement to adapt to changed circumstances that arise from a change in legal requirements, a change in law, or a change in the identity, nature, status, or type of operations of the City, if the agreement, as amended, would have permitted an underwriter to purchase or sell the Series 2010 Bonds in the offering made hereby in compliance with the Rule and either the holders of a majority in aggregate principal amount of the Outstanding Series 2010 Bonds consent or any person unaffiliated with the City (such as nationally recognized bond counsel) determines that the amendment will not materially impair the interests of the beneficial owners of the Series 2010 Bonds. The City may also amend or repeal the agreement if the Securities and Exchange Commission (SEC) amends or repeals the applicable provisions of the Rule or a court of final jurisdiction determines that such provisions are invalid, and the City may amend the agreement in its discretion in any other circumstance or manner, but in either case only to the extent that its right to do so would not prevent the Underwriter from purchasing the Series 2010 Bonds in the offering described herein in compliance with the Rule. If the City amends its agreement, it must include with the next financial information and operating data provided in accordance with its agreement described above under "Annual Reports" an explanation, in narrative form, of the reasons for the amendment and of the impact of any change in the type of information and data provided. See APPENDIX D relating to the City's limited obligation to update Schedule 9, which contains actuarial information related to the Municipal System Pension Plan.

Compliance with Prior Undertakings

The City has complied in all material respects with all continuing disclosure agreements made by it in accordance with the Rule.

No Continuing Disclosure Undertakings by Airlines

No airline has made any agreement regarding the continuing disclosure of information for the benefit of the holders and beneficial owners of the Series 2010 Bonds. However, certain of the certificated major domestic airlines (or their respective parent corporations) are subject to the information reporting requirements of the Securities Exchange Act of 1934, as amended, and thus must file reports and other information with the Commission. See "THE AIRLINE INDUSTRY FINANCIAL INFORMATION." In addition, pursuant to the Rule, certain airlines may have agreed to continuing disclosure undertakings in connection with the issuance and sale of obligations other than the Series 2010 Bonds. (Continental entered into a continuing disclosure agreement in connection with the Series 1997 Special Facilities Bonds, Series 1998 Special Facilities Bonds and the Series 2001 Special Facilities Bonds (Terminal E Project).) In those instances the airlines would have undertaken, in a written agreement or contract for the benefit of the holders of such obligations, to provide to various information repositories certain annual financial information and operating data, including audited financial statements, and to provide notice to such repositories and the MSRB of certain specified material events. Such information is available to securities brokers and others who subscribe to receive the information from such repositories.

LEGAL PROCEEDINGS

The delivery of the Series 2010 Bonds is subject to the approving opinion of the Attorney General of the State of Texas and the opinion of Vinson & Elkins L.L.P. and Bates & Coleman, P.C., Co-Bond Counsel for the City, as to the validity of the issuance of the Series 2010 Bonds under the Constitution and laws of the State of Texas. The opinion of Co-Bond Counsel will be based upon an examination of a transcript of certain certified proceedings of the City incident to the issuance and authorization of the Series 2010 Bonds. A copy of the proposed opinion of Vinson & Elkins L.L.P. and Bates & Coleman, P.C., to be delivered in connection with the Series 2010 Bonds, is attached to this Official Statement as APPENDIX C.

In their capacity as Co-Bond Counsel, Vinson & Elkins L.L.P., Houston, Texas and Bates & Coleman, P.C., Houston, Texas, have reviewed the statements and information contained in the Official Statement under the captions and sub-captions "THE SERIES 2010 BONDS," "SECURITY FOR THE SERIES 2010 BONDS," "CONTINUING DISCLOSURE" (except for the information under the sub-captions "Compliance With Prior Undertakings" and "No Continuing Disclosure Undertakings by Airlines" as to which no opinion is expressed), and "APPENDIX B and Co-Bond Counsel is of the opinion that the statements and information contained therein, insofar as such statements and information summarize certain provisions of the Ordinance and the Series 2010 Bonds, in all material respects fairly and accurately reflect the provisions of the Ordinance and the Series 2010 Bonds; further, Co-Bond Counsel has reviewed the statements and information contained in the Official Statement under the captions and sub-captions "TAX MATTERS," and "LEGAL INVESTMENTS AND ELIGIBILITY TO SECURE PUBLIC FUNDS IN TEXAS," and Co-Bond Counsel is of the opinion that the statements and information contained therein are correct as to matters of law.

Such firms have not, however, independently verified any of the factual information contained in this Official Statement nor have they conducted an investigation of the affairs of the City or the Houston Airport System for the purpose of passing upon the fairness, accuracy or completeness of this Official Statement. No person is entitled to rely upon such firms' limited participation as an assumption of responsibility for, or an expression of opinion of any kind with regard to, the fairness, accuracy or completeness of any of the information contained herein. The fees of Vinson & Elkins L.L.P. and Bates & Coleman, P.C., for their services with respect to the Series 2010 Bonds are contingent upon the sale and delivery of the Series 2010 Bonds.

Certain matters will be passed upon by for the City by its Special Disclosure Co-Counsel, Fulbright & Jaworski L.L.P., Houston, Texas and Escamilla, Poneck & Cruz LLP, Houston, Texas. Certain other legal matters will be passed on for the Underwriter by its counsel, Bracewell & Giuliani LLP, Houston, Texas.

Vinson & Elkins L.L.P., Fulbright & Jaworski L.L.P. and Bates & Coleman, P.C., represent the Underwriter from time to time in matters unrelated to the issuance of Series 2010 Bonds. Bracewell & Giuliani LLP represents the City from time to time in matters unrelated to the Series 2010 Bonds.

The various legal opinions to be delivered concurrently with the delivery of the Series 2010 Bonds express the professional judgment of the attorneys rendering the opinions as to the legal issues explicitly addressed therein. In rendering a legal opinion, the attorney does not become an insurer or guarantor of that expression of professional judgment, of the transaction opined upon, or the future performance of the parties to the transaction. Nor does the rendering of an opinion guarantee the outcome of any legal dispute that may arise out of the transaction.

CO-FINANCIAL ADVISORS

First Southwest Company, who in turn has retained Kipling Jones & Company as Co-Financial Advisor, has been retained by the City as Financial Advisor in connection with the issuance of the Series 2010 Bonds and, in such capacity, has assisted the City in the preparation of documents. The Financial Advisor's fee for services rendered with respect to the sale of the Series 2010 Bonds is not contingent upon the issuance and delivery of the Series 2010 Bonds.

Although the Financial Advisor and Co-Financial Advisor have read and participated in the preparation of this Official Statement, they have not independently verified any of the information set forth herein. The information contained in this Official Statement has been obtained primarily from the City's records and from other sources that are believed to be reliable, including financial records of the City and other entities that may be subject to interpretation. No guarantee is made as to the accuracy or completeness of any such information. No person, therefor, is entitled to rely upon the participation of the Financial Advisor and Co-Financial Advisor as an implicit or explicit expression of opinion as to the completeness and accuracy of the information contained in this Official Statement.

INDEPENDENT AUDITORS

The financial statements of the Houston Airport System Fund, as of and for the years ended June 30, 2010 and 2009, included in the Preliminary Official Statement as Appendix A, have been audited by Deloitte & Touche LLP, independent auditors, as stated in their report appearing herein.

UNDERWRITING

Citigroup Global Markets Inc., (“Citigroup”), has agreed to purchase the Series 2010 Bonds, subject to certain conditions, and has agreed to pay therefor a price of \$95,523,672.10 (reflecting the par amount of the Series 2010 Bonds, less an underwriting discount of \$203,327.90). Citigroup will be obligated to purchase all of the Series 2010 Bonds, if any of the Series 2010 Bonds are purchased.

Citigroup has entered into a joint venture with Morgan Stanley whereby it is anticipated that each of Citigroup Global Markets Inc. and Morgan Stanley & Co. Incorporated will distribute municipal securities to retail investors through the financial advisor network of Morgan Stanley Smith Barney LLC. This distribution arrangement commenced on June 1, 2009. Pursuant to this distribution arrangement, Citigroup will share a portion of its underwriting compensation with respect to the Series 2010 Bonds with Morgan Stanley Smith Barney LLC.

FORWARD LOOKING STATEMENTS

The statements contained in this Official Statement, and in any other information provided by the City, that are not purely historical are forward-looking statements, including statements regarding the City’s expectations, hopes, intentions, or strategies regarding the future. Readers should not place undue reliance on forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to the City on the date hereof, and the City assumes no obligation to update any such forward-looking statements. It is important to note that the City’s actual results could differ materially from those in such forward-looking statements.

The forward-looking statements herein are necessarily based on various assumptions and estimates and are inherently subject to various risks and uncertainties, including risks and uncertainties relating to the possible invalidity of the underlying assumptions and estimates and possible changes or developments in social, economic, business, industry, market, legal and regulatory circumstances and conditions and actions taken or to be taken by third parties, including customers, suppliers, business partners and competitors, and legislative, judicial and other governmental authorities and officials. Assumptions related to the foregoing involve judgments with respect to, among other things, future economic, competitive, and market conditions and future business decisions, all of which are difficult or impossible to predict accurately and many of which are beyond the control of the City. Any of such assumptions could be inaccurate and, therefor, there can be no assurance that the forward-looking statements included in this Official Statement would prove to be accurate.

GENERAL INFORMATION

All of the summaries of the statutes, ordinances and other related reports set forth herein are made subject to all of the provisions of such documents. The descriptions of the Series 2010 Bonds and the Ordinance herein do not purport to be complete and all such descriptions or references thereto contained in this Official Statement are qualified in their entirety by reference to the complete forms of the Series 2010 Bonds and of the Ordinance. Statements made herein involving estimates or projections, whether or not expressly identified as such, should not be construed to be statements of fact or as representations that such estimates or projections will ever be attained or will even approximate actual results.

Copies of the June 30, 2010 Comprehensive Annual Financial Report of the City of Houston, Texas are available to each of the prospective purchasers of the Series 2010 Bonds upon written request addressed to the office of the City Controller, P.O. Box 1562, Houston, Texas 77251. **THE SERIES 2010 BONDS ARE, HOWEVER, PAYABLE SOLELY FROM NET REVENUES OF THE HOUSTON AIRPORT SYSTEM AND CERTAIN RESERVES ESTABLISHED PURSUANT TO THE ORDINANCE, AND NO IMPLICATION IS MADE THAT ANY OTHER REVENUES OR MONEY OF THE CITY ARE TO BE AVAILABLE FOR THE PAYMENT OF THE PRINCIPAL OF OR INTEREST ON THE SERIES 2010 BONDS.** Copies of the Ordinance are available to each of the prospective purchasers of the Series 2010 Bonds upon written request to the Office of the City Attorney, 900 Bagby, 4th Floor, Houston, Texas 77002. This document was approved by the City Council of the City.

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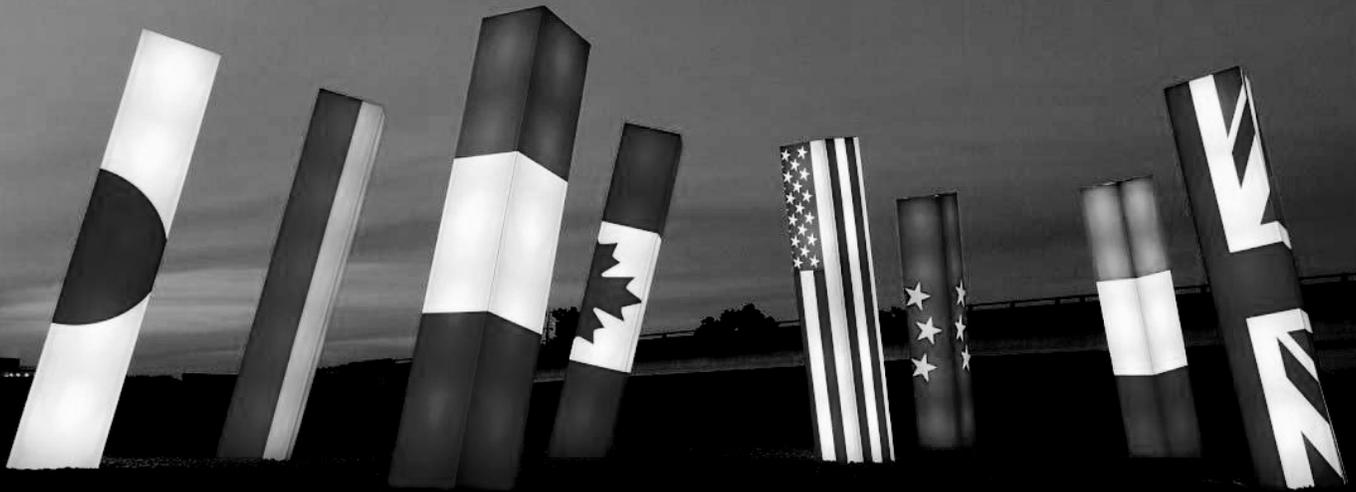
APPENDIX A

AIRPORT SYSTEM FUND FINANCIAL STATEMENTS

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AIRPORT SYSTEM FUND

An Enterprise Fund of
The City of Houston, Texas



Comprehensive Annual Financial Report
Fiscal Year Ended June 30, 2010



Prepared by Office
of the City Controller

Ronald C. Green
City Controller





Airport System Fund
An Enterprise Fund of the
City of Houston, Texas
Comprehensive Annual
Financial Report

Fiscal Year Ended June 30, 2010

Prepared by:
Office of City Controller

Ronald C. Green
City Controller

Carl Medley
Deputy Director Controller

Becky Moores, CPA
Houston Airport System



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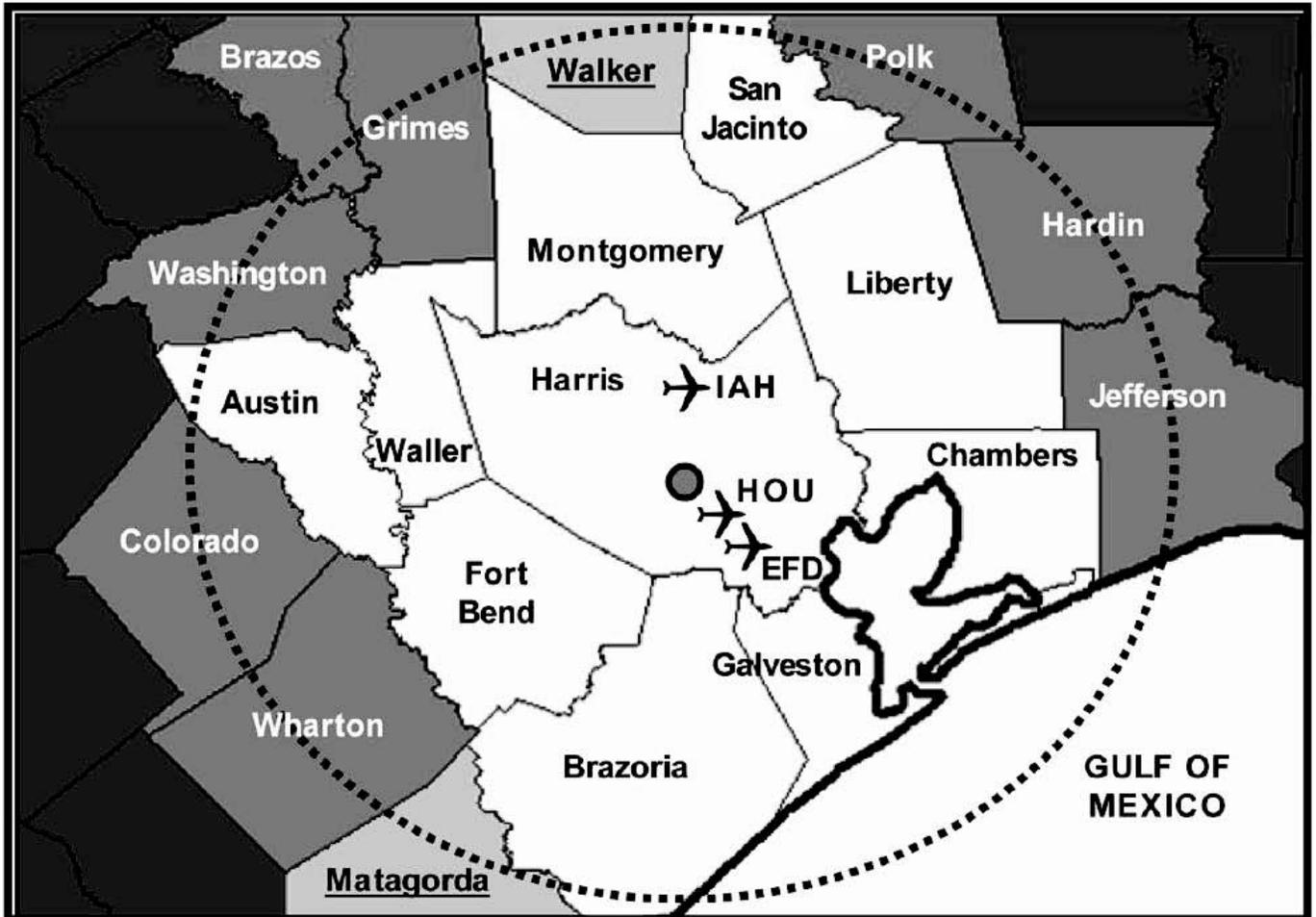


COMPREHENSIVE ANNUAL FINANCIAL REPORT

INTRODUCTORY SECTION



HOUSTON AIRPORT SYSTEM



	Metropolitan Statistical Area (MSA) of Houston – Sugar Land – Baytown, TX includes 10 counties
	Consolidated Statistical Area (CSA) of Houston – Baytown – Huntsville, TX adds both Matagorda & Walker counties



Source: U.S. Census Bureau

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Houston,
Texas Airport System Fund

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
June 30, 2009

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



President

Executive Director



Office of the City Controller
City of Houston
Texas

November 30, 2010

To the Citizens, Mayor and Members of the City Council of the City of Houston, Texas:

I am pleased to present you with the Comprehensive Annual Financial Report (CAFR) for the City of Houston, Texas, Airport System Fund (the Fund) for the fiscal year ended June 30, 2010, including the independent auditor's report. The Controller's Office and the Houston Airport System share responsibility for both the accuracy of the data, and the completeness and fairness of the presentation, including all disclosures. To the best of our knowledge and belief, the enclosed data are accurate in all material respects and are reported in a manner designed to present fairly the financial position and results of operations of the Fund.

The CAFR includes three sections: Introductory, Financial, and Statistical. The Introductory Section includes this transmittal letter, a list of principal officials, and the Fund's organizational chart. The financial section includes Management's Discussion and Analysis and financial statements with accompanying notes, as well as the independent auditors' report on the financial statements. The statistical section includes selected financial trends, revenue capacity, debt capacity, demographic and economic, and operating information, generally presented on a ten-year basis.

The Financial Section described above is prepared in accordance with Generally Accepted Accounting Principles (GAAP) for governments as prescribed by the Governmental Accounting Standards Board (GASB). The Management's Discussion and Analysis offers readers an overview and analysis of the financial activities of the Fund and should be read as an introduction to the financial statements. In addition, the notes to the financial statements offer additional important information and are essential to a full understanding of this report.

The Reporting Entity and Its Services

The Houston Airport System (HAS), under the administrative control of the Mayor, manages and operates the Fund. The City Controller, as the chief financial officer of the City of Houston (the City), maintains the books of account, prepares financial statements, and, with the Mayor, co-signs all warrants, contracts, and orders for payment of any public funds or money relating to the Department.

The Fund is an enterprise fund of the City and is included in the City's Comprehensive Annual Financial Report, which is a matter of public record. An enterprise fund is used to account for services provided to the general public on a continuing basis with costs recovered primarily through user charges. The City's Airport System includes the following: George Bush Intercontinental Airport/Houston (Intercontinental); William P. Hobby Airport (Hobby); and Ellington Airport. Continental Airlines, Inc., which merged with United Airlines on October 1,

2010, is the dominant air carrier operating at Intercontinental and Southwest Airlines, Inc. is the dominant air carrier operating at Hobby.

Economic Conditions and Major Initiatives

Economic conditions

Houston is classified as a large air traffic hub by the Federal Aviation Administration (FAA). Based on total U.S. passenger traffic for calendar year 2008, Intercontinental and Hobby ranked eighth and forty-third, respectively, among U.S. airports. Intercontinental, which opened in 1969, is the City's dominant air carrier facility and is located approximately 22 miles north of the City's central business district on property comprising approximately 10,000 acres. Hobby is located approximately seven miles southeast of the central business district on approximately 1,500 acres. Ellington Airport is situated approximately 15 miles southeast of the central business district on approximately 2,000 acres, a portion of which was conveyed to the City by the federal government on July 1, 1984.

The City of Houston is the nation's fourth most populous city and lies within the sixth largest metropolitan statistical area in the United States. Located on the coastal plain in Southeast Texas, approximately 50 miles from the Gulf of Mexico, the City is a center for the energy, financial, medical, transportation, manufacturing, and retail industries. The service region for the Houston Airport System, the ten-county Houston-Sugar Land-Baytown Metropolitan Statistical Area, has a diverse economic base and is recognized as a major national and international energy, financial, medical, transportation, educational, and distribution center.

Key factors that will affect future airline traffic at the Houston Airport System include (1) the growth in the population and economy of the Service Region, (2) national and international economic conditions, (3) airline economics and air fares, (4) the availability and price of aviation fuel, (5) airline service and route networks, (6) the capacity of the air traffic control system, and (7) the capacity of the airports themselves. The national and global economic conditions have impacted the Houston Airport System. This impact was felt most during fiscal year 2009 as HAS recorded a decline in passengers of 8.3%. However, during fiscal year 2010, HAS recorded positive passenger growth of 2.2%.

Capital Improvement Program

The Houston Airport System's five-year Capital Improvement Plan (CIP) for 2011-2015 had appropriation requirements of approximately \$535 million, with 45% of the appropriations planned for fiscal year 2011 as of June 30, 2010. Future improvements will be funded with airport funds, remaining proceeds from bond issues, FAA grants and passenger facility charges. The Airport continually reviews its CIP program to address changing economic and commercial activity levels.

At Intercontinental, the electronic detection system designed to screen checked baggage is operational in Terminal D. Rehabilitation of the Terminal C parking garage is in progress. Preliminary design work in respect of the Terminal D renovation and construction of the midfield taxiway has been programmed for the FY2011-2015 period. Additional Master Plan projects will be incorporated into the CIP as demand triggers activity levels or as infrastructure must be replaced. The Airport has approached Continental Airlines about renegotiating certain aspects of its Term Sheet Agreement (including items relating to Terminal B), but no decisions have been made at this point in time.

Hobby's major project, the terminal expansion and rehabilitation, will continue. The final phase of the landside terminal reconstruction began in April 2009. The airport access control system and rehabilitation of Runway 4-22 and Taxiway C are complete, and parking garage renovations have begun this fiscal year.

At Ellington, the design of the Air Traffic Control Tower is expected to begin in fiscal year 2011. Construction of a Taxiway K extension is to be completed in fiscal year 2011.

Financial Information

Accounting systems and budgetary controls

The Fund's financial accounting system utilizes an accrual basis of accounting. Internal accounting controls are an integral part of the Fund's accounting system and are designed to provide reasonable, but not absolute, assurance that assets are safeguarded from unauthorized use or disposition.

The Fund controls current expenses at all division levels. The Houston Airport System's Deputy Directors are responsible for the expenses approved by the Division Managers reporting to them; in turn, Division Managers are responsible for budgetary items that are controllable at their organizational level. Budgetary control is maintained at the expenditure category (i.e., Personnel Services, Supplies, Other Services and Capital Outlay) through the encumbrance of estimated purchase amounts prior to the release of purchase orders or contracts to vendors. This is accomplished primarily through an automated encumbrance and accounts payable system.

The City Council approves the Fund's annual operations budget for current expenses. The Airport Fund as a whole is not budgeted. City Council authorizes capital project expenditures through individual appropriation ordinances based on a five-year Capital Improvement Plan that is proposed by the Mayor and the Houston Airport System Director and approved by City Council. City Council can legally appropriate only those amounts of money that the City Controller has certified.

Other Information

Independent Audit

An independent auditor audits the financial statements of the Airport System Fund each year. Deloitte & Touche LLP has performed the fiscal year 2010 and 2009 audits. The financial section of this report includes the independent auditors' report on the basic financial statements.

The City is required to undergo an annual Single Audit in conformity with the provisions of the Single Audit Act, the U.S. Office of Management and Budget Circular A-133, "Audits of State, Local Governments and Non-profit Organizations," and the State of Texas Single Audit Circular. These audits are conducted simultaneously with the Fund's annual financial statement audit. Information related to these Single Audits, including the schedules of financial assistance, findings and recommendations, is included in separate Single Audit Reports.

Awards/Acknowledgments

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to City of Houston, Texas Airport System Fund for its comprehensive annual financial report for the fiscal year ended June 30, 2009. This was the 16th consecutive year that the Airport System Fund has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government unit must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement program requirements, and we are submitting it to GFOA to determine its eligibility for another certificate.

The preparation of this comprehensive annual financial report was made possible by the dedicated service of the Finance Division of the Houston Airport System, and the City Controller's Office.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Ronald C. Green". The signature is written in a cursive, flowing style.

Ronald C. Green
City Controller

INTRODUCTORY SECTION
LIST OF PRINCIPAL OFFICERS

ELECTED OFFICIALS AS OF JUNE 30, 2010:

Mayor-----	Annise D. Parker
Controller-----	Ronald C. Green
Councilmember, At-Large, Position 1-----	Stephen C. Costello
Councilmember, At-Large, Position 2-----	Sue Lovell
Councilmember, At-Large, Position 3-----	Melissa Noriega
Councilmember, At-Large, Position 4-----	C.O. "Brad" Bradford
Councilmember, At-Large, Position 5-----	Jolanda "Jo" Jones
Councilmember, District A-----	Brenda Stardig
Councilmember, District B-----	Jarvis Johnson
Councilmember, District C-----	Anne Clutterbuck
Councilmember, District D-----	Wanda Adams
Councilmember, District E-----	Mike Sullivan
Councilmember, District F-----	Al Hoang
Councilmember, District G-----	Oliver Pennington
Councilmember, District H-----	Edward Gonzalez
Councilmember, District I-----	James G. Rodriguez

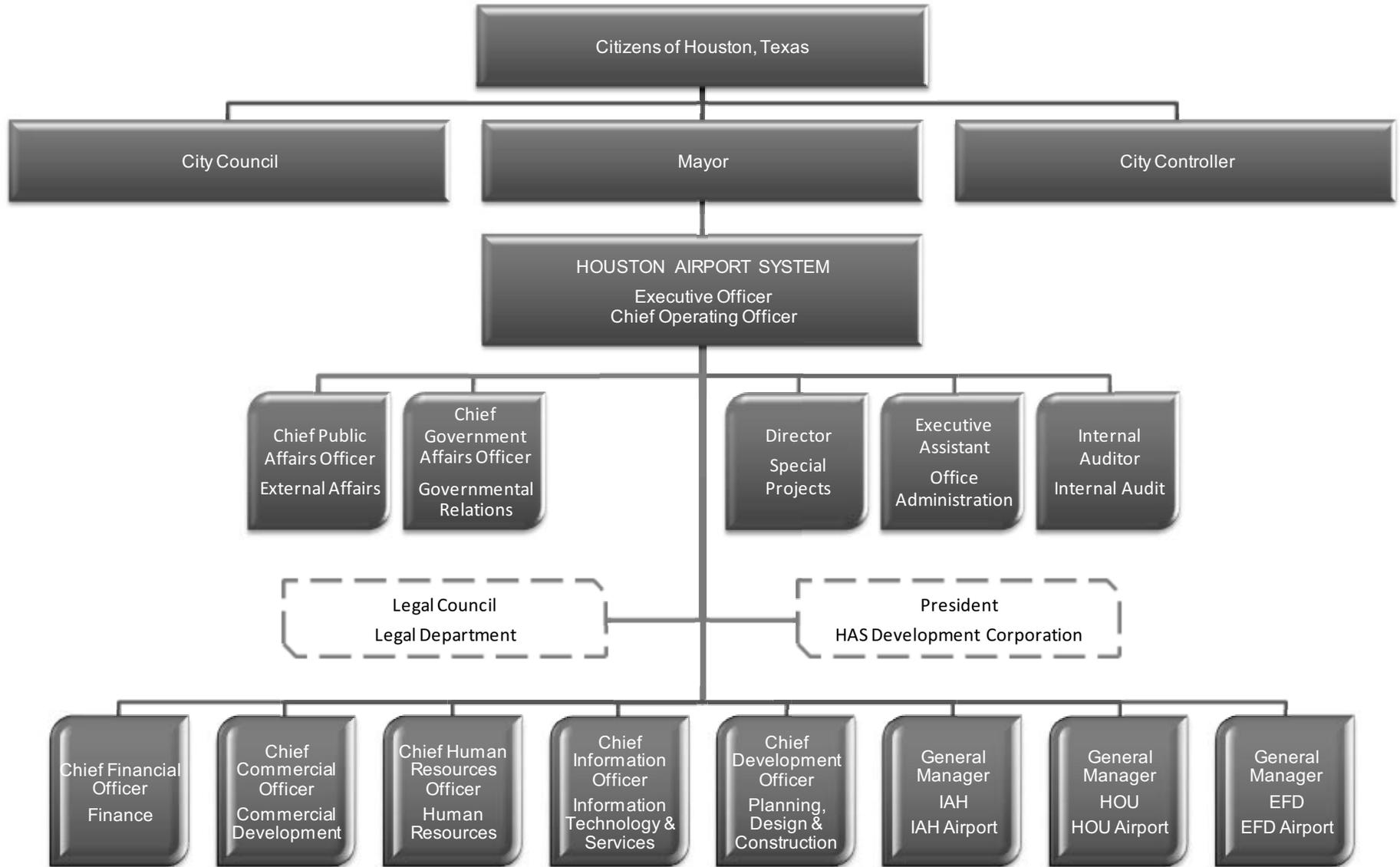
HOUSTON AIRPORT SYSTEM (a department of the City of Houston)
AS OF JUNE 30, 2010:

Director of Aviation-----	Mario Diaz
Deputy Director, Airport Operations, Public Security and Technology-----	Frank Haley
Deputy Director, Finance and Administration-----	Ian Wadsworth
Deputy Director, Marketing, Communications, and Community Affairs-----	Rob Wigington
Deputy Director, Planning, Design and Construction-----	Eric Potts
Acting Assistant Director, Finance-----	Becky Moores, CPA

AS OF NOVEMBER 23, 2010:

Executive Officer, Aviation-----	Mario Diaz
Acting Chief Financial Officer and Chief Commercial Officer-----	Ian Wadsworth
Acting Chief Human Resources Officer-----	Dolores Rodgers
Chief Information Officer-----	Lisa Kent
Chief Development Officer-----	Eric Potts
Chief Public Affairs Officer-----	Saba Abashawl
Chief Government Affairs Officer-----	Kathy Elek
Director, Special Projects-----	Maria Fink
General Manager, Intercontinental Airport-----	Mary Case
General Manager, Hobby Airport-----	Perry Miller
General Manager, Ellington Airport-----	Brian Rinehart
President, HAS Development Corporation-----	Gary Lantner

INTRODUCTORY SECTION
ORGANIZATIONAL CHART AS OF NOVEMBER 23, 2010



COMPREHENSIVE ANNUAL FINANCIAL REPORT

FINANCIAL SECTION



INDEPENDENT AUDITORS' REPORT

The Honorable Mayor, Members
of City Council, and City Controller
of the City of Houston, Texas:

We have audited the accompanying statements of net assets of the Airport System Fund (the "Fund") of the City of Houston, Texas (the "City") as of June 30, 2010 and 2009, and the related statements of revenues, expenses, and changes in net assets and cash flows for the years then ended. These financial statements are the responsibility of the City's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America ("generally accepted auditing standards"). Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control over financial reporting. Accordingly, we express no such opinion. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

As discussed in Note 1, the financial statements present only the Airport System Fund and do not purport to, and do not, present fairly the financial position of the City of Houston, Texas as of June 30, 2010 and 2009, the changes in its net assets, or, where applicable, its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Airport System Fund of the City of Houston, Texas as of June 30, 2010 and 2009, and its change in net assets and its cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

The accompanying Management's Discussion and Analysis (pages 3-9); Pension System Supplementary Information (page 48) and Other Post Employment Benefits Schedule of Funding Progress (page 48) are not a required part of the basic financial statements but is supplementary information required by the Governmental Accounting Standards Board. This supplementary information is the responsibility of City's management. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the Fund's basic financial statements. The introductory and statistical sections are presented for purposes of additional analysis and are not a required part of the basic financial statements. This supplementary information is the responsibility of the City's management. The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

Deloitte ; Touche LLP

November 30, 2010

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

As management of the Airport System Fund, we offer readers of the Airport System Fund's financial statements this narrative overview and analysis of the financial activities of the Airport System Fund for the fiscal year ended June 30, 2010. Please read the Management's Discussion and Analysis (unaudited) section in conjunction with the financial statements and the notes to the financial statements, which follow this section. All amounts, unless otherwise indicated, are expressed in thousands of dollars.

Financial Highlights

The Airport System Fund's net assets increased by \$58.0 million or 4.2% during the year.

Operating income decreased by \$10.6 million or 133.7%, due to an increase in operating expenses of \$31.4 million or 8.3% with an increase in operating revenue of \$20.8 million or 5.4%

Interest revenue decreased by \$6.8 million or 18.3%.

Total Operating expenses increased by \$31.4 million or 8.3%. Depreciation expense increased \$27.6 million or 20.2% partially due to an increase in capital assets. Maintenance and operating expenses increased \$3.7 million or 1.6%.

The Fund had a net income before contributions of \$6.5 million, compared to a net loss before contributions of \$14.7 million in fiscal year 2009.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Airport System Fund's financial statements. The Airport System Fund's financial statements consist of the following components: this management's discussion and analysis, the financial statements, the notes to the financial statements, and required supplementary information. The notes are essential to a full understanding of this report. In addition, a statistical section is included for further analysis. A fund is a group of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. An enterprise fund is used to account for a business-like activity within a government. The Airport System Fund is an enterprise fund of the City of Houston. The Houston Airport System, consisting of George Bush Intercontinental Airport/Houston (Intercontinental), William P. Hobby Airport (Hobby), and Ellington Airport, is managed and operated as a department of the City. The Airport System Fund is also included in the City of Houston's Comprehensive Annual Financial Report (CAFR).

The statement of net assets presents information on all the Fund's assets and liabilities, with the difference between the two reported as net assets. Increases and decreases in net assets from year to year may serve as a useful indicator of whether the financial position of the Airport System Fund is improving or deteriorating.

The statement of revenues, expenses and changes in net assets presents information showing how the Fund's net assets changed during the most recent fiscal year. All changes in net assets are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows.

The statement of cash flows reports how much cash was provided by or used for the Fund's operations, investing activities, and acquisition or retirement of capital assets.

The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. In addition to the financial statements and

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

accompanying notes, this report also presents certain required supplementary information concerning the City of Houston's progress in funding its obligation to provide pension benefits to its employees.

Net Assets

Total net assets at June 30, 2010 were \$1,437.0 million, a 4.2% increase from June 30, 2009. Total net assets at June 30, 2009 were \$1,379.0 million, a 4.3% increase from June 30, 2008.

NET ASSETS
JUNE 30, 2010, JUNE 30, 2009, and JUNE 30, 2008
(in thousands)

	June 30, 2010	June 30, 2009	June 30, 2008
Current assets	\$ 1,072,728	\$ 793,641	\$ 866,353
Noncurrent assets	9,389	5,375	5,261
Capital assets	<u>3,055,976</u>	<u>2,958,723</u>	<u>2,857,099</u>
 Total assets	 <u>4,138,093</u>	 <u>3,757,739</u>	 <u>3,728,713</u>
 Current liabilities	 177,173	 167,817	 138,509
Long term liabilities	<u>2,523,961</u>	<u>2,210,922</u>	<u>2,267,487</u>
 Total liabilities	 <u>2,701,134</u>	 <u>2,378,739</u>	 <u>2,405,996</u>
 Net assets invested in capital assets, net of related debt	 701,767	 790,731	 685,286
Restricted net assets	<u>735,192</u>	<u>588,269</u>	<u>637,431</u>
 Total net assets	 <u>\$ 1,436,959</u>	 <u>\$ 1,379,000</u>	 <u>\$ 1,322,717</u>

Approximately half of the Fund's total net assets (48.8% in fiscal year 2010) reflects net assets invested in capital assets (e.g., land, buildings, runways, equipment and infrastructure), less any related debt used to acquire those assets that is still outstanding. The Fund uses these capital assets to operate the airports; consequently, these assets are not available for future spending. Although the Fund's investment in its capital assets is reported net of related debt, it should be noted that the resources needed to repay this debt must be provided from airport revenue and other sources, since the capital assets themselves cannot be used to liquidate these liabilities.

An additional portion of the Fund's net assets (51.2% in fiscal year 2010) represents resources that are subject to external restrictions on how they may be used. Most of these restrictions are due to covenants made to the holders of the Airport System Fund's revenue bonds within ordinances passed by City Council. These covenants further require that any unrestricted net assets carried in cash and cash equivalents at the end of the fiscal year be restricted for future capital improvements.

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**Changes in Net Assets**

From July 1, 2009 to June 30, 2010, net assets of the Airport System Fund increased by \$58.0 million or 4.2%. From July 1, 2008 to June 30, 2009, net assets increased by \$56.3 million or 4.3%.

CHANGES IN NET ASSETS
JUNE 30, 2010, JUNE 30, 2009, AND JUNE 30, 2008
(in thousands)

	<u>June 30,</u> <u>2010</u>	<u>June 30,</u> <u>2009</u>	<u>June 30,</u> <u>2008</u>
Operating revenue:			
Landing area fees	\$ 94,165	\$ 82,823	\$ 99,017
Rentals, building and ground	182,105	174,433	211,786
Parking and concessions	125,999	122,701	131,747
Other	4,310	5,800	4,626
Total operating revenues	<u>406,579</u>	<u>385,757</u>	<u>447,176</u>
Nonoperating revenue:			
Interest on investments	30,487	37,332	41,694
Passenger facility charges	66,383	32,398	11,608
Other nonoperating	7,525	1,093	514
Total nonoperating revenues	<u>104,395</u>	<u>70,823</u>	<u>53,816</u>
Total revenues	<u>510,974</u>	<u>456,580</u>	<u>500,992</u>
Operating expenses:			
Maintenance and operating	245,051	241,303	229,551
Depreciation	164,186	136,554	125,951
Total operating expenses	<u>409,237</u>	<u>377,857</u>	<u>355,502</u>
Nonoperating expenses:			
Interest expense	95,037	94,396	104,056
(Gain) / Loss on disposal of assets	198	(1,020)	(37)
Total nonoperating expenses	<u>95,235</u>	<u>93,376</u>	<u>104,019</u>
Total expenses	<u>504,472</u>	<u>471,233</u>	<u>459,521</u>
Excess (deficit) before contributions	6,502	(14,653)	41,471
Capital contributions	<u>51,457</u>	<u>70,936</u>	<u>91,175</u>
Change in net assets	57,959	56,283	132,646
Net assets, July 1	<u>1,379,000</u>	<u>1,322,717</u>	<u>1,190,071</u>
Net assets, June 30	<u>\$ 1,436,959</u>	<u>\$ 1,379,000</u>	<u>\$ 1,322,717</u>

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)

Operating revenues increased by \$20.8 or 5.4% for fiscal year 2010. Enplaned and deplaned passenger volume increased 2.2% in fiscal year 2010, and decreased 8.3% in fiscal year 2009. The 2.2% increase in passengers in fiscal year 2010 is a healthy rebound from the decrease in fiscal year 2009, which was related to the global economic downturn and decrease in personal discretionary spending. Detailed passenger statistics and comparative rates and charges can be found in the statistical section of this report.

Operating expenses increased by \$31.4 million or 8.3% in fiscal year 2010. Depreciation expense increased by \$27.6 million, or 20.2%, during fiscal year 2010 partially due to an increase in capital assets. This compares to a 1.9% increase in depreciable assets. Base salary expense increased \$3.7 million or 3.5% partially as a result of a Houston Organization of Public Employees (HOPE) Union 4.25% salary increase. Operating expenses in fiscal year 2009 increased by \$22.4 million or 6.3%. Depreciation expense increased by \$10.6 million or 8.4% and base salary expense increased \$5.0 million or 8.7% in fiscal year 2009 partially as a result of a Houston Organization of Public Employees (HOPE) Union 4.25% salary increase.

Capital contributions in fiscal year 2010 decreased by \$19.5 million or 27.5% over fiscal year 2009. This decrease is the result of the Airport System fund receiving fewer entitlement grants due to PFC charges being received at Intercontinental for a first full year (PFC program was implemented at Intercontinental Airport in December, 2008). In fiscal year 2009, capital contributions decreased by \$20.2 million or 22.2% due mainly to the Airport System fund receiving additional discretionary grants in the previous fiscal year. Also, there was an approximate \$3.5 million decrease in Hobby entitlement grants due to PFC charges being received.

Non-operating revenue increased by \$33.6 million or 47.4% in fiscal year 2010. This was due to a \$34 million increase in PFC. Fiscal year 2009 was the first year that PFC's were instituted at Intercontinental. Interest revenue decreased by \$6.8 million or 18.3%. In fiscal year 2009, non-operating revenue increased by \$17.0 million or 31.6%.

Interest expense increased by \$0.6 million or 0.7%.

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**Capital Assets**

The Airport System Fund's investment in capital assets amounts to \$3.06 billion at June 30, 2010, an increase of \$97.3 million, or 3.3%, from June 30, 2009. Capital assets at June 30, 2009 were \$2.96 billion which was an increase of \$101.6 million, or 3.6%, from June 30, 2008.

CAPITAL ASSETS
JUNE 30, 2010, JUNE 30, 2009, AND JUNE 30, 2008
 (net of accumulated depreciation in thousands)

	June 30, 2010	June 30, 2009	June 30, 2008
Land	\$ 209,738	\$ 209,311	\$ 207,439
Buildings and building improvements	1,362,503	1,411,348	1,383,832
Improvements other than buildings	965,506	1,000,178	983,965
Machinery and equipment	47,678	51,890	45,773
Construction in progress	470,551	285,996	236,090
	<u>\$ 3,055,976</u>	<u>\$ 2,958,723</u>	<u>\$ 2,857,099</u>

The major ongoing capital projects during fiscal year 2010 at George Bush Intercontinental Airport included the automated people mover system expansion to Terminal A, the Terminal C garage upgrades, the in-line baggage systems, and Terminal D renovations. Projects at William P. Hobby Airport included the terminal renovation, Runway 4-22 rehabilitation, new perimeter fencing with access controls and the CCTV. Ellington Airport had Taxiways A, D, and F reconstructed. A GIS development project for the entire airport system is being implemented. For more information on Capital Assets, please refer to note 4 of the financial statements.

MANAGEMENT'S DISCUSSION AND ANALYSIS (UNAUDITED)**Debt**

At the end of the current fiscal year, the Airport System Fund had total debt of \$2.51 billion, which represents outstanding senior and subordinate lien revenue bonds net of unamortized discounts, premiums and deferred amount, senior lien commercial paper, and an inferior lien contract, all secured solely by Airport Fund revenues. The \$6.0 million Senior Lien Commercial paper was paid in July 2010. In addition, the Fund is responsible for pension obligation bonds. At the end of fiscal years 2010 and 2009, the Fund had a total debt of \$2.51 billion and \$2.19 billion respectively.

OUTSTANDING DEBT
JUNE 30, 2010, JUNE 30, 2009, AND JUNE 30, 2008
(in thousands)

	<u>June 30, 2010</u>	<u>June 30, 2009</u>	<u>June 30, 2008</u>
Senior lien debt:			
Long-term revenue bonds payable	\$ 449,660	\$ -	\$ -
Unamortized discounts and premium	(1,367)	-	-
Commercial paper	6,000	93,000	83,000
Total senior lien debt	<u>454,293</u>	<u>93,000</u>	<u>83,000</u>
Subordinate lien debt:			
Current maturities-revenue bonds	47,335	40,840	43,050
Long-term revenue bonds payable	1,990,430	2,042,415	2,083,255
Unamortized discounts, premium, or deferred amounts on refunding	(29,545)	(30,835)	(32,135)
Total subordinate lien debt	<u>2,008,220</u>	<u>2,052,420</u>	<u>2,094,170</u>
Inferior lien debt:			
Current maturities-contract	4,305	4,085	3,880
Long-term contract payable	37,430	41,735	45,820
Total inferior lien debt	<u>41,735</u>	<u>45,820</u>	<u>49,700</u>
Other debt:			
Collateralized pension note	-	-	34,800
Pension obligation bonds	2,006	2,006	2,006
Electricity deferral	-	-	1,011
Total other debt	<u>2,006</u>	<u>2,006</u>	<u>37,817</u>
Total outstanding debt	<u>\$ 2,506,254</u>	<u>\$ 2,193,246</u>	<u>\$ 2,264,687</u>

MANAGEMENT’S DISCUSSION AND ANALYSIS (UNAUDITED)

Total outstanding debt increased \$313.0 million or 14.3% during fiscal year 2010. This increase was partly attributable to the issuance of CITY OF HOUSTON, TEXAS, Airport System, Senior Lien Revenue and Refunding Bonds, Series 2009A. During fiscal year 2009, the outstanding debt decreased \$71.4 million or 3.2%. For a complete list of outstanding debt and required debt service; please refer to note 6 to the financial statements.

The underlying ratings of the Airport System Fund’s obligations for fiscal year 2010:

	FY 2010	
	Senior	Subordinate
Standard & Poor’s	AA-	A
Moody’s	Aa3	A2
Fitch’s	Not Rated	A+

Requests for Information

This financial report is designed to provide a general overview of the City of Houston, Texas Airport System Fund finances for all of those with an interest in the fund’s finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Office of the City Controller, 901 Bagby, 8th Floor, P.O. Box 1562, Houston, Texas 77251-1562.

CITY OF HOUSTON, TEXAS**AIRPORT SYSTEM FUND****STATEMENTS OF NET ASSETS (in thousands)
FOR YEARS ENDED JUNE 30, 2010 AND 2009**

	<u>2010</u>	<u>2009</u>
Assets		
Current assets		
Cash and cash equivalents	\$1,018,843	\$ 767,199
Accounts Receivable (net of allowance for doubtful accounts of \$1,427 in 2010 and \$2,428 in 2009)	24,976	2,047
Due from City of Houston	10,832	1,274
Inventory	2,490	2,521
Prepaid insurance	2,305	2,475
Due from other governments - grants receivable	6,476	11,299
Restricted assets - investments	<u>6,806</u>	<u>6,826</u>
Total current assets	<u>1,072,728</u>	<u>793,641</u>
Noncurrent assets		
Deferred charges	<u>9,389</u>	<u>5,375</u>
Capital Assets		
Land	209,738	209,311
Buildings, improvements and equipment	3,998,824	3,926,051
Construction in progress	<u>470,551</u>	<u>285,996</u>
Total capital assets	4,679,113	4,421,358
Less accumulated depreciation	<u>(1,623,137)</u>	<u>(1,462,635)</u>
Net capital assets	<u>3,055,976</u>	<u>2,958,723</u>
Total noncurrent assets	<u>3,065,365</u>	<u>2,964,098</u>
Total assets	<u><u>\$4,138,093</u></u>	<u><u>\$3,757,739</u></u>

(continued)

CITY OF HOUSTON, TEXAS

AIRPORT SYSTEM FUND

**STATEMENTS OF NET ASSETS (in thousands)
FOR YEARS ENDED JUNE 30, 2010 AND 2009**

	<u>2010</u>	<u>2009</u>
Liabilities		
Current Liabilities		
Accounts payable	\$ 6,667	\$ 15,410
Accrued payroll liabilities	4,151	3,731
Due to City of Houston	538	336
Advances and deposits	1,492	1,865
Deferred revenue	7,830	3,777
Claims for workers' compensation	910	1,063
Compensated absences	5,113	4,751
Revenue bonds payable	47,335	40,840
Inferior lien contract payable	4,305	4,085
Commercial paper payable	6,000	0
Accrued interest payable	54,958	44,174
Contracts and retainages payable	37,874	47,785
	<u>177,173</u>	<u>167,817</u>
Total current liabilities		
Long-term liabilities		
Revenue bonds payable, net	2,409,178	2,011,580
Inferior lien contract, net	37,430	41,735
Commercial paper payable	0	93,000
Pension obligation bonds payable	2,006	2,006
Claims for workers compensation	2,428	3,372
Compensated absences	5,717	5,252
Net pension obligation payable	37,205	33,329
Other post employment benefits	29,997	20,648
	<u>2,523,961</u>	<u>2,210,922</u>
Total long-term liabilities		
	<u>2,701,134</u>	<u>2,378,739</u>
Total liabilities		
Net assets		
Invested in capital assets, net of related debt	701,767	790,731
Restricted net assets		
Restricted for debt service	156,341	78,014
Restricted for maintenance and operations	42,405	41,899
Restricted for renewal and replacement	10,000	10,000
Restricted for capital improvements	526,446	458,356
	<u>\$1,436,959</u>	<u>\$1,379,000</u>
Total net assets		

The accompanying notes are an integral part of the financial statements

CITY OF HOUSTON, TEXAS**AIRPORT SYSTEM FUND****STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN
NET ASSETS (in thousands)
FOR YEARS ENDED JUNE 30, 2010 AND 2009**

	<u>2010</u>	<u>2009</u>
Operating Revenues		
Landing area fees	94,165	82,823
Rentals, building and ground area	182,105	174,433
Parking	70,127	66,565
Concessions	55,872	56,136
Other	4,310	5,800
Total operating revenues	<u>406,579</u>	<u>385,757</u>
Operating Expenses		
Maintenance and operating	245,051	241,303
Depreciation	164,186	136,554
Total operating expenses	<u>409,237</u>	<u>377,857</u>
Operating income	<u>(2,658)</u>	<u>7,900</u>
Nonoperating revenues (expenses)		
Interest revenue	30,487	37,332
Interest expense	(95,037)	(94,396)
Gain / (Loss) on disposal of assets	(198)	1,020
Passenger facility charges	66,383	32,398
Other revenue	7,525	1,093
Total nonoperating revenues (expenses)	<u>9,160</u>	<u>(22,553)</u>
Income/(loss) before capital contributions	6,502	(14,653)
Capital contributions	<u>51,457</u>	<u>70,936</u>
Change in net assets	57,959	56,283
Total net assets, July 1	<u>1,379,000</u>	<u>1,322,717</u>
Total net assets, June 30	<u><u>1,436,959</u></u>	<u><u>1,379,000</u></u>

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

CITY OF HOUSTON, TEXAS

AIRPORT SYSTEM FUND

**STATEMENTS OF CASH FLOWS (in thousands)
FOR YEARS ENDED JUNE 30, 2010 AND 2009**

	<u>2010</u>	<u>2009</u>
Cash flows from operating activities		
Receipts from customers	\$ 391,367	\$ 407,033
Payments to employees	(95,396)	(92,550)
Payments to suppliers	(100,890)	(86,101)
Payments to the City of Houston	(52,387)	(41,766)
Claims paid	(910)	(1,064)
Other revenues	5,775	544
Net cash provided by operating activities	<u>147,559</u>	<u>186,096</u>
Cash flows from investing activities		
Sale of investments	9,043	25,237
Purchase of investments	(9,022)	(24,604)
Interest income on investments	30,487	37,329
Net cash provided by investing activities	<u>30,508</u>	<u>37,962</u>
Cash flows from noncapital financing activities		
Retirement of collateralized pension note	-	(34,800)
Interest expense electricity contract	-	(53)
Interest expense pension obligation bonds	(106)	(106)
Interest expense collateralized note	-	(3,823)
Deferred charges on future debt issuance	468	(441)
Net cash (used for) provided by noncapital financing activities	<u>362</u>	<u>(39,223)</u>
Cash flows from capital and related financing activities		
Retirement of revenue bonds	(45,490)	(43,050)
Proceeds (use of cash) from issuance of debt	443,288	(5)
Interest expense on debt	(98,822)	(102,334)
Retirement of inferior lien contract	(4,085)	(3,880)
Proceeds from issuance of commercial paper	-	10,000
Retirement of commercial paper	(87,000)	-
Passenger facility charges	66,383	32,398
Advances and deposits	(337)	16
Contributed capital	55,304	61,864
Acquisition of capital assets	(256,026)	(201,448)
Net cash (used for) capital and related financing activities	<u>73,215</u>	<u>(246,439)</u>
Net increase (decrease) in cash and cash equivalents	251,644	(61,604)
Cash and cash equivalents, beginning of year	<u>767,199</u>	<u>828,803</u>
Cash and cash equivalents, end of the year	<u>\$ 1,018,843</u>	<u>\$ 767,199</u>

(continued)

STATEMENTS OF CASH FLOWS (in thousands)
FOR YEARS ENDED JUNE 30, 2010 AND 2009

	<u>2010</u>	<u>2009</u>
Noncash transactions		
Capitalized interest expense	16,496	10,042
Donated assets	(427)	(2,009)
Capital additions included in liabilities	(9,462)	23,203
Loss (gain) on disposal of assets	198	(997)
	<u>\$ 6,805</u>	<u>\$ 30,239</u>
Reconciliation of operating income to net cash provided by operating activities		
Operating income	\$ (2,658)	\$ 7,900
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation	164,186	136,554
Other revenues	7,525	1,093
Changes in assets and liabilities		
Accounts receivable	(21,529)	19,232
Due from the City of Houston	(9,559)	(1,240)
Due from other governments	549	(549)
Inventory and prepaid insurance	201	97
Accounts payable	(8,751)	8,276
Accrued payroll liabilities	421	290
Due to the City of Houston	202	329
Advances and deposits	4,018	2,043
Other post-employment benefits	3,876	9,292
Net pension obligation payable	9,349	3,220
Claims for workers' compensation	(1,098)	(587)
Compensated absences	827	146
	<u>\$ 147,559</u>	<u>\$ 186,096</u>

The accompanying notes are an integral part of the financial statements

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NOTES TO THE FINANCIAL STATEMENTS

1. Reporting Entity

The Airport System Fund (Fund), an enterprise fund of the City of Houston (City), is responsible for the operations, maintenance, and development of the City's Airport System. The Airport System consists of the George Bush Intercontinental Airport (Intercontinental), William P. Hobby Airport (Hobby) and Ellington Airport.

The Mayor and City Council members serve as the governing body that oversees operation of the Fund. The Fund is operated by the Houston Airport System as a self-sufficient enterprise and is administered by the Houston Airport System Director, who reports to the City's Mayor.

The Fund is not financially accountable for any other operations, and accordingly, is accounted for as a single major enterprise fund with no component units. The Fund is included in the City's Comprehensive Annual Financial Report, which is a matter of public record.

2. Summary of Significant Accounting Policies**Basis of Accounting**

The City accounts for the Fund as a proprietary fund. Proprietary funds are used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent of the City is that the cost of operations, including depreciation, be financed or recovered through user charges. The Fund is accounted for on a cost of services or "economic resources" measurement focus using the accrual basis of accounting, under which revenues are recognized in the accounting period in which they are earned and the related expenses are recorded in the accounting period incurred, if measurable. All assets and liabilities, current, noncurrent and capital are included on the balance sheet.

The financial statements presented in this report conform to the reporting requirements of the Governmental Accounting Standards Board (GASB) which establishes generally accepted accounting principles for governmental entities. The Fund applies all Financial Accounting Standards Board (FASB) pronouncements issued prior to November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements. The Fund has elected not to follow FASB pronouncements issued subsequent to that date. The Fund defines operating revenues as receipts from customers and other receipts that do not result from transactions defined as capital and related financing, non-capital financing, or investing activities. All other revenue is recognized as non-operating. The Fund defines operating expenses as personnel and supply costs, utilities and other charges for service, the purchase of furniture and equipment with a value of less than \$5,000, and other expenses that do not result from transactions defined as capital or related financing, non-capital financing, or investing activities. All other expense is recognized as non-operating.

In March 2009, the GASB issued Statement No. 54, "Fund Balance Reporting and Governmental Fund Type Definitions". This statement is to enhance the usefulness of fund balance information by providing clearer fund balance classifications that can be more consistently applied and by clarifying the existing governmental fund type definitions. The requirements of this statement are effective for financial statements for periods beginning after June 15, 2010. The City has not determined the impact, if any, upon its financial position, results of operations or cash flows upon adoption.

NOTES TO THE FINANCIAL STATEMENTS

2. Summary of Significant Accounting Policies, continued:

In December 2009, the GASB issued Statement No. 57, "OPEB Measurements by Agent Employers and Agent Multiple-Employer Plans". This statement is to address issues related to the use of the alternative measurement method and the frequency and timing of measurements by employers that participate in agent multiple-employer other postemployment benefit (OPEB) plans. The requirements of this statement are effective for financial statements for periods beginning after June 15, 2011. The City has not determined the impact, if any, upon its financial position, results of operations or cash flows upon adoption.

In June 2010, the GASB issued Statement No. 59, "Financial Instruments Omnibus". This statement is to update and improve existing standards regarding financial reporting and disclosure requirements of certain financial instruments and external investment pools for which significant issues have been identified in practice. The requirements of this statement are effective for financial statements for periods beginning after June 15, 2010. The City has not determined the impact, if any, upon its financial position, results of operations or cash flows upon adoption.

Inventories of Material and Supplies

Inventories of material and supplies are valued at average cost and charged to expense as used.

Capital Assets

The Fund defines capital assets as assets with an initial cost of more than \$5,000. Acquired or constructed property is recorded at historical cost or estimated historical cost. Contributed property is recorded at the estimated fair value on the date received. Construction costs (excluding land and equipment) are added to construction work-in-progress until the assets are placed in service and are depreciated following completion. Depreciation on equipment begins in the year of acquisition. Interest costs on funds borrowed to finance the construction of capital assets are capitalized when the costs materially exceed interest earnings on related revenue bond proceeds. \$16.5 million in interest costs was capitalized for the year ended June 30, 2010. \$10.0 million was capitalized for the year ended June 30, 2009.

Depreciation on Airport System buildings and improvements is computed using the straight-line method on the component asset base over the estimated useful life, ranging from fifteen (15) to forty-five (45) years. Depreciation on equipment is computed using the straight-line method over the estimated useful life, ranging from four (4) to fifteen (15) years.

NOTES TO THE FINANCIAL STATEMENTS

2. Summary of Significant Accounting Policies, continued:**Compensated Absences**

Full-time civilian employees of the City are eligible for 10 days of vacation leave per year. After four years, employees receive 15 days. The amount of vacation time gradually increases after that, reaching a maximum of 25 days per year after 18 years of service. Employees may accumulate up to 90 days of vacation leave (45 days for employees hired after December 31, 1999). Upon termination or retirement, employees are paid for unused vacation leave based on the average rate of pay during the employee's highest paid 60 days of employment. Part-time employees (those working less than 30 hours per week) are not eligible for vacation leave benefits.

The majority of full-time civilian employees are covered under the compensatory sick leave plan and receive a leave time allowance of 2.5 hours per payroll period (bi-weekly) up to a maximum of 65 hours per year. Employees who use fewer than 65 hours during the benefit year will receive a match of additional hours equal to the number of hours accrued minus the number of hours used. Once an employee's balance has reached 1,040 hours, no additional match for unused hours is given. Upon termination, all unused sick leave time allowances in excess of 1,040 hours are payable to the employee at the employee's rate of pay at the time of termination. An employee who uses less than 16 hours of sick leave in any benefit year receives up to three days of personal leave in the next year. Personal leave may be used in place of vacation leave, but will not accumulate and will not be paid out at termination. The balance of full time civilian employees are covered by a sick plan that was closed to employees in 1985. That plan accumulates a cash value for every sick day not used, which is payable upon resignation or retirement.

The City also has adopted policies of compensatory time to comply with the Fair Labor Standards Act as amended in 1985. These policies provide limits to the accumulation of compensatory time and also provide that time not used will be paid in cash. Only classified employees and civilian employees in certain pay grades routinely earn compensatory time.

Vacation and other compensatory time benefits are accrued as liabilities as the benefits are earned, to the extent that the City's obligation is attributable to employees' services already rendered, and it is probable that the City will compensate the employees for the benefits through paid time off or some other means, such as cash payments.

Bond Premiums, Discounts and Issuance Costs

Bond premiums, discounts and issuance costs are deferred and amortized over the term of the bonds using the effective interest method for fixed rate bonds and the straight-line method for variable rate bonds. Gains or losses on bond refunding are amortized over the term of the lesser of the new bonds or the refunded bonds using the same respective methods.

NOTES TO THE FINANCIAL STATEMENTS

2. Summary of Significant Accounting Policies, continued:**Statements of Cash Flows—Cash and Cash Equivalents**

The Fund makes most of its deposits and withdrawals from the City's General Investment Pool, a cash management pool that has the general characteristics of a demand deposit account, in that the Fund may deposit additional cash at any time and may also effectively withdraw cash at any time without prior notice or penalty. The Fund defines cash and cash equivalents as its total equity in the pool. Investments are being held outside of the pool in separate accounts.

3. Deposits and Investments**Cash and Cash Equivalents**

The Fund does not separately account for most deposits and investments, but participates in a City-wide investment pool managed internally by City personnel. The General Investment Pool has the characteristics of a demand deposit, where deposits and withdrawals can be made without notice or penalty. The Fund's total equity in the City's General Investment Pool was \$1,018,835,130 and \$767,191,478 at June 30, 2010 and June 30, 2009, respectively.

Deposits

The carrying amount of the City's deposit was \$8,819,171 on June 30, 2010 and (\$39,163,447) on June 30, 2009. The City's bank balance is the sum of three accounts which total \$36,858,133 on June 30, 2010 and \$28,000,379 on June 30, 2009. The three accounts that comprise this balance are described by the following:

Accounts:	June 30, 2010		June 30, 2009	
	Ledger	Collected	Ledger	Collected
Concentration	\$ 20,572,225	\$ 15,000,100	\$ 20,748,380	\$ 15,000,100
Section 108	293,012	293,012	270,645	270,645
JPM Money Market Account	15,992,896	15,992,896	6,981,354	6,981,354
Total	<u>\$ 36,858,133</u>	<u>\$ 31,286,008</u>	<u>\$ 28,000,379</u>	<u>\$ 22,252,099</u>
Market Value Collateral	\$ -	\$ 30,597,021	\$ -	\$ -

NOTES TO THE FINANCIAL STATEMENTS

3. Deposits and Investments, continued:

The first account is a demand deposit account with JP Morgan Chase bank ("Chase") that as of June 30, 2010 had a ledger balance of \$20,572,225 and a collected balance of \$15,000,100. The difference between the ledger and collected balance of \$5,572,125 represents checks deposited in this bank account but uncollected by the bank. As of June 2009, JPMorgan Chase Bank had a ledger balance of \$20,748,380 and a collected balance of \$15,000,100. The difference between the ledger and collected balance of \$5,748,280 represents checks deposited in this bank account for which the collection of available funds had not been obtained as of June 30, 2009. The City has a Depository Pledge Agreement whereby Chase pledges collateral to the City to cover balances. As of June 30, 2010, the collateral had a market value of \$30,597,021. According to terms of the Agreement the City is granted a security interest in the pledge securities.

The second account is a demand deposit account with Chase for the City's Housing and Urban Development Section 108 account, which at June 30, 2010 had a collected and ledger balance as of \$293,012. As of June 30, 2009, this section 108 account had both a collected and ledger balance of \$270,645. At June 30, 2010, this balance was collateralized by the Depository Pledge Agreement describe above.

The third account is an AAA-rated, SEC registered money market fund. The balance in the money market fund as of June 30, 2010 was \$15,992,896. The balance in the money market fund as of June 30, 2009 was \$6,981,354. As this is not a bank account, collateral is not required to be held to cover the balance. There is no custodial risk associated with this money market fund.

Investments and Risk Disclosures

The following describes the investment positions of the City's operating funds as of June 30, 2010 and June 30, 2009. On these dates the City had \$2.4 billion and \$2.3 billion, respectively, in high grade, fixed income investments in three separate investment pools, each serving a specific purpose as described below. All investments are governed by state law and the City's Investment Policy, which dictates the following objectives, in order of priority:

1. Safety
2. Liquidity
3. Return on Investment
4. Legal Requirements

NOTES TO THE FINANCIAL STATEMENTS

3. Deposits and Investments, continued:

These funds are managed internally by City personnel within a City-wide investment pool in order to gain operational efficiency. This pool consists of all working capital, construction, and debt service funds which are not subject to yield restriction under IRS arbitrage regulations. The funds of the City's enterprise systems, as well as the general fund, are commingled in this pool in order to gain operational efficiency. Approximately 99% of the City's total investable funds are contained in this portfolio for June 30, 2010 and with approximately 99% of investable funds in the portfolio on June 30, 2009.

Pooled Investment as of June 30, 2010	Credit Quality Ratings	June 30, 2010		June 30, 2009	
		Market Value	Weighted Average Maturity*	Market Value	Weighted Average Maturity*
U.S. Treasury Notes	n/a	\$ 328,615,282	0.746	\$ 300,977,433	0.508
Housing and Urban Development Notes (3)	n/a	49,582,022	1.632	54,676,137	2.392
Agency Notes (5)	AAA	1,117,992,645	1.831	861,812,898	2.118
Agency Notes (4) (5)	not rated	270,585,010	0.261	373,918,920	0.446
Collateralized Mortgage Obligations (4) (5)	not rated	4,036,162	0.642	7,684,306	1.054
Mortgaged Backed Securities (4) (5)	not rated	222,477,858	2.654	281,877,946	3.256
Money Market Fund	AAA Short Term	61,240,590	0.110	47,805,992	0.003
Certificate of Deposit	FDIC Insured	1,972,665	0.284	982,652	0.216
Commercial Paper Notes (6)	A-1+Short Term	169,166,494	0.079	153,910,220	0.061
Municipal Bonds	AAA Long Term	48,142,650	1.563	74,190,651	0.630
Municipal Bonds	A-1+Short Term	7,037,271	0.280	37,169,582	0.003
Municipal Bonds	AA Long Term	60,314,781	1.856	76,546,277	0.738
Municipal Bonds	A Long Term	477,477	0.637	11,688,173	0.069
Municipal Bonds	SP-1+/MIG1 Short Term	-	-	5,086,129	0.002
Municipal Bonds	AA Long Term/A2 Short Term	-	-	26,427,489	0.002
Municipal Bonds	SG Short Term	-	-	5,086,919	0.004
Total Investments		\$ 2,341,640,907	1.385	\$ 2,319,841,724	1.531

* Weighted Average Maturity (WAM) is computed using average life of mortgage backed securities and effective maturity of callable securities.

(1) Standard and Poor's (S&P) Rating Services has assigned an AAA credit quality rating and S1 volatility rating to the City's General Investment Pool. The AAAf signifies the highest level of credit protection, and the S1 rating signifies volatility consistent with a portfolio of government securities maturing from one to three years.

(2) All credit ratings shown are either actual Standard and Poor's ("S&P") ratings, or if an S&P credit rating is not available, the equivalent credit rating of Moody's or Fitch.

(3) Housing and Urban Development Notes are guaranteed by the U.S. government.

(4) At June 30, 2010 and June 30, 2009 these are securities issued by government sponsored enterprises, including the Federal Home Loan Bank, Freddie Mac, Fannie Mae and the Federal Agricultural Corporation ("Farmer Mac").

NOTES TO THE FINANCIAL STATEMENTS

3. Deposits and Investments, continued:

(5) At June 30, 2010 and June 30, 2009 these securities are not individually rated by the rating agencies. However, senior lien debt of the Federal Home Loan Bank, Federal Home Loan Mortgage Corporation ("Freddie Mac") and the Federal National Mortgage Corporation ("Fannie Mae") are rated AAA.

(6) At June 30, 2009, the City held some of its own commercial paper notes ("the Notes"). The Notes were purchased in recognition of IRS Notice 2008-88. At June 30, 2010, the City held some of its own commercial paper notes ("the Notes"). The Notes were purchased in recognition of IRS Notice 2008-88 and 2010-7 which permits issuers to purchase and hold their own debt until December 31, 2010 without causing an extinguishment of such debt for federal income tax purposes. The Notes were purchased as an investment of funds on deposit in the City's General Pool, in compliance with the Texas Public Funds Investment Act and the City's current investment policy. Such purchase was not intended to extinguish the debt evidenced by the Notes.

Reverse Repurchase Agreements:

From time to time the City participates in reverse repurchase agreements whereby it enters into agreements to sell certain securities and repurchase them at a later date. The proceeds of the sale are then invested at a positive spread in high grade money market funds or commercial paper notes with the same maturity date as the agreement. The purpose of the agreements is to earn incremental income. The City had no reverse repurchase agreements outstanding at June 30, 2010. The City had the following reverse repurchasing agreements at June 30, 2009.

City of Houston Reverse Repurchase Agreements as of June 30, 2009 Description of Collateral & Term of Agreement	Market Value of Collateral Security at 6/30/2009	Liability on Reverse Repurchase Agreements at 6/30/2009
US Treasury 4.625% 11/15/09, 6/18-7/20/09	\$25,275,400	\$26,052,296
US Treasury 3.5% 8/15/0+, 6/8-7/20/09	30,213,270	31,147,959
US Treasury 3.625% 10/31/09, 6/18-7/20/09	25,398,450	25,924,745
US Treasury 6.0% 8/15/00+, 6/29-7/20/09	14,099,526	14,714,286
US Treasury 4.625% 11/15/09, 6/22-7/22/09	20,080,460	20,841,837
Total Market Value	115,067,106	118,681,123
Accrued Interest	1,555,163	13,373
Total Market Value plus Accrued Interest	\$ 116,622,269	\$ 118,694,496

NOTES TO THE FINANCIAL STATEMENTS

3. Deposits and Investments, continued:**Risk Disclosures:**

Interest Rate Risk. In order to ensure the ability of the City to meet obligations and to minimize potential fair value losses arising from rising interest rate environments, the City's investment policy limits this investment portfolio's dollar weighted average maturity to 2.5 years maximum. As of June 30, 2010, this investment portfolio's dollar-weighted average maturity was 1.385 years. Modified duration was 1.25 years. Modified duration can be used as a multiplier to determine the percent change in price of a bond portfolio for every 100 basis point (1%) change in yield. For example, a portfolio with a modified duration of 1.25 years would experience approximately a 1.25% change in market price for every 100 basis point change in yield.

Credit Risk - Investments. The US Treasury Notes and Housing and Urban Development Notes are direct obligations of the United States government. The Agency Notes, Collateralized Mortgage Obligations, and Mortgage Backed Securities were issued by government sponsored enterprises but are not direct obligations of the U.S. Government. The money market mutual funds were rated AAA. Long term municipal securities were rated at least A. Municipal securities considered short-term securities had the highest short-term rating of A-1+.

Credit Risk - Securities Lending. Under the securities lending program, the City receives 102% of market value for its U.S. Treasury securities at the time the repurchase agreements are signed, and agreements are limited to 90 days by policy and have been less than 35 days by practice. At June 30, 2010 there were no securities lending agreements outstanding.

Custodial Credit Risk. The custodial credit risk for investments is the risk that in the event of the failure of a counterparty, the City will not be able to recover the value of its investment or collateral securities that are in the possession of an outside party. Investment securities are exposed to custodial credit risk if the securities are not registered in the name of the City, and are held by either the counterparty or the counterparty's trust department or agent but not in the City's name. As of June 30, 2010, none of the City's investments in the General Investment Pool were subject to custodial credit risk.

Foreign Currency Risk. Foreign currency risk is the risk that investments will change value due to changes in exchanges rates between time of purchase and reporting or sale. The City's general pool investments are limited by policy to US dollar denominated investments and not subject to this risk.

NOTES TO THE FINANCIAL STATEMENTS

3. Deposits and Investments, continued:
Miscellaneous Money Market Accounts

In addition to its investment pools, the City maintains several money market accounts balances for various purposes described below. The Airport Fund's portion of these is as follows:

Investments	Credit Quality Ratings	Market Value		Weighted Average Maturity
		June 30, 2010	June 30, 2009	
JP Morgan US Government Money Market Fund: Airport System Special Facilities Revenue Bonds Series 1997A Reserve Fund.	AAA	\$ 6,590,824	\$ 6,652,913	< 90 days
JP Morgan US Treasury Securities Money Market Fund: Balances held for auction bonds debt service.	AAA	212,502	172,765	< 90 days
First American US Treasury Money Market Fund: Balance held for commercial paper debt service	AAA	2,269	680	< 90 days
Total Investment		\$ 6,805,595	\$ 6,826,358	

Risk Disclosures:

Interest Rate Risk. These money market funds maintain an average maturity of less than 90 days and seek to maintain a stable net asset value of \$1.00. These funds are redeemable on a same day notice.

Credit Risk. These funds hold only US dollar denominated securities that present minimal credit risk. They have the highest credit ratings.

Custodial Credit Risk. As of June 30, 2010, none of the City's investments in this pool were subject to custodial credit risk.

Foreign Currency Risk. The City's investments in this pool are all US dollar denominated and not subject to foreign currency risk.

NOTES TO THE FINANCIAL STATEMENTS

4. Capital Assets

Summaries of changes in fixed assets for the years ended June 30, 2010 and June 30, 2009 follow (in thousands):

	Balance June 30, 2009	Additions	Retirements	Transfers	Balance June 30, 2010
Capital assets not being depreciated :					
Land	\$209,311	-	(\$1,400)	\$1,827	\$209,738
Construction work in progress	285,996	257,912	-	(73,357)	470,551
Total capital assets not being depreciated	<u>495,307</u>	<u>257,912</u>	<u>(1,400)</u>	<u>(71,530)</u>	<u>680,289</u>
Other capital assets:					
Buildings and building improvements	1,975,730	455	-	30,544	2,006,729
Improvements other than buildings	1,798,359	6	(290)	36,310	1,834,385
Equipment	151,962	4,660	(3,588)	4,676	157,710
Total other capital asset	<u>3,926,051</u>	<u>5,121</u>	<u>(3,878)</u>	<u>71,530</u>	<u>3,998,824</u>
Less accumulated depreciation for:					
Buildings and building improvements	(564,383)	(79,797)	-	(47)	(644,227)
Improvements other than buildings	(798,180)	(70,893)	148	47	(868,878)
Equipment	(100,072)	(13,496)	3,536	-	(110,032)
Total accumulated depreciation	<u>(1,462,635)</u>	<u>(164,186)</u>	<u>3,684</u>	<u>-</u>	<u>(1,623,137)</u>
Other capital assets, net	2,463,416	(159,065)	(194)	71,530	2,375,687
Total Capital assets, net	<u>\$2,958,723</u>	<u>\$98,847</u>	<u>(\$1,594)</u>	<u>-</u>	<u>\$3,055,976</u>

	Balance June 30, 2008	Additions	Retirements	Transfers	Balance June 30, 2009
Capital assets not being depreciated :					
Land	\$207,439	-	(\$108)	\$1,980	\$209,311
Construction work in progress	236,090	233,204	-	(183,498)	285,996
Total capital assets not being depreciated	<u>443,529</u>	<u>233,404</u>	<u>(108)</u>	<u>(181,518)</u>	<u>495,307</u>
Other capital assets:					
Buildings and building improvements	1,880,809	2,009	-	92,912	1,975,730
Improvements other than buildings	1,725,501	6	-	72,852	1,798,359
Equipment	135,342	2,885	(2,019)	15,754	151,962
Total other capital asset	<u>3,741,652</u>	<u>4,900</u>	<u>(2,019)</u>	<u>181,518</u>	<u>3,926,051</u>
Less accumulated depreciation for:					
Buildings and building improvements	(496,977)	(67,401)	-	(5)	(564,383)
Improvements other than buildings	(741,536)	(56,649)	-	5	(798,180)
Equipment	(89,569)	(12,504)	2,001	-	(100,072)
Total accumulated depreciation	<u>(1,328,082)</u>	<u>(136,554)</u>	<u>2,001</u>	<u>-</u>	<u>(1,462,635)</u>
Other capital assets, net	2,413,570	(131,654)	(18)	181,518	2,463,416
Total Capital assets, net	<u>\$2,828,729</u>	<u>\$101,750</u>	<u>(\$126)</u>	<u>-</u>	<u>\$2,958,723</u>

NOTES TO THE FINANCIAL STATEMENTS

4. Capital Assets, continued:

In accordance with GASB No.51, "Accounting and Financial Reporting for Intangible Assets", management has determined that the intangible costs would not be material in these financial statements.

5. Leases

The Airport Fund is the lessor of approximately 10 percent of its land and substantially all of its buildings and improvements. These lease agreements are non-cancelable operating leases with fixed minimum rentals and non-cancelable operating use and lease agreements with annually adjusted rates. Rental income is earned from leasing various parcels of land with asset costs of \$20,973,855 to airlines, fixed base operators and various corporations for aircraft maintenance, facilities, hangars, flight kitchens, and cargo buildings; to auto rental companies for their service facilities and storage lots; and to a variety of other entities for buildings and other permanent improvements. Airlines and airport concessionaires lease various sections of City-owned airport buildings and improvements for ticket counters, passenger hold rooms, baggage carousels, restaurants, retail stores and other facilities. Leased buildings, improvements and equipment have asset costs of \$3,998,823,902 and carrying costs of \$2,375,686,270. Accumulated depreciation on all these assets is \$1,623,137,632.

Minimum guaranteed income on such non-cancelable operating leases is as follows (in thousands):

<u>Year ending June 30</u>	<u>Minimum Rental Income</u>
2011	\$ 40,918
2012	34,629
2013	32,279
2014	30,536
2015	29,196
2016-2020	124,907
2021-2025	115,408
2026-2030	62,047
2031-2035	15,044
2036-2040	11,232
2041-2045	3,870
2046-2050	44
<u>Total</u>	<u>\$ 500,110</u>

NOTES TO THE FINANCIAL STATEMENTS

5. Leases, continued:

Contingent income associated with these non-cancelable operating leases was approximately \$7,158,963 and \$7,820,681 for the years ended June 30, 2010 and 2009, respectively. Contingent income is earned when a concessionaire's payment, based on a percentage of sales, is higher than the minimum amount guaranteed to the Airport System under the terms of the lease. In addition, income is earned from certain non-cancelable operating use and lease agreements for landing fees and terminal building rentals. Such income is adjusted annually based on a compensatory formula to recover certain operating and capital costs of the related facilities. Compensatory income for the years ended June 30, 2010 and 2009 is as follows (in thousands):

	Compensatory Income	
	2010	2009
Landing Fees	\$ 91,443	\$ 81,464
Terminal Space – Airline	\$ 161,096	\$ 152,866
	<u>\$ 252,539</u>	<u>\$ 234,330</u>

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities

Changes in long-term liabilities for the years ended June 30, 2010 and 2009 are summarized as follows (in thousands):

	Balance June 30, 2009	Additions	Retirements/ Transfers	Balance June 30, 2010	Amounts Due within One Year
Revenue bonds payable	\$ 2,083,255	\$ 449,660	\$ (45,490)	\$ 2,487,425	\$ 47,335
Plus unamortized premium	10,853	2,142	(676)	12,319	-
Less unamortized discount	(25,890)	(3,562)	1,059	(28,393)	-
Less deferred amount on refundings	(15,798)	-	960	(14,838)	-
Revenue bonds payable, net	<u>2,052,420</u>	<u>448,240</u>	<u>(44,147)</u>	<u>2,456,513</u>	<u>47,335</u>
Inferior lien contract	45,820	-	(4,085)	41,735	4,305
Inferior lien contract, net	<u>45,820</u>	<u>-</u>	<u>(4,085)</u>	<u>41,735</u>	<u>4,305</u>
Commercial paper payable	93,000	-	(87,000)	6,000	6,000
Collateralized pension note	-	-	-	-	-
Pension obligation bonds	2,006	-	-	2,006	-
Compensated absences	10,003	8,025	(7,198)	10,830	5,113
Claims for workers compensation	4,435	(187)	(910)	3,338	910
Net pension obligation payable	33,329	3,876	-	37,205	-
Other post employment benefits	20,648	9,349	-	29,997	-
Other long-term liabilities	-	-	-	-	-
Total long-term liabilities	<u>\$ 2,261,661</u>	<u>\$ 469,303</u>	<u>\$ (143,340)</u>	<u>\$ 2,587,624</u>	<u>\$ 63,663</u>

	Balance June 30, 2008	Additions	Retirements/ Transfers	Balance June 30, 2009	Amounts Due within One Year
Revenue bonds payable	\$ 2,126,305	\$ -	\$ (43,050)	\$ 2,083,255	\$ 40,840
Plus unamortized premium	11,458	-	(605)	10,853	-
Less unamortized discount	(26,827)	-	937	(25,890)	-
Less deferred amount on refundings	(16,766)	-	968	(15,798)	-
Revenue bonds payable, net	<u>2,094,170</u>	<u>-</u>	<u>(41,750)</u>	<u>2,052,420</u>	<u>40,840</u>
Inferior lien contract	49,700	-	(3,880)	45,820	4,085
Inferior lien contract, net	<u>49,700</u>	<u>-</u>	<u>(3,880)</u>	<u>45,820</u>	<u>4,085</u>
Commercial paper payable	83,000	10,000	-	93,000	-
Collateralized pension note	34,800	2,958	(37,758)	-	-
Pension obligation bonds	2,006	-	-	2,006	-
Compensated absences	9,857	6,483	(6,337)	10,003	4,751
Claims for workers compensation	5,022	476	(1,063)	4,435	1,063
Net pension obligation payable	30,110	3,219	-	33,329	-
Other post employment benefits	11,356	9,292	-	20,648	-
Other long-term liabilities	1,011	-	(1,011)	-	-
Total long-term liabilities	<u>\$ 2,321,032</u>	<u>\$ 32,428</u>	<u>\$ (91,799)</u>	<u>\$ 2,261,661</u>	<u>\$ 50,739</u>

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:**Purpose of Debt**

The Fund issues revenue bonds and commercial paper for the purpose of enlarging, maintaining and improving the Houston Airport System. The Fund has issued refunding bonds from time to time when there has been an operational or economic gain. These refundings have been structured as legal defeasances of the old debt as ruled by the Texas Attorney General, and such debt has been removed from the Fund's books.

Debt Service Requirements to Maturity

Aggregate future Airport system debt service payments to maturity as of June 30, 2010 were as follows (in thousands):

Year Ending June 30	Airport System Total Future Requirements		
	Principal	Interest	Total
2011	\$ 57,640	\$ 112,043	\$ 169,683
2012	56,720	109,475	166,195
2013	56,020	106,849	162,869
2014	64,055	104,128	168,183
2015	64,580	101,214	165,794
2016-2020	417,110	451,179	868,289
2021-2025	516,490	346,875	863,365
2026-2030	657,281	222,939	880,220
2031-2035	505,945	83,259	589,204
2036-2039	141,325	20,264	161,589
Total	<u>\$ 2,537,166</u>	<u>\$ 1,658,225</u>	<u>\$ 4,195,391</u>

Year Ending June 30	Airport System Pension Obligations	
	Principal	Interest
2011	\$ -	\$ 107
2012	-	106
2013	-	107
2014	-	106
2015	-	106
2016-2020	-	533
2021-2025	-	533
2026-2030	601	517
2031-2035	1,405	211
2036-2039	-	-
Total	<u>\$ 2,006</u>	<u>\$ 2,326</u>

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:

Airport System Subordinate Lien Revenue Bonds			Airport System Senior Lien Commerical Paper		
Year Ending June 30	Principal	Interest	Year Ending June 30	Principal	Interest
2011	\$ 47,335	\$ 85,936	2011	\$ 6,000	\$ 18
2012	52,185	83,625	2012	-	-
2013	51,240	81,248	2013	-	-
2014	59,015	78,796	2014	-	-
2015	59,265	76,166	2015	-	-
2016-2020	348,100	336,208	2016-2020	-	-
2021-2025	451,080	247,917	2021-2025	-	-
2026-2030	573,135	142,631	2026-2030	-	-
2031-2035	396,410	28,680	2031-2035	-	-
2036-2039	-	-	2036-2039	-	-
Total	\$ 2,037,765	\$ 1,161,207	Total	\$ 6,000	\$ 18

Airport System Senior Lien Revenue Bonds			Airport System Inferior Lien Contract		
Year Ending June 30	Principal	Interest	Year Ending June 30	Principal	Interest
2011	\$ -	\$ 23,819	2011	\$ 4,305	\$ 2,163
2012	-	23,819	2012	4,535	1,925
2013	-	23,819	2013	4,780	1,675
2014	-	23,819	2014	5,040	1,407
2015	-	23,819	2015	5,315	1,123
2016-2020	51,250	112,938	2016-2020	17,760	1,500
2021-2025	65,410	98,425	2021-2025	-	-
2026-2030	83,545	79,791	2026-2030	-	-
2031-2035	108,130	54,368	2031-2035	-	-
2036-2039	141,325	20,264	2036-2039	-	-
Total	\$ 449,660	\$ 484,881	Total	\$ 41,735	\$ 9,793

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:

On August 20, 2009 the City issued \$449,660,000 of Airport System Senior Lien Revenue and Refunding Bonds, Series 2009A ("the Airport Bonds") at rates ranging from 5.0 to 5.5%. The true interest cost was 5.42%. The bonds mature in varying amounts from 2015 to 2039. Proceeds were set aside to fund \$289.2 million in new construction, to fund a senior lien debt service reserve fund of \$33.1 million, to create a capitalized interest fund, to pay costs of issuance, and to currently refund \$87,000,000 of Senior Lien Commercial Paper Series A AMT. The Airport Bonds were issued to replace the variable rate commercial paper and lock in long term fixed rates, rather than to achieve debt service savings. Cash flow and net present value savings cannot be computed because the refunded commercial paper paid interest at varying rates depending on current market conditions. The Series 2009A Bonds are the first series to be issued at the Senior Lien level. S&P and Moody's assigned ratings of AA- and Aa3, respectively to the issue. The Series 2009A Bonds are not subject to the alternative minimum tax (AMT) as they are issued under the AMT Holiday provision of the American Recovery and Reinvestment Act.

Certain bond ordinances have additional requirements for accumulation of principal and interest repayment amounts from surplus operating funds. Generally, the bonds may be redeemed prior to their maturities in accordance with the bond ordinances and at prices, which include premiums ranging downward from 5%. Significant additional restrictions and other data are set forth below. During 2010 and 2009, the City has complied with the requirements of all financial revenue bond ordinances and related bond restrictions.

To the extent it legally may do so, the Fund covenants in the ordinances to charge rates for use of the Airport System in order that in each fiscal year the net revenues will be not less than 125% of the debt service requirements for Senior Lien Bonds for such fiscal year and 110% of the debt service requirements for Subordinate Lien Bonds for such fiscal year.

The Fund purchased a Municipal Debt Service Reserve Fund Surety Policy concurrently with the issuance of the Airport System Subordinate Lien Revenue Refunding Bonds Series 2007B. The reserve fund surety policy, along with previously issued reserve fund surety policies, unconditionally guarantees the payment of the current principal and interest on all outstanding airport system subordinate lien issues. The reserve policies terminate upon final maturity. Each of the draws made against the reserve policy shall bear interest at the prime rate plus two percent, not to exceed a maximum interest rate of 12%. The repayment provisions require one-twelfth of the policy costs for each draw to be repaid monthly, beginning the first month following the date of each draw.

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:

The City also maintains a separate reserve fund for the benefit of all Outstanding Subordinate Lien Bonds. In order to satisfy the Reserve Fund Requirement for the Outstanding Subordinate Lien Bonds, the City previously acquired Subordinate Lien Bond Reserve Fund Surety Policies issued by (1) FGIC in the aggregate maximum amount of \$108,444,368.70, (2) Financial Security Assurance ("FSA") in the aggregate maximum amount of \$31,921,383.50, and (3) Syncora Guarantee ("Syncora"), as successor to XL Capital Assurance, Inc. in the aggregate maximum amount of \$15,756,228. As of April 26, 2009, the New York State Insurance Department (the "NYSID") stipulated that Syncora may not pay any claims under its policies until it had restored its surplus to policyholders to the minimum required by New York State insurance law. While the Syncora policies are still active, the City has made a supplemental deposit of cash into the Subordinate Lien Bond Reserve Fund in an amount equal to or exceeding the value of the Syncora policies to ensure that the Reserve Fund Requirement for the Subordinate Lien Bond is met.

Airport System Inferior Lien Contract

On July 1, 2004 the City and Continental Airlines, Inc. entered into a Sublease Agreement associated with the Special Facilities Lease for the Automated People Mover System and the City's Airport System Special Facilities Revenue Bonds (Automated People Mover Project) Series 1997A ("1997A Special Facilities Bonds"). The City assumed Continental's interest in the project upon completion of the expansion of the Automated People Mover System on January 25, 2005. As part of the Sublease, the City agreed to make sublease payments that include amounts equal to the debt service on the 1997A Special Facilities Bonds. The payments are payable from Airport system net revenues on the same priority as inferior lien bonds. Accordingly, the principal amount remaining on the 1997A Special Facilities Bonds, totaling \$41,735,000 at June 30, 2010, is recorded as an Inferior Lien Contract.

Variable Rate Debt

The Fund has issued variable rate debt in Airport System Subordinate Lien Revenue Bonds Series 2000P-1 and Series 2000P-2. They were issued as auction reset securities with Series 2000P-1 to be auctioned every 7 days, and Series P-2 to be auctioned every 28 days. On July 20, 2005, Series P-2 changed to being auctioned every 7 days. Rates in effect at June 30, 2010, including dealer and auction fees, were 0.6575% and 0.5375%, respectively. Additional variable rate debt was issued as Series 2002C, Series 2002D-1, and Series 2002D-2 as auction rate securities to be auctioned every 35 days. These changed to being auctioned every 7 days as of August 10, 2005, August 3, 2005, and July 13, 2005, respectively. Rates in effect at June 30, 2010, including dealer and auction fees, were 0.949%, 0.949%, and 0.949%, respectively. Starting in February 2008, various auction rate securities began, and continue, to not be remarketed. Auction rate bonds that cannot be sold remain with the bondholder. However, if the auction is not successful, the rate is reset based on predetermined formulae which include the rating of the insurer, or the underlying rating of the Fund if it is higher than the insurer's rating. The formula for the Series 2000P-1 and Series 2000P-2 was 125% of the commercial paper rate until July 30, 2009 150% until April 16, 2010 and 200% thereafter. The formula for the Series 2002C, Series 2002D-1, and Series 2002D-2 is 200% of LIBOR. Additional variable rate debt was issued as Series 2005A as variable rate demand obligations with a weekly reset. Rates in effect at June 30, 2010, including remarketing fees, were 0.461%.

NOTES TO THE FINANCIAL STATEMENTS

Revenue bonds payable for the years ended June 30, 2010 and 2009 (in thousands):

	Stated Interest Rate Range	Face Value Outstanding June 30, 2010	Face Value Outstanding June 30, 2009
Airport System Subordinate Lien Revenue Refunding Bonds, Series 1997, \$33,255,000 original principal, matures in 2011	4.5%-5.125%	\$ 430	\$ 630
Airport System Subordinate Lien Revenue Refunding Bonds, Series 1998A, \$70,405,000 original principal, matures in 2017	5.25%-6%	39,265	42,990
Airport System Subordinate Lien Revenue Bonds, Series 1998B, \$479,940,000 original principal, matures in 2028	3.9%-5.25%	385,550	401,030
Airport System Subordinate Lien Revenue Bonds, Series 1998C, \$150,905,000 original principal, matures in 2028	3.8%-5%	145,065	146,000
Airport System Subordinate Lien Revenue Bonds, Series 2000A, \$327,225,000 original principal, matures in 2030	5%-6%	206,160	212,915
Airport System Subordinate Lien Revenue Bonds, Series 2000B, \$269,240,000 original principal, matures in 2030	5.45%-5.7%	44,515	44,515
Airport System Subordinate Lien Revenue Bonds, Series 2000P-1, \$50,000,000 original principal, (Periodic Auction Reset Securities), matures in 2030	N/A	44,175	45,325
Airport System Subordinate Lien Revenue Bonds, Series 2000P-2, \$50,000,000 original principal, (Periodic Auction Reset Securities), matures in 2030	N/A	43,950	45,100
Airport System Subordinate Lien Revenue Refunding Bonds, Series 2001A, \$65,475,000 original principal, matures in 2021	4%-5.5%	41,340	44,995
Airport System Subordinate Lien Revenue Bonds, Series 2002A, \$200,050,000 original principal, matures in 2032	5%-5.625%	200,050	200,050
Airport System Subordinate Lien Revenue Bonds, Series 2002B, \$274,455,000 original principal, matures in 2032	5%-5.5%	263,350	269,020
Airport System Subordinate Lien Revenue Bonds, Series 2002C, \$100,000,000 original principal, (Auction Rate Securities), matures in 2032	N/A	94,925	96,650
Airport System Subordinate Lien Revenue Bonds, Series 2002D-1, \$75,000,000 original principal, (Auction Rate Securities), matures in 2032	N/A	69,850	71,625
Airport System Subordinate Lien Revenue Bonds, Series 2002D-2, \$75,000,000 original principal, (Auction Rate Securities), matures in 2032	N/A	69,875	71,600
Airport System Subordinate Lien Revenue Refunding Bonds, Series 2005A, \$92,900,000 original principal, (Variable Rate Debt Obligations), matures in 2030	N/A	92,900	92,900
Airport System Subordinate Lien Revenue Refunding Bonds, Series 2007B, \$298,670,000 original principal, matures in 2032	4%-5%	296,365	297,910
Airport System Senior Lien Revenue and Refunding Bonds, Series 2009A, \$449,600,000 original principal, matures in 2039	5%-5.5%	449,660	-
Total principal		2,487,425	2,083,255
Less:			
Total current maturities		(47,335)	(40,840)
Unamortized discount		(28,393)	(25,890)
Unamortized premium		12,319	10,853
Deferred amount on refunding		(14,838)	(15,798)
Total revenue bonds payable - long term		<u>\$ 2,409,178</u>	<u>\$ 2,011,580</u>

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:**Arbitrage Rebate**

Arbitrage rebate rules, under Chapter 148 of the Federal Tax Code, require generally that a tax-exempt bond issuer pay to the federal government any profit made from investing bond proceeds at a yield above the bond yield, when investing in a taxable market. Payments based on cumulative profit are due, in general, every five years. There was no arbitrage rebate payable by the Airport Fund for fiscal years ended June 30, 2010 and June 30, 2009.

Commercial Paper

Airport System Commercial Paper Notes (the "Notes") have been authorized for \$150 million for Series A and B and \$150 million for Series C to establish, improve, enlarge, extend and repair the Houston Airport System, acquire land, and pay interest and cost of issuance of the Notes. As of June 30, 2009, \$87.0 million was outstanding in Series A and \$6.0 million was outstanding in Series B. The \$87.0 million in Series A was refunded by the Airport Senior Lien Revenue and Refunding Bonds, Series 2009A, dated August 20, 2009. The \$6.0 million in Series B was still outstanding at June 30, 2010, but was paid back from existing cash on July 23, 2010. The average year-end interest rate on the Notes, including credit facility and dealer fees, was .826%.

Series A and B are collateralized by a direct pay letter of credit issued by two commercial banks, and a lien on the net revenues of the Fund. The letter of credit was \$161,095,890 at June 30, 2010. It will terminate on January 4, 2011. The credit agreement covers the \$150 million face value plus \$11,095,890 in respect of 270 days accrued interest computed at 10%. The City is in the process of negotiating a new multiple-year direct pay letter of credit to replace the existing one which provides liquidity support to its commercial paper program. The City expects to have the new letter of credit in place before the expiration of the current facility. The facility is expected to be in the amount of \$150,000,000 and will also cover 270 days of interest expense at an appropriate interest rate.

Series C is backed by a lien on the net revenues of the Fund, but is not collateralized.

Pledged Revenues

The Fund has pledged airport system revenues, net of operation and maintenance expenses, to pay principal and interest on outstanding Senior Lien Commercial Paper Notes, Senior Lien Revenue Bonds, Subordinate Lien Revenue Bonds, and an Inferior Lien Contract, with outstanding principal amounts of \$6,000,000, \$449,660,000, \$2,037,765,000 and \$41,735,000, respectively at June 30, 2010. The Commercial Paper Notes and Revenue Bonds are issued to establish, improve, enlarge, extend and repair the Airport System. The Inferior Lien Sublease Agreement with Continental Airlines pays debt service on the Airport System Special Facilities Bonds, (Automated People Mover Project) Series 1997A.

NOTES TO THE FINANCIAL STATEMENTS

6. Long-Term Liabilities, continued:

Pledged airport system revenues exclude: proceeds of any bonds, replacement proceeds, or any investment income earned by bond proceeds; passenger facility charges; grants or gifts for construction or acquisition; insurance proceeds; revenue from special facilities pledged to Special Facility Bonds; taxes collected for others; and proceeds from the sale of property. Pledged airport system revenues, net of operation and maintenance expense, totaled \$180,250,000 in fiscal year 2010, covering principal of \$51,832,000 and interest of \$94,728,000. In addition to pledged airport system revenue, grants and passenger facility charges totaling \$56,058,000 were available to cover debt service in fiscal year 2010, making the ratio of net pledged revenue to reduced debt service cost 1.99. For historical information on the Airport Fund's pledged revenues, see Pledged Revenues in the Statistical Section.

7. Defined Benefit Pension Plan

The Fund participates in the pension plan of the City of Houston's municipal employees, for which separately published financial statements are available. Since the plan does not separately account for the Fund, the following disclosures, as well as those in Note 8, generally relate to the City as a whole. A complete copy of the plan can be obtained from the Houston Municipal Employees Pension System at 1111 Bagby, Suite 2450, Houston, Texas 77002-2555.

Plan Description

The Municipal Employees Pension System of the City is a single employer defined benefit pension plan that covers all eligible municipal employees, including all employees of the Fund. This pension plan was established under the authority of Texas statutes (Vernon's Texas Civil Statutes, Articles 6243g), which establish the various benefit provisions. The plan provides for service-connected disability and death benefits to survivors, with no age or service eligibility requirements. Employer and employee obligations to contribute, as well as employee contribution rates, are included in the statutes. Some requirements are delineated in the meet and confer agreements of September 2004. Additionally, these laws provide that employer funding be based on periodic actuarial valuations, statutorily approved amounts or amounts agreed to in meet and confer agreements. The plan provides service, disability, death, and vesting benefits. The plan recognizes participant and employer contributions as revenues in the period in which they are due pursuant to formal commitments and recognizes benefits and refunds when they are due and payable in accordance with the terms of the pension statutes.

On November 10, 2004 the City issued a \$300,000,000 collateralized note ("The Collateralized Note") to the Houston Municipal Employees Pension System ("HMEPS") as part of the meet and confer agreement with the HMEPS to fund part of the unfunded accrued actuarial liability of its pension plan. The notes bore interest at 8.5% per year. The promissory note from the Houston Hotel Corporation to the City, as well as the related Deed of trust, had been pledged as collateral on the notes. Interest on the notes could be paid or deferred, at the City's option, up to a maximum of \$150,000,000 plus 75% of the amount by which the appraisal value of the hotel exceeded \$300,000,000. If the interest is deferred, the City could issue uncollateralized deferred interest certificates that could be converted to assignable certificates at the request of the HMEPS up to \$150 million, or collateralized deferred interest certificates up to the limit based on the appraisal value of the hotel.

NOTES TO THE FINANCIAL STATEMENTS

7. **Defined Benefit Pension Plan, continued:****Airport System Fund Liability**

The Airport System Fund's liability for the net pension obligation in the City's pension plan was allocated and reported on the statement of net assets.

The Collateralized Note constituted a general obligation of the City with an ad valorem tax pledge, but the City could look to other revenue sources available to pay the debt, including the collateral and its proceeds as well as interest deferrals. This note was paid in January 2009 with proceeds from City of Houston, Texas Taxable Pension Obligation Refunding Bonds, Series 2008. The Airport System Fund paid its portion of the collateralized note in cash and is not responsible for any portion of these bonds.

Actuarially Determined Contribution Requirements and Contributions Made

The City's funding policies provide for actuarially determined periodic contributions at rates such that, over time, they will remain level as a percent of payroll. The contribution rate for normal cost is determined using the entry age normal actuarial cost method. The pension plan uses the level percentage of payroll method to amortize the unfunded actuarially accrued liability (or surplus) over 30 years from July 1, 2004.

The reported contributions to the pension funds for the year ended June 30, 2010, were different from the actuarially determined requirements based on the July 1, 2009 actuarial valuations.

Contributions are as follows:

	2010	2009
	Percentage of Payroll	Percentage of Payroll
City of Houston normal cost	5.8%	5.8%
Amortization of unfunded actuarial accrued liability	<u>14.3%</u>	<u>13.4%</u>
Required employer contribution rate	<u>20.1%</u>	<u>19.2%</u>
Employer contribution made	<u>14.9%</u>	<u>14.8%</u>
Employee contribution made	<u>5.0%</u>	<u>5.0%</u>
	Contribution Amounts (in thousands)	Contribution Amounts (in thousands)
Net contribution required	<u>\$132,422</u>	<u>\$122,401</u>
Total City contribution	\$83,500	\$78,500
Total employee contribution	<u>\$19,736</u>	<u>\$20,449</u>
Total contribution	<u>\$103,236</u>	<u>\$98,949</u>

NOTES TO THE FINANCIAL STATEMENTS

7. Defined Benefit Pension Plan, continued:**Annual Pension Cost and Net Pension Obligation**

The annual employer's pension cost associated with the Houston Municipal Employees' Pension System for the current year is as follows (in thousands):

	<u>June 30, 2010</u>	<u>June 30, 2009</u>	<u>June 30, 2008</u>
Annual required contribution	\$ 112,714	\$ 101,952	\$ 92,914
Interest on net pension obligation	26,610	24,264	22,416
Adjustment to annual required contribution	(22,062)	(20,117)	(18,585)
Annual pension cost	117,262	106,099	96,745
Contribution Made	83,500	78,500	75,000
Change in net pension obligation	(33,762)	(27,599)	(21,745)
Net pension obligation beginning	(313,062)	(285,463)	(263,718)
Net pension obligation end of year	\$ (346,824)	\$ (313,062)	\$ (285,463)

Schedule of Employer Contributions (in millions)

Year Ended June 30	Annual Pension Cost	Percentage Contributed	Net Pension Obligation	Annual Required Contribution As a % Of Base Pay
2008	\$96.7	77.5%	\$285.5	19.5%
2009	\$106.1	74.0%	\$313.1	19.2%
2010	\$117.2	71.2%	\$346.8	20.1%

NOTES TO THE FINANCIAL STATEMENTS

7. Defined Benefit Pension Plan, continued:

The information presented in the required supplementary schedules was determined as part of the actuarial valuations at the dates indicated. Additional information as to the latest actuarial valuation used for purposes of the financial statements is as follows:

Valuation Date	July 01, 2009
Actuarial cost method	Entry Age Normal cost
Amortization method	Level percentage of payroll over an open period of 30 years
Remaining amortization period	Rolling 30 year period
Asset valuation method	5 year smoothed market
Actuarial assumptions:	
Investment rate of return	8.5%, net of expenses
Payroll growth factor	3.0%
Projected individual salary increases	Graded rates based on years of service
General inflation rate	3.0%

Schedule of Funding Progress (in millions)

Actuarial Valuation Date	Actuarial Value of Plan Asset (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (Surplus UAAL) (b-a)	Funded Ratio (a/b)	Projected Annual Covered Payroll (c)	UAAL as Percentage Of covered Payroll ((b-a)/c)
July 01, 2007	\$2,193.7	\$3,128.7	\$935.0	70%	\$448.9	208%
July 01, 2008	\$2,310.4	\$3,296.4	\$986.0	70%	\$483.8	204%
July 01, 2009	\$2,284.4	\$3,451.4	\$1,167.0	66%	\$539.0	217%

8. Other Employee Benefits**Post-Retirement Health Insurance Benefits**

Pursuant to a City Ordinance, the City provides certain health care benefits for retired employees. Substantially all of the City's employees become eligible for these benefits if they reach normal retirement age while working for the City. Contributions are recognized in the year paid. The cost of retiree health care premiums incurred by the City (employer and subscriber) amounted to approximately \$58,508,171 and \$56,284,638 for the years ended June 30, 2010 and June 30, 2009 respectively. Retiree health care is accounted for in the Health Benefits Fund, an Internal Service Fund. At June 30, 2010, there were 9,152 retirees eligible to receive benefits.

NOTES TO THE FINANCIAL STATEMENTS

8. Other Employee Benefits, continued:**Airport System Fund Liability**

The Airport System Fund's liability for the net OPEB obligation in the City's pension plan was allocated and reported on the statement of net assets.

Annual Other Post Employment Benefits (OPEB) Cost and Net OPEB (Obligation) Asset

The annual OPEB cost associated with the City's retiree health care costs for the current year is as follows (in thousands):

	OPEB		
	June 30, 2010	June 30, 2009	June 30, 2008
Annual required contribution	\$ 281,358	\$ 274,471	\$ 326,518
Interest on net OPEB obligation	22,043	12,145	-
Adjustment to annual required contribution	(30,073)	(16,569)	-
Annual OPEB cost	<u>273,328</u>	<u>270,047</u>	<u>326,518</u>
Contribution made	(58,550)	(56,285)	(54,477)
Interest in net OPEB Obligation	214,778	213,762	272,041
Net OPEB obligation beginning	485,803	272,041	-
Net OPEB obligation end of year	<u>\$ 700,581</u>	<u>\$ 485,803</u>	<u>\$ 272,041</u>

Fiscal Year Ended June 30	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2008	\$326,518	16.7%	\$272,041
2009	\$270,047	20.9%	\$485,803
2010	\$273,328	21.4%	\$700,581

Schedule of Funding Progress (in millions)

Year Ended 30-Jun	Actuarial Value of Assets (a)	Actuarial		Funded Ratio	Covered Payroll (c)	UAAL As a % of Covered Payroll ((b-a)/c)
		Accrued Liability (AAL) (b)	Unfunded AAL (b-a)			
2008	\$0	\$3,238	\$3,238	0%	\$1,090.1	297%
2009	\$0	\$3,096	\$3,096	0%	\$1,136.5	272%
2010	\$0	\$3,031	\$3,031	0%	\$1,193.5	254%

NOTES TO THE FINANCIAL STATEMENTS

8. **Other Employee Benefits, continued:**

The information presented in the required supplementary schedules was determined as part of the actuarial valuation at the date indicated. Additional information as to the actuarial valuation used for purposes of the financial statements is as follows:

Valuation Date	June 30, 2009
Actuarial cost method	Entry age Normal Cost
Amortization method	Level percent of payroll over an open period of 30 years
Discount Rate	4.5%
Annual increase attributable to seniority/merit	3.0% to 12.5%
Medical trend rates	4.0% to 11.0%

Health Benefits Internal Service Fund

The City’s Health Benefits plan is currently administered by HMO Blue Texas. Employees and retirees are able to choose between an HMO Plan with all benefits covered by third party purchased insurance or a substantially self-insured Preferred Provider Organization Plan (PPO) with specific individual aggregate stop loss features. Specific and aggregate stop loss insurance is provided for the PPO plan of \$150,000 individual and approximately \$9,530,486 aggregate based on enrollment. Premiums paid (employer and subscriber) for current employees to third party administrators totaled \$214,394,276 and \$200,107,215 for the year ended June 30, 2010 and June 30, 2009, respectively.

The changes in the actuarial estimate of claims liability for the City related to the PPO/POS and PPO/OOA plans are as follows (in thousands):

	PPO / POS and PPO / OOA	
	Schedule of Changes in Liability	
	(in thousands)	
	June 30, 2010	June 30, 2009
Beginning actuarial estimate of Claims liability, July 1	\$ 943	\$ 911
Incurred claims for fiscal year	9,350	9,068
Payments on claims	(9,635)	(9,786)
Actuarial adjustment	239	750
Ending actuarial estimate of claims liability, June 30	<u>\$ 897</u>	<u>\$ 943</u>

The City also provides one times salary of basic life insurance, with a minimum of \$15,000, at no cost to the employee. The employee, at no cost to the City, may then obtain additional life insurance up to four times their annual salary. The current cost for active employees for both basic and voluntary life insurance totaled \$5,471,246 and \$5,416,181 for the year ended June 30, 2010 and June 30, 2009, respectively.

NOTES TO THE FINANCIAL STATEMENTS

8. Other Employee Benefits, continued:**Long-Term Disability Plan**

The long-term disability plan, accounted for as an internal service fund, is a part of the Income Protection Plan implemented effective September 1, 1985 (renamed the Compensable Sick Leave Plan (CSL) in October, 1996) and is provided at no cost to City employees who are members of CSL. Coverage is effective the later of September 1, 1985 or upon completion of one year of continuous service. When an employee cannot work because of injury or illness, the plan provides income equal to 50% of base pay plus longevity or 70% of base plus longevity when combined with income benefits available from other sources. Plan benefits may be payable after all CSL scheduled sick leave benefits, including frozen sick leave days, have been used, however, not before six months absence from work. The plan is administered by Disability Management Alternatives, Inc., which is reimbursed from the fund for claims as they are paid along with a fee for administrative services.

	Schedule of Changes in Liability	
	(in thousands)	
	<u>June 30, 2010</u>	<u>June 30, 2009</u>
Beginning actuarial estimate of claims liability, July 1	\$ 8,059	\$ 8,260
Incurred claims for fiscal year	2,413	2,342
Payments on claims	(770)	(845)
Actuarial adjustment	(1,833)	(1,698)
Ending actuarial estimate of claims liability, June 30	<u>\$ 7,869</u>	<u>\$ 8,059</u>

Deferred Compensation Plan

The City offers its employees a deferred compensation plan (Plan), created in accordance with Internal Revenue Code Section 457 as a separately administered trust. The Plan, available to all City employees permits employees to defer a portion of their salary until future years. The deferred compensation funds are not available until termination, retirement, death or unforeseeable emergency. However, the Plan now offers loans to participant employees. The maximum amount is the lesser of \$50,000 or 50% of the total account balance, less any outstanding loans. The minimum loan amount is \$1,000. Pursuant to tax law changes, the Plan's assets are no longer subject to the City's general creditors and are not included in these financial statements.

NOTES TO THE FINANCIAL STATEMENTS**8. Other Employee Benefits, continued:****Workers' Compensation Self-Insurance Plan**

The City has established a Workers' Compensation Self-Insurance Plan, accounted for within the various operating funds. The plan is administered by Cambridge Integrated Services Group, Inc. Funds are wire transferred to Cambridge as needed to pay claims.

At June 30, 2010 the City has an accumulated liability in the amount of \$67 million covering estimates for approved but unpaid claims and incurred but not reported claims (calculated on an actuarial basis) recorded in the Statement of Net Assets and Enterprise Funds. The amount of liability is based on an actuarial study.

	Schedule of Changes in Liability	
	(in thousands)	
	<u>June 30, 2010</u>	<u>June 30, 2009</u>
Beginning actuarial estimate of claims liability, July 1	\$ 76,718	\$ 77,986
Incurred claims for fiscal year	7,947	13,128
Payments on claims	(14,011)	(13,504)
Actuarial adjustment	(3,565)	(892)
Ending actuarial estimate of claims liability, June 30	<u>\$ 67,089</u>	<u>\$ 76,718</u>

9. Transactions with City of Houston**Interfund Services**

The City charges the Fund for certain services performed by other City funds on behalf of the Airport System Fund. Such charges were as follows for the years ended June 30, 2010 and 2009 (in thousands):

	<u>2010</u>	<u>2009</u>
Police services	\$ 20,195	\$ 19,829
Fire services	16,354	15,337
Indirect support services	2,771	2,750
Water and sewer services	3,334	2,468
Other	376	472
Total	<u>\$ 43,030</u>	<u>\$ 40,856</u>

NOTES TO THE FINANCIAL STATEMENTS

9. Transactions with City of Houston; continued

Indirect costs consist of costs incurred in connection with the general administration of City affairs, which cannot be directly associated with specific funds. Such costs include financial, materials management, legal, personnel and other administrative costs. These costs are allocated to the Fund each year based on an annual indirect cost study.

The Fund also pays for services provided by other City departments and funds, including the Combined Utility Fund for water and wastewater services and the internal service funds for risk financing activities.

Due to and Due from the City of Houston

Amounts due to and due from other funds of the City at June 30, 2010 and 2009 are as follows (in thousands):

	2010		2009	
	<u>Due to</u>	<u>Due From</u>	<u>Due to</u>	<u>Due From</u>
General Fund	\$ 186	\$ 787	\$ 67	\$ 389
Nonmajor Governmental Funds	160	.		
Convention and Entertainment			7	
Combined Utility System			70	
Internal Service Fund		60		197
Grants Revenue Fund	192	9,985	192	688
Total	<u>\$ 538</u>	<u>\$ 10,832</u>	<u>\$ 336</u>	<u>\$ 1,274</u>

10. Major Customers

The Airport System Fund earns a significant portion of its operating revenues from two major customers as follows:

	<u>Percentage of Operating Revenue</u>	
	<u>2010</u>	<u>2009</u>
Continental Airlines	37.8%	39.4%
Continental Partners	6.2%	0.9%
Continental*	44.0%	40.3%
Southwest Airlines	7.9%	7.8%

*On October 1, 2010 UAL Corporation (the parent company of United Airlines) merged with Continental and changed its name to United Continental Holdings, Inc.

NOTES TO THE FINANCIAL STATEMENTS

11. Conduit Debt Obligations

From time to time, the City has authorized the issuance of bonds to enable various third parties to acquire and/or construct facilities deemed to be in the public interest. To provide for the airport facilities, the City has issued eight series of Special Facility Revenue Bonds. These bonds are limited special obligations of the City, payable solely from and secured by a pledge of revenue to be received from agreements between the City and various third parties. The bonds do not constitute a debt or pledge of the faith and credit of the City or the Fund and accordingly have not been reported in the accompanying financial statements, except for the City of Houston Special Facility Revenue Bonds (Automated People Mover System), Series 1997A, which are reported as an Inferior Lien Obligation because the City has contracted with Continental Airlines to operate certain facilities and pay related debt service.

At June 30, 2010, the aggregate value of Special Facility Revenue Bonds outstanding was \$619,045,000, which includes \$41,735,000 of the City of Houston Special Facility Revenue Bonds (Automated People Mover System), Series 1997A bonds. The Series 1997A bonds are supported by an inferior lien contract between the Fund and Continental Airlines which is included in the Fund's liabilities. At June 30, 2009, outstanding conduit bonds totaled \$629,090,000.

12. Commitments and Contingencies**Litigation and Claims**

The City is the defendant in various lawsuits arising in the ordinary course of its municipal and enterprise activities, certain of which seek substantial damages. These matters affecting the Airport System are primarily class action and other lawsuits and claims alleging discriminatory pay practices. The status of such litigation ranges from an early discovery stage to various levels of appeal of judgments both for and against the City. The amount of damages is limited in certain cases under the Texas Tort Claims Act and is subject to appeal. The City intends to defend itself vigorously against the suits. Management has determined the amounts of loss, if any, would not be material in these financial statements.

Environmental Liabilities

The Houston Airport System is aware of various sites contaminated by asbestos, mold, and groundwater contamination. The assessment and remediation of asbestos and mold is ongoing and included in the costs of the capital project at the time it becomes an obligating event under GASB No. 49. The groundwater contamination remedy has not been identified or selected and is not currently estimable. Therefore, no liabilities have been established as of June 30, 2010. Management has determined that the costs would not be material in these financial statements.

NOTES TO THE FINANCIAL STATEMENTS

12. Commitments and Contingencies, continued:
Commitments for Capital Facilities

At June 30, 2010 and 2009, the Fund had contracted for, but not spent, \$169,176,518 and \$217,789,778, respectively, for capital projects.

Risk Management

The City purchases fidelity coverage to comply with City ordinance, boiler and machinery insurance with a per occurrence loss limit of \$100 million and commercial property insurance with a per occurrence loss limit of \$150 million. The current sub-limit for flood is \$75 million, of which \$50 million may apply to locations in the 100-year flood plain (Flood Zone A). Property insurance provides deductibles as follows: \$2.5 million per occurrence for all perils except; 3% of the damaged insured value for windstorm or hail from a named storm, subject to a \$2.5 million minimum and a \$20 million maximum deductible; and 5% of the damaged insured value for flood, subject to a \$5 million minimum and a \$20 million maximum deductible. Should a named storm event occur that involves both perils of windstorm and flood, the maximum deductible is \$20 million. Tropical Storm Allison (2001) losses sustained were not in excess of the \$150 million per occurrence loss limit; however, flooding caused damages in excess of the prior \$5 million sub-limit to Flood Zone A. Insurance reimbursed the City \$32.6 million for property damage resulting from Tropical Storm Allison. Hurricane Ike (2008) losses sustained were not in excess of the \$150 million per occurrence loss limit. Insurance reimbursed the City \$11.4 million for property damage resulting from Hurricane Ike.

Self-insured claims are reported as liabilities in the accompanying financial statements when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. This determination is based on reported pending claims, estimates of claims incurred but not yet reported, actuarial reports and historical analysis. All claims are accounted for in the Government-wide Statement of Net Assets.

Claims that are expected to be paid with expendable, available financial resources are accounted for in the General Fund and the appropriate Enterprise Funds.

Through its Health Benefit Plan, the City has consistently purchased commercial insurance up to certain limitations in the event of adverse loss experience.

For unemployment claims, the City pays claims as they are settled. Unemployment claim activity is as follows (in thousands):

	Unemployment Claim Activity	
	June 30, 2010	June 30, 2009
Unpaid claims, beginning of fiscal year	\$ 196,011	\$ 117,602
Incurred claims (including IBNRs)	1,303,948	613,348
Claim payments	(1,206,735)	(534,939)
Unpaid claims, end of fiscal year	<u>\$ 293,224</u>	<u>\$ 196,011</u>

NOTES TO THE FINANCIAL STATEMENTS

12. Commitments and Contingencies, continued:**Electricity Futures Contracts**

At June 30, 2010 the City had entered into agreements to lock rates for part of the natural gas component of its expected electricity use from July 1, 2010 through June 30, 2013. The total committed price is about \$213 million for expected usage. The City may pay a different amount if actual electricity usage varies. This amount will be appropriated in future annual budgets.

13. Subsequent Events

On July 23, 2010, the Houston Airport System paid off the Airport System Senior Lien Commercial Paper Notes, Series B (Non-AMT) in the amount of \$6,000,000 from Passenger Facility Charges.

On September 27, 2010, Southwest Airlines announced its plans to acquire AirTran Airways. The merger must be approved by AirTran shareholders and is also subject to regulatory approval by the United States Justice Department. In published reports, Southwest stated that it expects the Justice Department to rule in the first half of 2011. At this time, the City cannot predict what impact, if any, the merger may have on the business, financial condition, and results of operation at the Houston Airport System.

On October 1, 2010 UAL Corporation (the parent company of United Airlines) legally completed its merger with Continental and changed its name to United Continental Holdings, Inc. Until operational integration is complete, each airline will initially be controlled by the same corporate leadership, but will continue to operate separately. The combined airlines expect to receive a single operating certificate sometime in 2011. At this time, the City cannot predict what impact, if any, the merger may have on the business, financial condition, and results of operations at the Houston Airport System. Published reports from Continental and United officials have stated, however, that Houston will remain the combined airlines' largest hub and gateway to Latin America.

The Houston Airport System expects to refund the \$92,900,000 of outstanding principal in respect of its Series 2005A variable rate debt obligations. The refunding will allow the Airport System to take advantage of the AMT holiday which expires at the end of the calendar year and to convert the bonds to non-AMT status which is expected to lower interest expense over the long term. The refunding will also allow the Airport System to replace the liquidity facility which is expiring in February 2011. The bond documents are expected to contain a provision which allows the Airport System to convert the bonds to fixed rate, at its option, at some future date. The refunding of the Series 2005A bonds has been approved by the Houston City Council on November 17, 2010 and the refunding is expected to occur on or around December 21, 2010.

REQUIRED PENSION SYSTEM SUPPLEMENTARY INFORMATION

Houston Municipal Pension System Supplementary Information (unaudited)
Schedule of Funding Progress (in millions)

Actuarial Valuation Date	Actuarial Value of Plan Assets (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (Surplus UAAL) (b-a)	Funded Ratio (a/b)	Projected Annual Covered Payroll (c)	UAAL as Percentage Of Covered Payroll ((b-a)/c)
July 01, 2000	\$1,376.0	\$1,509.4	\$133.4	91%	\$432.6	31%
July 01, 2001	\$1,490.2	\$1,955.8	\$465.6	76%	\$418.0	111%
July 01, 2002	\$1,519.7	\$2,515.2	\$995.5	60%	\$399.8	249%
July 01, 2003	\$1,510.3	\$3,278.3	\$1,768.0	46%	\$390.3	453%
July 01, 2004	\$1,501.2	\$2,633.8	\$1,132.6	57%	\$366.1	309%
July 01, 2005	\$1,777.7	\$2,725.3	\$947.6	65%	\$404.6	234%
July 01, 2006	\$1,867.3	\$2,894.3	\$1,027.0	65%	\$422.5	243%
July 01, 2007	\$2,193.7	\$3,128.7	\$935.0	70%	\$448.9	208%
July 01, 2008	\$2,310.4	\$3,296.4	\$986.0	70%	\$483.8	204%
July 01, 2009	\$2,284.4	\$3,451.4	\$1,167.0	66%	\$539.0	217%

Houston Other Post Employment Benefits Supplementary Information (unaudited)
Schedule of Funding Progress (in millions)

Actuarial Valuation Date	Actuarial Value of Plan Assets (a)	Actuarial Accrued Liability (AAL) Entry Age (b)	Unfunded AAL (Surplus UAAL) (b-a)	Funded Ratio (a/b)	Projected Annual Covered Payroll (c)	UAAL as Percentage Of Covered Payroll ((b-a)/c)
June 30, 2006	\$0.00	\$3,238	\$3,238	0%	\$1,090.1	297%
June 30, 2008	\$0.00	\$3,096	\$3,096	0%	\$1,136.5	272%
June 30, 2009	\$0.00	\$3,031	\$3,031	0%	\$1,193.5	254%

COMPREHENSIVE ANNUAL FINANCIAL REPORT

STATISTICAL SECTION
(Unaudited)

Statistical Section

This section contains statistical information and differs from the financial statements because it usually covers more than one fiscal year and may present non-accounting data.

This information is presented in five categories:

Financial Trend – intended to assist users in understanding and assessing how the Houston Airport System’s financial position has changed over time.

Revenue Capacity – intended to assist users in understanding and assessing the factors affecting the Houston Airport System’s ability to generate its own source revenues.

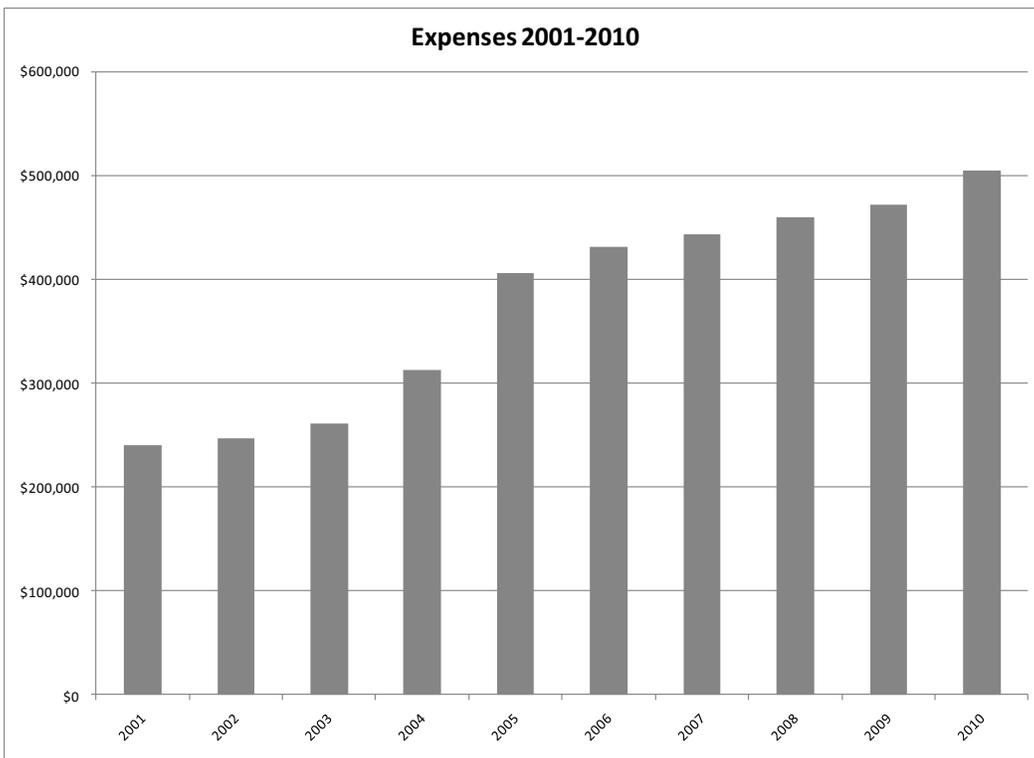
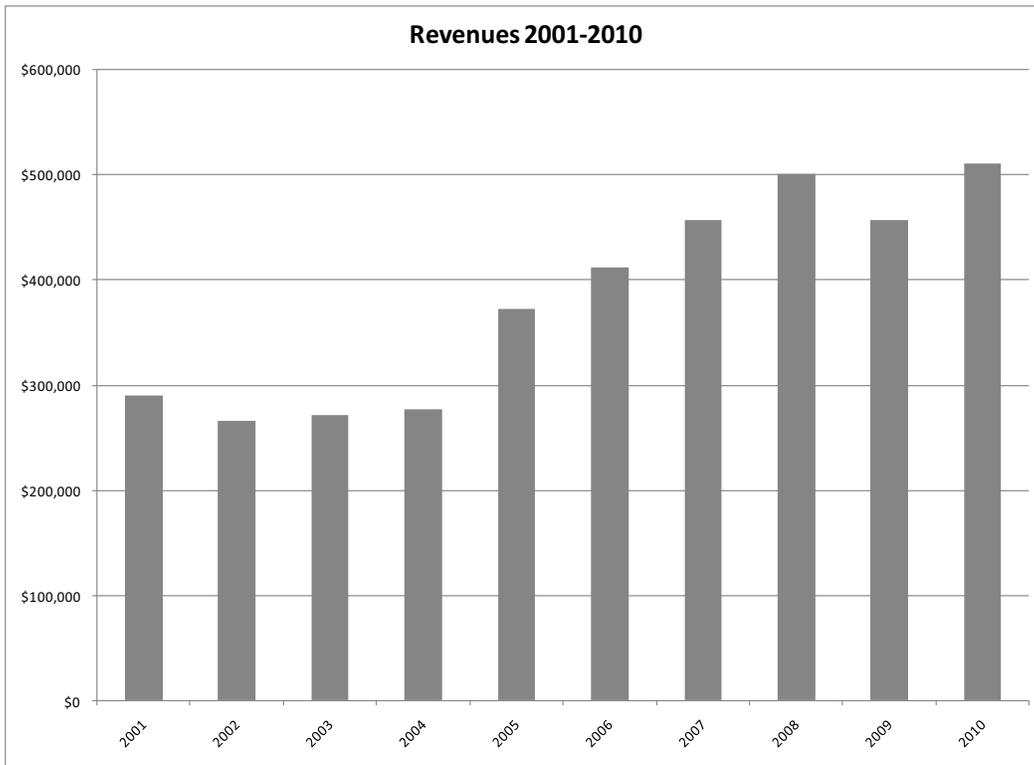
Debt Capacity – intended to assist users in understanding and assessing the Houston Airport System’s debt burden and its ability to cover and issue additional debt.

Operational Information – intended to provide contextual information about the Houston Airport System’s operations and resources to assist readers in using financial statement information to understand and assess the Houston Airport System economic condition.

Demographic and Economic – intended to assist users in understanding the socioeconomic environment within which the Houston Airport System operates and to provide information that facilitates comparisons of financial statement information over time and among similar entities.



TOTAL ANNUAL REVENUES AND TOTAL ANNUAL EXPENSES (in thousands)
STATISTICAL SECTION



TOTAL ANNUAL REVENUE, EXPENSES AND CHANGES IN NET ASSETS (in thousands)
STATISTICAL SECTION

CHANGE IN NET ASSETS	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
OPERATING REVENUES										
Landing area fees	\$ 48,298	\$ 50,826	\$ 51,162	\$ 57,011	\$ 102,072	\$ 101,758	\$ 92,140	\$ 99,017	\$ 82,823	\$ 94,165
Building and ground area fees	74,168	84,752	91,801	115,777	151,417	179,951	199,720	211,786	174,433	182,105
Concession and parking revenues	99,708	91,877	97,804	97,625	100,152	112,152	124,278	136,373	128,501	130,309
TOTAL OPERATING REVENUES	222,174	227,455	240,767	270,413	353,641	393,861	416,138	447,176	385,757	406,579
NONOPERATING REVENUES										
Interest Income	66,846	37,629	30,278	5,967	14,968	18,507	33,722	41,694	37,332	30,487
Passenger facility charges	-	-	-	-	-	-	6,530	11,608	32,398	66,383
Other nonoperating revenues	828	942	681	203	4,295	56	541	514	1,093	7,525
TOTAL NONOPERATING REVENUES	67,674	38,571	30,959	6,170	19,263	18,563	40,793	53,816	70,823	104,395
TOTAL REVENUES	289,848	266,026	271,726	276,583	372,904	412,424	456,931	500,992	456,580	510,974
OPERATING EXPENSES										
Maintenance and operating	122,594	142,950	154,541	168,923	223,972	202,496	214,611	229,551	241,303	245,051
Depreciation	52,410	60,088	59,987	88,371	105,891	134,150	126,953	125,951	136,554	164,186
TOTAL OPERATING EXPENSES	175,004	203,038	214,528	257,294	329,863	336,646	341,564	355,502	377,857	409,237
NONOPERATING EXPENSES										
Interest expense and others	64,825	44,165	46,538	54,853	75,908	94,586	101,193	104,019	93,376	95,235
TOTAL NONOPERATING EXPENSES	64,825	44,165	46,538	54,853	75,908	94,586	101,193	104,019	93,376	95,235
TOTAL EXPENSES	239,829	247,203	261,066	312,147	405,771	431,232	442,757	459,521	471,233	504,472
CONTRIBUTIONS	19,873	51,286	45,527	42,000	63,989	84,105	41,681	91,175	70,936	51,457
TOTAL CHANGE IN NET ASSETS	\$ 69,892	\$ 70,109	\$ 56,187	\$ 6,436	\$ 31,122	\$ 65,297	\$ 55,855	\$ 132,646	\$ 56,283	\$ 57,959
NET ASSETS AT YEAR END										
Invested in capital assets, net of related debt		\$ 690,014	\$ 648,027	\$ 668,742	\$ 695,039	\$ 671,640	\$ 648,933	\$ 685,286	\$ 790,731	\$ 701,767
Restricted net assets										
Restricted for debt service		32,281	84,529	40,229	32,267	37,868	53,373	67,847	78,014	156,341
Restricted for maintenance and operations		28,035	28,123	31,337	34,160	38,322	39,638	41,048	41,899	42,405
Restricted for renewal and replacement		13,819	13,572	12,947	12,852	10,000	10,000	10,000	10,000	10,000
Restricted for capital improvement		202,808	251,061	282,494	292,416	376,386	438,127	518,536	458,356	526,446
Other restricted		1,952	2,092	2,048	2,185	-	-	-	-	-
Unrestricted		6,265	3,957	-	-	-	-	-	-	-
TOTAL NET ASSETS	\$ 905,065	\$ 975,174	\$ 1,031,361	\$ 1,037,797	\$ 1,068,919	\$ 1,134,216	\$ 1,190,071	\$ 1,322,717	\$ 1,379,000	\$ 1,436,959

CITY OF HOUSTON, TEXAS

AIRPORT SYSTEM FUND

**PLEGDED REVENUES (in thousands)
STATISTICAL SECTION**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Net Revenues										
Operating Revenues	\$ 222,174	\$ 227,455	\$ 240,767	\$ 270,413	\$ 353,641	\$ 393,861	\$ 416,138	\$ 447,176	\$ 385,757	\$ 406,579
Interest Income	12,396	11,816	10,650	8,406	10,499	17,742	26,847	30,064	23,664	15,988
Other nonoperating revenues	680	5,520	504	114	4,175	(58)	483	182	1,522	2,830
Gross Revenues	235,250	244,791	251,921	278,933	368,315	411,545	443,468	477,422	410,943	425,397
Less: Maintenance & Operating expenses	(122,594)	(142,950)	(154,541)	(161,645)	(191,093)	(205,565)	(217,720)	(221,309)	(242,449)	(245,147)
Net pledged revenues	\$ 112,656	\$ 101,841	\$ 97,380	\$ 117,288	\$ 177,222	\$ 205,980	\$ 225,748	\$ 256,113	\$ 168,494	\$ 180,250
Required revenue per bond covenant	\$ 55,203	\$ 56,782	\$ 70,396	\$ 83,382	\$ 123,266	\$ 154,127	\$ 158,734	\$ 173,064	\$ 165,394	\$ 161,394
Less grant revenue available for debt service	(2,798)	(37,153)	(30,282)	(32,823)	(25,506)	(46,621)	(20,679)	(28,022)	(51,739)	(56,058)
Net required revenue per bond covenant	\$ 52,405	\$ 19,629	\$ 40,114	\$ 50,559	\$ 97,760	\$ 107,506	\$ 138,055	\$ 145,042	\$ 113,655	\$ 105,336
Ratio of required revenue	2.15	5.19	2.43	2.32	1.81	1.92	1.64	1.77	1.48	1.71
Debt Service										
Principal	\$ 19,460	\$ 4,380	\$ 17,985	\$ 18,865	\$ 28,182	\$ 31,737	\$ 33,377	\$ 45,996	\$ 49,692	\$ 51,832
Interest	30,567	47,231	46,003	56,932	84,066	108,776	111,118	111,623	101,049	94,728
	50,027	51,611	63,988	75,797	112,248	140,513	144,495	157,619	150,741	146,560
Less: Grants and PFCs available for debt service	(2,798)	(37,153)	(30,282)	(32,823)	(25,506)	(46,621)	(20,679)	(28,022)	(51,739)	(56,058)
Total debt service	\$ 47,229	\$ 14,458	\$ 33,706	\$ 42,974	\$ 86,742	\$ 93,892	\$ 123,816	\$ 129,597	\$ 99,002	\$ 90,502
Debt Service Coverage	2.39	7.04	2.89	2.73	2.04	2.19	1.82	1.98	1.70	1.99

Gross revenues include all operating revenue of the Airport Fund and all non operating revenue except for interest and other revenue earned by the construction funds. Maintenance and operating expenses include all operating expenses of the system except for depreciation. Net revenues in each fiscal year are required to be at least equal to the larger of either: (1) the debt service and reserve transfer requirements of each fiscal year or; (2) 125%, 110% and 100% of the debt service requirements for such fiscal year of the Senior Lien Bonds (or Commercial Paper assumed to be refinanced as Senior Lien Revenue Bonds), Subordinate Lien Revenue Bonds and Inferior Lien debt, respectively.

Debt service requirements is equal to interest expense (excluding amortization of bond discount and amounts provided for payment of interest from bond proceeds and other sources and deposited into restricted fund for that purpose) for each respective fiscal year ended June 30, plus principal payment payable on the next July 1. Starting in fiscal year 1998, debt service requirements include interest on commercial paper whereas the other fiscal years do not. Certain grant revenue and passenger facility charge revenue is available to cover net required revenue and required debt service.

**OUTSTANDING DEBT (in thousands)
STATISTICAL SECTION**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Outstanding debt by type										
Current Liabilities										
Revenue bonds payable	\$ 19,460	\$ 4,380	\$ 17,985	\$ 18,865	\$ 27,665	\$ 28,385	\$ 34,500	\$ 43,050	\$ 40,840	\$ 47,335
Inferior lien contract payable	-	-	-	-	3,255	3,450	3,660	3,880	4,085	4,305
Commercial paper payable	-	-	-	20,000	-	-	-	-	-	6,000
Total current liabilities	19,460	4,380	17,985	38,865	30,920	31,835	38,160	46,930	44,925	57,640
Long-term Liabilities										
Revenue bonds payable	\$ 1,490,160	\$ 1,484,860	\$ 2,191,380	\$ 2,172,515	\$ 2,146,205	\$ 2,117,820	\$ 2,083,320	\$ 2,083,255	\$ 2,042,415	\$ 2,440,090
Inferior lien contract payable	-	-	-	-	56,810	53,360	49,700	45,820	41,735	37,430
Commercial paper payable	-	20,000	-	-	48,500	59,000	95,000	83,000	93,000	-
Total long-term liabilities	1,490,160	1,504,860	2,191,380	2,172,515	2,251,515	2,230,180	2,228,020	2,212,075	2,177,150	2,477,520
Total outstanding debt	\$ 1,509,620	\$ 1,509,240	\$ 2,209,365	\$ 2,211,380	\$ 2,282,435	\$ 2,262,015	\$ 2,266,180	\$ 2,259,005	\$ 2,222,075	\$ 2,535,160
Total enplaned passengers	22,438,632	20,941,865	20,604,509	21,779,196	23,357,155	24,912,085	25,830,387	26,202,152	24,030,602	24,531,054
Outstanding debt per enplaned passenger	\$ 67.28	\$ 72.07	\$ 107.23	\$ 101.54	\$ 97.72	\$ 90.80	\$ 87.73	\$ 86.21	\$ 92.47	\$ 103.34

**SUMMARY OF CERTAIN FEES AND CHARGES
STATISTICAL SECTION**

IAH	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Landing Rates (1)	1.269	1.518	1.651	1.654	3.164	3.190	3.069	2.928	2.948	2.953
Terminal Space Rentals (2)	23.96-53.25	22.54-45.76	24.36-53.83	18.92-62.19	20.69-92.74	19.28-86.56	25.32-99.05	27.52-112.85	27.06-93.85	23.74-71.84
Apron Rentals (2)	.632-3.281	1.133-2.454	1.296-2.903	1.465-3.094	1.652-3.339	1.759-3.243	2.373-3.636	2.443-2.889	2.265-2.865	1.992-2.129
Parking Rates (3)										
Economy	5.00	5.00-6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00
Structured	10.00	10.00-12.00	12.00	12.00	12.00	13.00	13.00	15.00	15.00	17.00
Surface	7.00-9.00	7.00-9.00	9.00	9.00	9.00	-	-	-	-	-
Short-Term	30.00	30.00	30.00	30.00	30.00	-	-	-	-	-
Sure Park	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	15.00	20.00
HOU	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Landing Rates (1)	1.817	1.905	2.078	2.232	2.587	2.711	2.814	2.255	2.186	2.322
Terminal Space Rentals (2)	31.38-50.01	35.63-56.68	35.19-54.82	34.41-60.69	40.73-67.24	42.90-73.02	40.39-72.44	86.07-91.45	94.18-94.36	92.74-106.58
Apron Rentals (2)	1.175	1.936	1.831	2.019-3.468	2.628-3.626	2.529-3.722	2.477-3.245	2.288	2.202	2.161
Parking Rates (3)										
Economy	5.00	5.00-6.00	6.00	6.00	6.00	6.00	6.00	6.00	6.00	8.00
Structured	10.00	10.00-12.00	12.00	12.00	12.00	13.00	13.00	15.00	15.00	17.00
Surface	-	-	-	-	-	-	-	-	-	-
Short-Term	30.00	30.00	30.00	30.00	30.00	-	-	-	-	-
Sure Park	-	-	-	-	-	-	-	-	-	-

(1) Per 1,000 pounds of landing weight
 (2) Range per square foot
 (3) Maximum per day

**PASSENGER STATISTICS
LAST TEN YEARS**

Fiscal Year	Domestic Passengers					
	Intercontinental		Hobby		Ellington Airport	
	Enplanements	Percentage	Enplanements	Percentage	Enplanements	Percentage
	& Deplanements (in thousands)	Change	& Deplanements (in thousands)	Change	& Deplanements (in thousands)	Change
2001	30,105	4.2%	9,038	-0.2%	64	-28.1%
2002	28,168	-6.4%	8,192	-9.4%	68	6.3%
2003	27,931	-0.8%	7,796	-4.8%	81	19.1%
2004	29,473	5.5%	8,089	3.8%	80	-1.2%
2005	31,609	7.2%	8,247	2.0%	14	-82.5%
2006	34,105	7.9%	8,423	2.1%	-	-100.0%
2007	35,260	3.4%	8,642	2.6%	-	-
2008	35,200	-0.2%	9,097	5.3%	-	-
2009	31,995	-9.1%	8,286	-8.9%	-	-
2010	32,093	0.3%	8,755	5.7%	-	-

Fiscal Year	Domestic Passengers		International Passengers		Total Passengers	
	Total		Intercontinental		Total Passengers	
	Enplanements	Percentage	Enplanements	Percentage	Enplanements	Percentage
	& Deplanements (in thousands)	Change	& Deplanements (in thousands)	Change	& Deplanements (in thousands)	Change
2001	39,207	3.1%	5,811	8.8%	45,018	3.8%
2002	36,428	-7.1%	5,556	-4.4%	41,984	-6.7%
2003	35,808	-1.7%	5,526	-0.5%	41,334	-1.5%
2004	37,642	5.1%	5,952	7.7%	43,594	5.5%
2005	39,870	5.9%	6,818	14.5%	46,688	7.1%
2006	42,528	6.7%	7,126	4.5%	49,654	6.4%
2007	43,902	3.2%	7,555	6.0%	51,457	3.6%
2008	44,297	0.9%	7,976	5.6%	52,273	1.6%
2009	40,281	-9.1%	7,642	-4.2%	47,923	-8.3%
2010	40,848	1.4%	8,139	6.5%	48,987	2.2%

**PASSENGER STATISTICS BY CARRIER
FOR YEARS ENDED JUNE 30, 2010 AND 2009**

Domestic Airlines	Intercontinental				Hobby			
	Fiscal Year 2009		Fiscal Year 2010		Fiscal Year 2009		Fiscal Year 2010	
	Total Passengers (in thousands)	Market Share						
Alaska Airlines	-	0.0%	65,313	0.2%	-	0.0%	-	0.0%
Air Tran	-	0.0%	-	0.0%	341,408	4.1%	334,988	3.8%
American Airlines, Inc.	837,903	2.1%	736,072	1.8%	-	0.0%	-	0.0%
American Eagle - AA	19,470	0.0%	99,970	0.2%	198,308	2.4%	234,427	2.7%
Atlantic Southeast - DL	15,509	0.0%	55,564	0.1%	24,475	0.3%	93,262	1.1%
Charter Airlines	8,655	0.0%	7,354	0.0%	4,728	0.1%	9,432	0.1%
Chautauqua Airlines - CO	1,440,873	3.7%	475,140	1.2%	-	0.0%	-	0.0%
Chautauqua Airlines - DL	7,595	0.0%	-	0.0%	-	0.0%	-	0.0%
Colgan - Air Inc. - CO	528,210	1.3%	524,431	1.3%	-	0.0%	-	0.0%
Comair - DL	85,899	0.2%	86,609	0.2%	2,809	0.0%	1,542	0.0%
Compass Airlines - DL	-	0.0%	70,513	0.2%	-	0.0%	2,516	0.0%
Compass Airlines - NW	43,804	0.1%	-	0.0%	-	0.0%	-	0.0%
Continental	19,878,793	50.2%	19,524,402	48.6%	-	0.0%	-	0.0%
Delta	256,327	0.6%	462,501	1.1%	40,069	0.5%	3,008	0.0%
Executives - AA	-	0.0%	-	0.0%	35,560	0.4%	30,945	0.4%
ExpressJet Airlines, Inc.	6,258,498	15.9%	7,501,514	18.7%	-	0.0%	-	0.0%
Freedom Airlines - DL	11,365	0.0%	-	0.0%	-	0.0%	-	0.0%
Frontier	204,441	0.5%	224,423	0.6%	-	0.0%	-	0.0%
JetBlue	-	0.0%	-	0.0%	140,014	1.7%	150,044	1.7%
Mesa Airlines, Inc. - UA	37,737	0.1%	27,647	0.1%	-	0.0%	-	0.0%
Mesa Airlines, Inc. - US	149,331	0.4%	14,603	0.0%	-	0.0%	-	0.0%
Mesaba Aviation, Inc. - DL	-	0.0%	159,885	0.4%	-	0.0%	-	0.0%
Mesaba Aviation, Inc. - NW	209,092	0.5%	-	0.0%	-	0.0%	-	0.0%
Northwest	203,254	0.5%	-	0.0%	-	0.0%	-	0.0%
Pinnacle Airlines, Inc. - DL	41,251	0.1%	-	0.0%	128,905	1.6%	176,864	2.0%
Pinnacle Airlines, Inc. - NW	54,151	0.1%	159,926	0.4%	-	0.0%	-	0.0%
Republic Airlines - US	160,727	0.4%	146,741	0.4%	-	0.0%	-	0.0%
Shuttle America Corporation - DL	20,081	0.1%	21,744	0.1%	48,180	0.6%	22,126	0.3%
Shuttle America Corporation - UA	88,012	0.2%	72,106	0.2%	-	0.0%	-	0.0%
SkyWest Airlines - DL	286,040	0.7%	211,361	0.5%	40,982	0.5%	8,397	0.1%
SkyWest Airlines - UA	70,375	0.2%	48,821	0.1%	-	0.0%	-	0.0%
Southwest Airlines Company	-	0.0%	-	0.0%	7,280,157	87.8%	7,687,170	87.8%
United Air Lines Inc.	530,174	1.4%	619,122	1.5%	-	0.0%	-	0.0%
US Airways	547,794	1.4%	777,568	1.9%	-	0.0%	-	0.0%
Total Domestic	31,995,361	80.7%	32,093,330	79.8%	8,285,595	100.0%	8,754,721	100.0%
International								
	Fiscal Year 2009		Fiscal Year 2010		Fiscal Year 2009		Fiscal Year 2010	
	Total Passengers	Market Share	Total Passengers	Market Share	Total Passengers	Market Share	Total Passengers	Market Share
AeroMexico	114,883	0.3%	138,063	0.3%				
Air Canada Jazz	172,349	0.4%	189,385	0.5%				
Air France	202,616	0.5%	163,358	0.4%				
British Airways	208,497	0.5%	220,658	0.5%				
Charter Airlines	876	0.0%	2,227	0.0%				
Continental	5,040,542	12.6%	5,303,028	13.3%				
Emirates	147,654	0.4%	163,269	0.4%				
ExpressJet Airlines, Inc.	1,213,999	3.1%	1,291,483	3.3%				
KLM	183,641	0.5%	177,245	0.4%				
Lufthansa	178,574	0.5%	196,349	0.5%				
Qatar Airways	32,653	0.1%	135,802	0.3%				
Singapore Airlines	59,181	0.1%	80,784	0.2%				
TACA	59,849	0.2%	57,147	0.1%				
World Airways	27,024	0.1%	19,684	0.0%				
Total International	7,642,338	19.3%	8,138,482	20.2%				
Total Airlines	39,637,699	100.0%	40,231,812	100.0%	8,285,595	100.0%	8,754,721	100.0%

Domestic only

(continued)

**ORIGINATING PASSENGER ENPLANEMENTS
STATISTICAL SECTION**

George Bush Intercontinental Airport

Fiscal Year	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	9,139,616	8,746,479	17,886,095	51.1%
2002	7,934,632	8,876,817	16,811,449	47.2%
2003	7,820,907	8,842,781	16,663,688	46.9%
2004	8,626,935	9,066,201	17,693,136	48.8%
2005	9,326,276	9,872,313	19,198,589	48.6%
2006	9,983,652	10,692,215	20,675,867	48.3%
2007	10,477,803	11,008,827	21,486,630	48.8%
2008	10,449,631	11,190,625	21,640,256	48.3%
2009	9,190,724	10,680,955	19,871,679	46.3%
2010	9,278,705	10,854,946	20,133,651	46.1%

William P. Hobby Airport

Fiscal Year	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	3,564,988	953,505	4,518,493	78.9%
2002	3,166,701	927,932	4,094,633	77.3%
2003	2,994,073	904,483	3,898,556	76.8%
2004	3,103,828	940,732	4,044,560	76.7%
2005	3,236,719	914,007	4,150,726	78.0%
2006	3,313,974	922,244	4,236,218	78.2%
2007	3,396,182	947,575	4,343,757	78.2%
2008	3,605,540	956,631	4,562,171	79.0%
2009	3,322,678	836,245	4,158,923	79.9%
2010	3,343,393	1,054,010	4,397,403	76.0%

Ellington Field

Fiscal Year	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	34,044	-	34,044	100.0%
2002	35,783	-	35,783	100.0%
2003	42,265	-	42,265	100.0%
2004	41,500	-	41,500	100.0%
2005	7,840	-	7,840	100.0%
2006	-	-	-	0.0%
2007	1	-	1	100.0%
2008	-	-	-	0.0%
2009	-	-	-	0.0%
2010	1	-	1	100.0%

** Commercial passenger service ceased in September 2005.

Houston Airport System

Fiscal Year	Originating Enplanements	Connecting Enplanements	Total Enplaned Passengers	Originating Enplanement Percentage
2001	12,738,648	9,699,984	22,438,632	56.8%
2002	11,137,116	9,804,749	20,941,865	53.2%
2003	10,857,245	9,747,264	20,604,509	52.7%
2004	11,772,263	10,006,933	21,779,196	54.1%
2005	12,570,835	10,786,320	23,357,155	53.8%
2006	13,297,626	11,614,459	24,912,085	53.4%
2007	13,873,986	11,956,402	25,830,388	53.7%
2008	14,055,171	12,147,256	26,202,427	53.6%
2009	12,513,402	11,517,200	24,030,602	52.1%
2010	12,622,099	11,908,956	24,531,055	51.5%

**AIRCRAFT OPERATIONS AND LANDING WEIGHT
STATISTICAL SECTION**

Fiscal Year	Aircraft Operations (in thousands)			Aircraft Landed Weight (in million pounds)		
	Total	Increase (Decrease)	Percentage Change	Total	Increase (Decrease)	Percentage Change
2001	823	(4)	-0.48%	32,083	588	1.87%
2002	790	(33)	-4.01%	30,496	(1,587)	-4.95%
2003	811	21	2.66%	30,802	306	1.00%
2004	856	45	5.55%	31,444	642	2.08%
2005	887	31	3.62%	32,543	1,099	3.50%
2006	933	46	5.19%	32,808	265	0.81%
2007	983	50	5.36%	33,930	1,122	3.42%
2008	974	(9)	-0.92%	34,097	167	0.49%
2009	892	(82)	-8.42%	31,907	(2,190)	-6.42%
2010	858	(34)	-3.81%	31,662	(245)	-0.77%

**PERFORMANCE MEASURES
STATISTICAL SECTION**

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Revenue per Enplaned Passenger	\$ 12.92	\$ 12.70	\$ 13.19	\$ 12.70	\$ 15.97	\$ 16.56	\$ 17.69	\$ 19.12	\$ 19.00	\$ 20.83
Maintenance and Operations Expenses per Enplaned Passenger	\$ 5.46	\$ 6.83	\$ 7.50	\$ 7.76	\$ 9.59	\$ 8.13	\$ 8.31	\$ 8.76	\$ 10.04	\$ 9.99
Debt Service per Enplaned Passenger	\$ 2.23	\$ 2.46	\$ 3.11	\$ 3.48	\$ 4.81	\$ 5.64	\$ 5.59	\$ 6.02	\$ 6.27	\$ 5.97
Outstanding Debt per Enplaned Passenger	\$ 67.28	\$ 72.07	\$ 107.23	\$ 101.54	\$ 97.72	\$ 90.80	\$ 87.73	\$ 86.21	\$ 92.47	\$ 103.34
Intercontinental Budgeted Airline Cost per Est. Enplaned Passenger (1)	\$ 4.99	\$ 5.34	\$ 6.47	\$ 7.17	\$ 10.25	\$ 11.54	\$ 11.34	\$ 11.26	\$ 11.04	\$ 11.06
Intercontinental Actual Airline Cost per Enplaned Passenger (1)	\$ 4.91	\$ 5.59	\$ 6.49	\$ 6.96	\$ 10.27	\$ 10.38	\$ 10.56	\$ 11.03	\$ 11.53	\$ -
Hobby Budgeted Airline Cost per Est. Enplaned Passenger (1)	\$ 4.61	\$ 5.02	\$ 5.81	\$ 7.57	\$ 8.49	\$ 8.52	\$ 8.26	\$ 8.40	\$ 8.20	\$ 9.44
Hobby Actual Airline Cost per Enplaned Passenger (1)	\$ 4.53	\$ 5.10	\$ 6.32	\$ 7.35	\$ 8.23	\$ 6.95	\$ 7.83	\$ 7.79	\$ 8.64	\$ -

(1) Airline Costs include terminal building chargers, aircraft parking apron charges and landing fees only for passenger carriers. The costs are calculated during the rates and charges process based on budget and estimated passengers. They are recalculated, after the annual audit, during the rates and charges reconciliation process. Therefore, there is a lag in obtaining the actual cost per enplaned passenger. This is reconciliation revenue, not actual revenue booked, since the accrual is unknown and therefore no booked.

**AIRPORT INFORMATION
STATISTICAL SECTION**

George Bush Intercontinental Airport

Location:	22 miles north of downtown Houston		
Area:	10,030 acres		
Elevation:	97 MSL		
Airport Code:	IAH		
Runways:	8R-26L	9,402 x 150 ft	
	9-27	10,000 x 150 ft	
	15L-33R	12,001 x 150 ft	
	15R-33L	9,999 x 150 ft	
	8L-26R	9,000 x 150 ft	
Terminal:	Airlines		2,725,090 sf
	Tenants		195,785 sf
	Public / Common		718,705 sf
	Mechanical		240,365 sf
	Other		<u>284,853 sf</u>
		Total	4,164,798 sf
	Number of gates		131
	Apron for Commercial Airlines		4,109,497 sf
Consolidated Rental Car Facility:	Number of rental car agencies		9
Parking:	Spaces Assigned:	Short-term hourly	11,720
		Long-term economy	7,590
		Employee	<u>1,505</u>
		Total	20,815

**AIRPORT INFORMATION
STATISTICAL SECTION**

William P. Hobby Airport

Location:	7 miles southeast of downtown Houston		
Area:	1,524 acres		
Elevation:	46 MSL		
Airport Code:	HOU		
Runways:	12L-30R	5,148	x 150 ft
	12R-30L	7,602	x 150 ft
	17-35	6,000	x 150 ft
	4-22	7,602	x 150 ft
Terminal:	Airlines	263,098	sf
	Tenants	29,399	sf
	Public / Common	138,241	sf
	Mechanical	51,333	sf
	Other	<u>45,071</u>	sf
	Total	527,142	sf
	Number of gates	25	
	Apron for Commercial Airlines	681,239 sf	
Consolidated Rental Car Facility:	Number of rental car agencies		8
	Parking:	Spaces Assigned:	Short-term hourly
		Long-term economy	566
		Employee	<u>625</u>
		Total	4,629

Ellington Airport (1)

Location:	15 miles southeast of downtown Houston		
Area:	2,000 acres		
Elevation:	32 MSL		
Airport Code:	EFD		
Runways:	17L-35R	4,609	x 75 ft
	17R-35L	9,001	x 150 ft
	4-22	8,001	x 150 ft

Note 1: No scheduled commercial flights.

EMPLOYEE STAFFING BY FUNCTION
STATISTICAL SECTION

Department	Full time Equivalent (FTE) Number of Employees (1)			
	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Executive Administration	8.7	9.0	8.6	6.0
F&A Administration	18.0	11.0	14.2	16.8
Finance	50.5	51.7	52.3	44.0
Human Resources	34.1	32.0	34.3	33.8
Purchasing	77.7	76.6	73.8	71.6
Property Management	10.8	9.1	9.1	11.7
Marketing, Communications & Community Affairs	17.4	16.2	17.3	23.5
Airports Services	16.9	21.3	24.0	22.2
George Bush Intercontinental (IAH) Operations (2)	719.3	689.0	674.2	642.4
William P. Hobby (HOU) Operations (2)	245.6	240.6	252.2	241.8
Ellington Airport Operations (2)	29.0	28.9	30.7	30.5
Security and Safety-All Airports (3)	295.0	291.9	290.2	272.5
Planning, Design & Construction	65.6	68.0	72.1	76.1
Information Technology	34.1	41.9	51.8	51.8
Total FTE Employees	<u>1,622.7</u>	<u>1,587.2</u>	<u>1,604.8</u>	<u>1,544.7</u>

Note 1: A full-time employee is scheduled to work 2,080 hours per year (including vacation and sick leave). Full time equivalent employment is calculated by dividing total labor hours including overtime by 2,080.

Note 2: Includes Airside, Landside, Communication Center and Ground Transportation.

Note 3: Police and Fire Operations are not included in employee counts for the Houston Airport System.

They are provided by the City of Houston and paid for through interfund service charges. See Note #9 in the Notes to the Financial Statements.

The Fund is including only four years of employee staffing information because of a change in cost center allocations during the implementation of a new accounting system in fiscal year 2007.

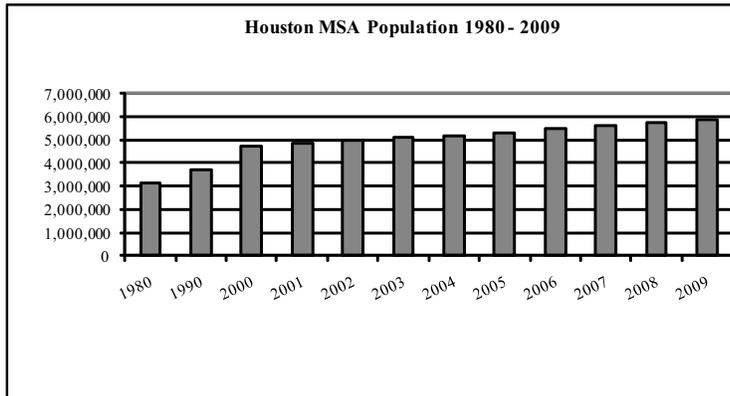
**SERVICE AREA
STATISTICAL SECTION**

The primary service region for the Houston Airport System, the 10-county Houston-Sugar Land-Baytown, Texas Metropolitan Statistical Area ("MSA"), has a diverse economic base and is recognized as a major national and international energy, financial, medical, transportation, retail, and distribution center. The MSA extends out two additional counties for the broader Houston-Baytown-Huntsville Combined Statistical Area ("CSA"). According to U.S. Bureau of the Census, the population estimate was 5.86 million for the MSA and 5.96 million for the CSA as of July 1, 2009. The air service region also encompasses other smaller markets such as Beaumont/Port Arthur, Victoria, Brownsville and Del Rio in Texas and Lake Charles, Louisiana as those airports only provide air service to and from Intercontinental.

Houston, the nation's fourth most populous city, is the largest in the Southwest. The Houston MSA ranks sixth in population among the nation's metropolitan areas.

Service Area Population

Year	Houston MSA Population
1980	3,118,080
1990	3,731,131
2000	4,739,414
2001	4,851,189
2002	4,978,638
2003	5,084,017
2004	5,190,444
2005	5,299,567
2006	5,484,883
2007	5,597,674
2008	5,726,705
2009	5,867,489



Source: Greater Houston Partnership and U.S. Census Bureau, Population Division

Largest Private Employers Houston MSA

At June 30, 2010

Memorial Herman Healthcare Systems
 Continental Airlines, Inc.
 ExxonMobil
 Shell Oil Company
 United Space Alliance

National Oilwell Varco
 Methodist Hospital System
 Baylor College of Medicine
 Hewlett-Packard Corporation
 St. Luke's Episcopal Health System

Sources: Greater Houston Partnership; Business Houston



APPENDIX B

THE ORDINANCE

The following are summaries of certain provisions of and certain defined terms contained in the Ordinance or used in this Official Statement. These summaries do not purport to be comprehensive or definitive and are qualified in their entirety by reference to the full terms of the Ordinance. In certain cases, the summaries herein describe certain definitions and provisions of the Ordinance applicable only to the Series 2010 Bonds while they are payable from the Letter of Credit and only while the Series 2010 Bonds bear interest in a Weekly Interest Rate Period. If the Letter of Credit is terminated, or if the Series 2010 Bonds are converted to a different Interest Rate Period, the Series 2010 Bonds will be subject to mandatory tender and purchase, and, at that time, it is expected that a supplement to this Official Statement or other disclosure document will be prepared. Investors or potential investors of the Series 2010 Bonds bearing interest in any other Interest Rate Period other than a Weekly Interest Rate Period should not rely on this Official Statement. Additional summaries of certain provisions of the Ordinance are included in the forepart of the Official Statement under the caption "THE SERIES 2010 BONDS."

SUMMARY OF SELECTED PROVISIONS PROVISIONS RELATED TO ADDITIONAL INTEREST RATE PERIODS

Interest Accrual and Payment for Interest Periods

Except during a Long-Term Interest Rate Period, interest shall accrue on the basis of the actual number of days elapsed and a year of 365 days (366 days in a leap year). Interest during a Long-Term Interest Rate shall accrue on the basis of a 360-day year based on twelve 30-day months.

The Series 2010 Bonds shall bear interest from and including the Issuance Date until payment of the principal or redemption price thereof shall have been made or provided for in accordance with the provisions hereof, whether at stated maturity, upon prior redemption or otherwise. Interest on each Series 2010 Bond shall be payable on each Interest Payment Date for each such Series 2010 Bond for the period commencing on the next preceding Interest Payment Date (or if no interest has been paid thereon, commencing on the Issuance Date) and ending on the day next preceding such Interest Payment Date.

In any event, interest on the Series 2010 Bonds for the final Interest Rate Period shall be payable to the date on which the Series 2010 Bonds have been paid in full.

Conversions to Additional Interest Rates and Interest Rate Periods

The Series 2010 Bonds will initially bear interest in the Weekly Interest Rate Period but may be converted, at the option of the City, to bear interest in the Daily Interest Rate Period, Two-Day Interest Rate Period, Short-Term Interest Rate Period, or Long Term Interest Rate Period under the terms and conditions provided in the Ordinance.

Two-Day Interest Rate and Two-Day Interest Rate Period

Determination of Two-Day Interest Rate. During each Two-Day Interest Rate Period, the Series 2010 Bonds shall bear interest at the Two-Day Interest Rate, which shall be determined by the Remarketing Agent no later than 10:00 a.m. on the first day of each Two-Day Interest Rate Period and on each Monday, Wednesday and Friday thereafter while the Series 2010 Bonds bear interest in a Two-Day Interest Rate Period or, if any Monday, Wednesday or Friday is not a Business Day, on the next Monday, Wednesday or Friday that is a Business Day. The Two-Day Interest Rate set on any Business Day will be effective as of such Business Day and will remain in effect until the next day on which a Two-Day Interest Rate is required to be set in accordance with the preceding sentence.

Each Two-Day Interest Rate with respect to the Series 2010 Bonds shall be the rate of interest per annum determined by the Remarketing Agent (based on an examination of tax exempt obligations comparable, in the judgment of the Remarketing Agent, to the Series 2010 Bonds and known by the Remarketing Agent to have been priced or traded under then prevailing market conditions) to be the minimum interest rate which, if borne by the Series 2010 Bonds, would enable the Remarketing Agent to sell all of the Series 2010 Bonds on the effective date of that Two-Day Interest Rate Period at a price (without regard to accrued interest) equal to the principal amount thereof.

If the Remarketing Agent fails to establish a Two-Day Interest Rate for any Two-Day Interest Rate Period with respect to the Series 2010 Bonds bearing interest at such rate, then the Two-Day Interest Rate in effect during the preceding Two-Day Interest Rate Period will continue in effect on such Series 2010 Bonds until a new Two-Day Interest Rate is determined, but in no event for more than two weeks, and thereafter such Series 2010 Bonds will bear interest at a rate equal to 110% of the SIFMA Index, or if such index is no longer available, 85% of the interest rate on 30-day high grade unsecured commercial paper notes sold through dealers by major corporations as reported in The Wall Street Journal on the day such Two-Day Interest Rate would otherwise be determined, until a Two-Day Interest Rate has been duly established by the Remarketing Agent.

Conversion to Two-Day Interest Rate. Subject certain notice requirements and other conditions, the Authorized Representative on behalf of the City may, from time to time, by written direction to the Paying Agent/Registrar, the Tender Agent (if any), the Credit Facility Provider (if any), the Liquidity Facility Provider (if any), and the Remarketing Agent (if any), elect that the Series 2010 Bonds shall bear interest at a Two-Day Interest Rate. The direction of the Authorized Representative shall specify (A) the proposed effective date of the Conversion to a Two-Day Interest Rate, which shall be (1) in each case, a Business Day not earlier than the 30th day following the second Business Day after receipt by the Paying Agent/Registrar of such direction, (2) in the case of a Conversion from a Long-Term Interest Rate Period, the day immediately following the last day of the then current Long-Term Interest Rate Period or a day on which the Series 2010 Bonds would otherwise be subject to optional redemption if such Conversion did not occur, and (3) in the case of a Conversion from a Short-Term Interest Rate Period, the day immediately following the last day of the Short-Term Interest Rate Period determined in accordance with the Ordinance; and (B) the Tender Date for the Series 2010 Bonds to be purchased, which shall be the proposed effective date of the Conversion to a Two-Day Interest Rate. In addition, the direction of the Authorized Representative shall be accompanied by a form of notice to be mailed to the Holders of the Series 2010 Bonds by the Paying Agent/Registrar as provided in the Ordinance. During each Two-Day Interest Rate Period for the Series 2010 Bonds commencing on a date so specified and ending on the day immediately preceding the effective date of the next succeeding Interest Rate Period, the interest rate borne by the Series 2010 Bonds shall be a Two-Day Interest Rate.

Notice of Conversion to Two-Day Interest Rate. The Paying Agent/Registrar shall give notice by first class mail of a Conversion to a Two-Day Interest Rate Period to the Holders of the Series 2010 Bonds not less than 30 days prior to the proposed effective date of such Two-Day Interest Rate Period. Such notice shall state (A) that the interest rate shall be converted to a Two-Day Interest Rate unless the Authorized Representative rescinds its election to convert the interest rate to a Two-Day Interest Rate as provided in the Ordinance; (B) the proposed effective date of the Two-Day Interest Rate Period; (C) that the Series 2010 Bonds are subject to mandatory tender for purchase on the proposed effective date and setting forth the Tender Price and the place of delivery for purchase of the Series 2010 Bonds; and (D) the information set forth in the Ordinance.

Long-Term Interest Rate and Long-Term Interest Rate Period

Determination of Long-Term Interest Rate. During each Long-Term Interest Rate Period, the Series 2010 Bonds shall bear interest at a Long-Term Interest Rate. The Long-Term Interest Rate for each Long-Term Interest Period shall be determined by the Remarketing Agent on a Business Day no later than the effective date of such Long-Term Interest Rate Period.

The Long-Term Interest Rate shall be the rate of interest per annum determined by the Remarketing Agent (based on an examination of tax exempt obligations comparable, in the judgment of the Remarketing Agent, to the Series 2010 Bonds and known by the Remarketing Agent to have been priced or traded under then prevailing market conditions) to be the minimum interest rate at which the Remarketing Agent will agree to purchase such Series 2010 Bonds on such effective date for resale at a price (without regard to accrued interest) equal to the principal amount thereof.

Conversion to Long-Term Interest Rate. Subject certain notice requirements and other conditions contained in the Ordinance, at any time, the Authorized Representative on behalf of the City, by written direction to the Paying Agent/Registrar, the Tender Agent, the Credit Facility Provider (if any), the Liquidity Facility Provider (if any), and the Remarketing Agent (if any), may elect that the Series 2010 Bonds shall bear, or continue to bear, interest at a Long-Term Interest Rate. The direction of the Authorized Representative shall specify (1) the duration of the Long-Term Interest Rate Period; (2) the proposed effective date of the Long-Term Interest Rate Period, which date shall be (x) in each case, a Business Day not earlier than the 30th day following the second Business Day after receipt by the Paying Agent/Registrar of such direction, and (y) in the case of a Conversion from a Short-Term Interest Rate Period, the day immediately following the last day of the Short-Term Interest Rate Period determined in accordance with the Ordinance; (3) the last day

of the Long-Term Interest Rate Period (which last day shall be either the day immediately prior to the Maturity Date, or a day which both immediately precedes a Business Day and is at least 181 days after the effective date thereof); and (4) a Tender Date on which Holders of the Series 2010 Bonds are required to deliver their Series 2010 Bonds to be purchased, which shall be the proposed effective date of the Conversion to the Long-Term Interest Rate Period.

The direction of the Authorized Representative described above shall be accompanied by a form of the notice to be mailed by Paying Agent/Registrar to the Holders of the Series 2010 Bonds as provided below. During the Long-Term Interest Rate Period, the interest rate on the Series 2010 Bonds shall be a Long-Term Interest Rate.

If, by the second Business Day preceding the 29th day prior to the last day of any Long-Term Interest Rate Period with respect to the Series 2010 Bonds, the Paying Agent/Registrar has not received notice of the City's election that, during the next succeeding Interest Rate Period, such Series 2010 Bonds shall bear interest at a Daily Interest Rate, Two-Day Interest Rate, Weekly Interest Rate, another Long-Term Interest Rate or at Bond Interest Term Rates, the next succeeding Interest Rate Period shall be a Weekly Interest Rate Period until such time as the interest rate shall be adjusted to a Daily Interest Rate, Two-Day Interest Rate, Long-Term Interest Rate or Bond Interest Term Rates as provided in the Ordinance, and the Series 2010 Bonds shall be subject to mandatory purchase as provided in the Ordinance on the first day of such Weekly Interest Rate Period.

Notice of Conversion to or Continuation of Long-Term Interest Rate. The Paying Agent/Registrar shall give notice by first class mail of a Conversion to a (or the establishment of another) Long-Term Interest Rate Period to the Holders of the Series 2010 Bonds not less than 30 days prior to the effective date of the Long-Term Interest Rate Period. Such notice shall state (A) that the interest rate shall be converted to, or continue to be, a Long-Term Interest Rate unless (1) the City rescinds its election to convert the interest rate to a Long-Term Interest Rate as provided in the Ordinance or (2) all the Series 2010 Bonds are not remarketed at a Long-Term Interest Rate; (B) the proposed effective date, duration and last day of the Long-Term Interest Rate Period; (C) that the Series 2010 Bonds are subject to mandatory tender for purchase on such proposed effective date and setting forth the Tender Price and the place of delivery for purchase of the Series 2010 Bonds; and (D) the information set forth in the Ordinance.

Conversion from Long-Term Interest Rate Period. The Authorized Representative on behalf of the City may elect, by written direction to the Paying Agent/Registrar, the Tender Agent (if any), the Credit Facility Provider (if any), the Liquidity Facility Provider (if any) and the Remarketing Agent (if any), subject to the terms of the Ordinance, that, on the day immediately following the last day of a Long-Term Interest Rate Period or a day on which the Series 2010 Bonds would otherwise be subject to optional redemption, the Series 2010 Bonds shall no longer bear interest at the current Long-Term Interest Rate and shall instead bear interest at a Daily Interest Rate, Two-Day Interest Rate, Weekly Interest Rate, Bond Interest Term Rates, or a new Long-Term Interest Rate, as specified in such election. In the notice of such election, the Authorized Representative shall also specify the effective date of the new Interest Rate Period, which date (1) shall be a Business Day no earlier than the 30th day after the second Business Day following the date of receipt by the Paying Agent/Registrar of the notice of election from the Authorized Representative or, in the case of adjustment to a new Long-Term Interest Rate Period, the 30th day after the second Business Day following the date of receipt by the Paying Agent/Registrar of such notice and (2) shall be the day immediately following the last day of the Long-Term Interest Rate Period currently in effect or a day on which the Series 2010 Bonds would otherwise be subject to optional redemption if such Conversion did not occur. Such Series 2010 Bonds shall be subject to mandatory tender for purchase on the effective date of the new Interest Rate Period, in accordance with the Ordinance.

Bond Interest Term Rates and Short-Term Interest Rate Period

Determination of Bond Interest Terms and Bond Interest Term Rates. During each Short-Term Interest Rate Period, each Series 2010 Bond shall bear interest during each Bond Interest Term at the Bond Interest Term Rate for that Series 2010 Bond. The Bond Interest Term and the Bond Interest Term Rate for each Series 2010 Bond need not be the same for any two Series 2010 Bonds, even if determined on the same date. Each Bond Interest Term and Bond Interest Term Rate shall be determined by the Remarketing Agent no later than the first day of each Bond Interest Term. Except for any Series 2010 Bonds purchased on behalf of the City and remaining unsold by the Remarketing Agent at the close of business on the first day of the Bond Interest Term, each Bond Interest Term shall be for a period of days within the range or ranges announced by the Remarketing Agent as possible Bond Interest Terms no later than 9:00 a.m. on the first day of each Bond Interest Term. Each Bond Interest Term shall be a period of not more than 180 days, determined by the Remarketing Agent in its reasonable judgment to be the period which, together with all other Bond Interest Terms for all Series 2010 Bonds bearing interest at Bond Interest Term Rates then Outstanding, will result in the lowest overall interest expense on such Series 2010 Bonds. Any Series 2010 Bonds purchased on behalf of the City and remaining unsold by the

Remarketing Agent as of the close of business on the first day of the Bond Interest Term for such Series 2010 Bonds shall have a Bond Interest Term of one day or, if that Bond Interest Term would not end on a day immediately preceding a Business Day, a Bond Interest Term ending on the day immediately preceding the next Business Day. Each Bond Interest Term shall end either on a day which immediately precedes a Business Day or on a day immediately preceding the Maturity Date for the Series 2010 Bonds. If for any reason a Bond Interest Term for any Series 2010 Bonds bearing interest at Bond Interest Term Rates cannot be determined by the Remarketing Agent, or if the determination of such Bond Interest Term is held by a court of law to be invalid or unenforceable, then such Bond Interest Term shall be 30 days, but if the last day so determined is not a day immediately preceding a Business Day, that Bond Interest Term shall end on the first day immediately preceding the Business Day next succeeding such last day, or if such last day would be after the day immediately preceding the Maturity Date, the Bond Interest Term shall end on the day immediately preceding such Maturity Date. In determining the number of days in each Bond Interest Term, the Remarketing Agent shall take into account the following factors: (1) existing short-term tax exempt market rates and indices of such short-term rates, (2) the existing market supply and demand for short term tax-exempt securities, (3) existing yield curves for short-term and Long-Term tax-exempt securities for obligations of credit quality and other characteristics comparable to the Series 2010 Bonds bearing interest at Bond Term Interest Rates, (4) general economic conditions, (5) industry, economic and financial conditions that may affect or be relevant to the Series 2010 Bonds, and (6) such other facts, circumstances and conditions pertaining to financial markets as the Remarketing Agent in its sole discretion shall determine to be relevant; provided, however, that the number of days in any Bond Interest Term shall not exceed the number of days of interest coverage provided under the applicable Credit Facility or Liquidity Facility less five days and no Bond Interest Term shall end after the date which is five Business Days prior to the expiration date of the Credit Facility or Liquidity Facility, as applicable.

The Bond Interest Term Rate for each Bond Interest Term for each Series 2010 Bond in a Short-Term Interest Rate Period shall be the rate of interest per annum determined by the Remarketing Agent (based on an examination of tax exempt obligations comparable, in the reasonable judgment of such Remarketing Agent, to the Series 2010 Bonds and known by the Remarketing Agent to have been priced or traded under then prevailing market conditions) to be the minimum interest rate which, if borne by such Series 2010 Bonds for such Bond Interest Term, would enable the Remarketing Agent to sell such Series 2010 Bonds on the effective date of such Bond Interest Term at a price equal to the principal amount thereof.

If for any reason a Bond Interest Term Rate for any Series 2010 Bonds in a Short-Term Interest Rate Period (other than a Bank Bond) is not established by the Remarketing Agent for any Bond Interest Term, or the determination of such Bond Interest Term Rate is held by a court of law to be invalid or unenforceable, then the Bond Interest Term Rate for such Bond Interest Term, as determined by the Remarketing Agent, shall be the rate per annum equal to 110% of the SIFMA Index, or if such index is no longer available, 85% of the interest rate on 30-day high grade unsecured commercial paper notes sold through dealers by major corporations as reported in The Wall Street Journal as reported on the first day of such Bond Interest Term and which maturity most nearly equals the Bond Interest Term for which a Bond Interest Term Rate is being calculated.

Conversion to Bond Interest Term Rates. Subject to certain notice requirements and other conditions contained in the Ordinance, the Authorized Representative on behalf of the City may, from time to time, by written direction to the Paying Agent/Registrar, the Tender Agent (if any), the Credit Facility Provider (if any), the Liquidity Facility Provider (if any), and the Remarketing Agent (if any), elect that the Series 2010 Bonds shall bear interest at Bond Interest Term Rates. The direction of the Authorized Representative shall specify (A) the proposed effective date of the Short-Term Interest Rate Period (during which the Series 2010 Bonds shall bear interest at Bond Interest Term Rates), which shall be (1) in each case, a Business Day not earlier than the 30th day following the second Business Day after receipt by the Paying Agent/Registrar of such direction, and (2) in the case of a Conversion from a Long-Term Interest Rate Period, the day immediately following the last day of such Long-Term Interest Rate Period or a day on which the Series 2010 Bonds would otherwise be subject to optional redemption if such Conversion did not occur, and (B) the Tender Date for the Series 2010 Bonds to be purchased, which shall be the proposed effective date of the Short-Term Interest Rate Period. In addition, the direction of the Authorized Representative shall be accompanied by a form of the notice to be mailed by the Paying Agent/Registrar to the Holders of such Series 2010 Bonds as provided in the Ordinance. During each Short-Term Interest Rate Period commencing on the date specified and ending on the day immediately preceding the effective date of the next succeeding Interest Rate Period, each Series 2010 Bond shall bear interest at a Bond Interest Term Rate during each Bond Interest Term for that Series 2010 Bond.

Notice of Conversion to Bond Interest Term Rates. The Paying Agent/Registrar shall give notice by first class mail of a Conversion to a Short-Term Interest Rate Period to the Holders of the Series 2010 Bonds not less than 30 days prior to the proposed effective date of such Short-Term Interest Rate Period. Such notice shall state (A) that the Series

2010 Bonds shall bear interest at Bond Interest Term Rates unless the City rescinds its election to convert the interest rate to Bond Interest Term Rates as provided in the Ordinance; (B) the proposed effective date of the Short-Term Interest Rate Period; (C) that the Series 2010 Bonds are subject to mandatory tender for purchase on the proposed effective date of the Short-Term Interest Rate Period and setting forth the applicable Tender Price and the place of delivery for purchase of such Series 2010 Bonds; and (D) certain information as set forth in the Ordinance.

Conversion from Short-Term Interest Rate Period. Subject to certain notice requirements and other conditions contained in the Ordinance, at any time during a Short-Term Interest Rate Period the Authorized Representative, on behalf of the City, may elect, pursuant to the Ordinance that the Series 2010 Bonds no longer shall bear interest at Bond Interest Term Rates and shall bear interest at a Daily Interest Rate, Two-Day Interest Rate, Weekly Interest Rate or a Long-Term Interest Rate, as specified in such election.

The date on which all Bond Interest Terms determined for the Series 2010 Bonds shall end shall be the last day of the current Short-Term Interest Rate Period with respect thereto and the day next succeeding such date shall be the Maturity Date or the effective date of the Daily Interest Rate Period, Two-Day Interest Rate Period, Weekly Interest Rate Period or Long-Term Interest Rate Period elected by the City for the Series 2010 Bonds.

Daily Interest Rate and Daily Interest Rate Period

Determination of Daily Interest Rate and Daily Interest Rate Period. During each Daily Interest Rate Period, the Series 2010 Bonds shall bear interest at the Daily Interest Rate, which shall be determined by the Remarketing Agent on each Business Day for such Business Day. The Daily Interest Rate shall be the rate of interest per annum determined by the Remarketing Agent (based on an examination of tax exempt obligations comparable, in the judgment of the Remarketing Agent, to the Series 2010 Bonds and known by the Remarketing Agent to have been priced or traded under then prevailing market conditions) on or before 9:30 a.m. New York, New York time on a Business Day to be the minimum interest rate which, if borne by such Series 2010 Bonds, would enable the Remarketing Agent to sell all of such Series 2010 Bonds on such Business Day at a price (without regard to accrued interest) equal to the principal amount thereof. The Daily Interest Rate for any day which is not a Business Day shall be the same as the Daily Interest Rate for the immediately preceding Business Day.

If for any reason a Daily Interest Rate for the Series 2010 Bonds is not so established for any Business Day by the Remarketing Agent, the Daily Interest Rate for such Business Day shall be the same as the Daily Interest Rate for the immediately preceding day and such rate shall continue until the earlier of (A) the date on which the Remarketing Agent determines a new Daily Interest Rate or (B) the seventh day succeeding the first such day on which such Daily Interest Rate is not determined by the Remarketing Agent. In the event that the Daily Interest Rate shall be held to be invalid or unenforceable by a court of law, or the Remarketing Agent fails to determine a new Daily Interest Rate for a period of seven days as described in clause (B) of the immediately preceding sentence, the interest rate applicable to the Series 2010 Bonds, as determined by the Remarketing Agent, shall be the interest rate per annum equal to 110% of the SIFMA Index, or if such index is no longer available, 85% of the interest rate on 30-day high grade unsecured commercial paper notes sold through dealers by major corporations as reported in The Wall Street Journal as reported for each Business Day (and for the immediately preceding Business Day for each day which is not a Business Day) until such Daily Interest Rate is again validly determined by such Remarketing Agent.

Conversion to Daily Interest Rate. Subject to certain requirements of the Ordinance, the Authorized Representative on behalf of the City may, from time to time, by written direction to the Paying Agent/Registrar, the Tender Agent (if any), the Liquidity Facility Provider (if any), the Credit Facility Provider (if any), and the Remarketing Agent (if any), elect that the Series 2010 Bonds shall bear interest at a Daily Interest Rate. The direction of the Authorized Representative shall specify (A) the proposed effective date of such Conversion to a Daily Interest Rate, which shall be (1) in each case, a Business Day not earlier than the 30th day following the second Business Day after receipt by the Paying Agent/Registrar of such direction, (2) in the case of a Conversion from a Long-Term Interest Rate Period, the day immediately following the last day of the then current Long-Term Interest Rate Period or a day on which the Series 2010 Bonds would otherwise be subject to optional redemption by the City if such Conversion did not occur, and (3) in the case of a Conversion from a Short-Term Interest Rate Period, the day immediately following the last day of the Short-Term Interest Rate Period determined in accordance with the Ordinance and (B) the Tender Date for the Series 2010 Bonds to be purchased, which shall be the proposed effective date of the Conversion to a Daily Interest Rate. In addition, the direction of the Authorized Representative shall be accompanied by a form of notice to be mailed to the Holders of the Series 2010 Bonds by the Paying Agent/Registrar as provided in the Ordinance. During each Daily Interest Rate Period for the Series

2010 Bonds commencing on a date so specified and ending on the day immediately preceding the effective date of the next succeeding Interest Rate Period, the interest rate borne by the Series 2010 Bonds shall be a Daily Interest Rate.

Notice of Conversion to Daily Interest Rate. The Paying Agent/Registrar shall give notice by first class mail of a Conversion to a Daily Interest Rate Period to the Holders of the Series 2010 Bonds not less than 30 days prior to the proposed effective date of such Daily Interest Rate Period. Such notice shall state (A) that the interest rate shall be converted to a Daily Interest Rate unless Authorized Representative rescinds its election to convert the interest rate to a Daily Interest Rate as provided in the Ordinance; (B) the proposed effective date of the Daily Interest Rate Period; (C) that the Series 2010 Bonds are subject to mandatory tender for purchase on the proposed effective date and setting forth the Tender Price and the place of delivery for purchase of such Series 2010 Bonds and (D) the information set forth in the Ordinance.

SUMMARY OF OTHER SELECTED PROVISIONS OF THE ORDINANCE

Funds

Establishment of Funds. The Ordinance requires that the following listed eight special funds be established, maintained and accounted for so long as there are any Senior Lien Obligations Outstanding: the Revenue Fund; the Senior Lien Bond Interest and Sinking Fund; the Senior Lien Bond Reserve Fund; the Subordinate Lien Bond Interest and Sinking Fund; the Subordinate Lien Bond Reserve Fund; the Operation and Maintenance Reserve Fund; the Renewal and Replacement Fund; and the Airports Improvement Fund.

The Ordinance provides that the Revenue Fund, the Operation and Maintenance Reserve Fund, the Renewal and Replacement Fund and the Airports Improvement Fund shall be maintained as separate funds or accounts on the books of the City and all amounts credited to such Funds shall be maintained in an official depository bank of the City or in a trustee bank designated by the City. The Ordinance further provides that the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund shall be maintained at an official depository bank of the City or in a trustee bank designated by the City separate and apart from all other funds and accounts of the City.

The Senior Lien Bond Interest and Sinking Fund constitute trust funds which are to be held in trust for the Owners of the Senior Lien Obligations and the proceeds of which (other than the interest income thereon, which may be transferred to the Revenue Fund) shall be pledged to the payment of the Senior Lien Obligations. The Senior Lien Bond Reserve Fund and the accounts created therein are pledged to particular Senior Lien Obligations, as described in the ordinances authorizing the issuance of the Senior Lien Obligations.

The Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund constitute trust funds which shall be held in trust for the Owners of the Subordinate Lien Bonds to which they are pledged and the proceeds of which (other than the interest income thereon, which shall be transferred to the extent herein provided to the Revenue Fund) shall be pledged to the payment of such Subordinate Lien Bonds.

The City has also reserved the right to create additional accounts within any Fund as necessary or desirable in furtherance of the intent and purpose of the Ordinance.

Flow of Funds. All Gross Revenues of the Airport System shall be deposited, as received, into the Revenue Fund. In addition, the City may deposit into the Revenue Fund any Federal Payments, provided that, so long as such Federal Payments are excluded from the definition of Gross Revenues, such Federal Payments shall be applied solely to the payment of Operation and Maintenance Expenses. Moneys from time to time credited to the Revenue Fund shall be applied in the following order of priority:

- (1) First, to pay and to provide by encumbrance for the payment of all current Operation and Maintenance Expenses;
- (2) Second, to transfer all amounts to the Senior Lien Bond Interest and Sinking Fund required by any ordinance authorizing the issuance of Senior Lien Bonds or Senior Lien Notes;
- (3) Third, to transfer all amounts to the Senior Lien Bond Reserve Fund required by any ordinance authorizing the issuance of Senior Lien Bonds or Senior Lien Notes, including transfers to pay all reimbursement obligations under any reserve fund surety policies obtained with respect to Senior Lien Bonds or Senior Lien Notes;

- (4) Fourth, to transfer all amounts to the Subordinate Lien Bond Interest and Sinking Fund required by the Ordinance and any ordinance authorizing the issuance of Subordinate Lien Bonds;
- (5) Fifth, to transfer all amounts to the Subordinate Lien Bond Reserve Fund required by the Ordinance and any ordinance authorizing the issuance of Subordinate Lien Bonds;
- (6) Sixth, to transfer all amounts necessary to provide for the payment, and/or to provide reserves for the payment, of principal of, premium, if any, and interest on any Inferior Lien Bonds to the appropriate funds or accounts established for such purpose and required to be maintained by any ordinance authorizing such Inferior Lien Bonds;
- (7) Seventh, to transfer all amounts to the Operation and Maintenance Reserve Fund required by the Ordinance and any other ordinance authorizing Senior Lien Obligations, Subordinate Lien Bonds or Inferior Lien Bonds;
- (8) Eighth, to transfer all amounts to the Renewal and Replacement Fund required by the Ordinance and any other ordinance authorizing Senior Lien Obligations, Subordinate Lien Bonds or Inferior Lien Bonds; and
- (9) Ninth, the balance shall be transferred to the Airports Improvement Fund.

Senior Lien Bond Interest and Sinking Fund. So long as any Senior Lien Obligations remain Outstanding, after making all required payments and provision for payment of Operation and Maintenance Expenses, there shall be transferred to the Senior Lien Bond Interest and Sinking Fund from the Revenue Fund such amounts on such dates as may be provided in the ordinances authorizing the issuance of the Senior Lien Obligations in order to provide for the full and timely payment of all principal of, interest on and any redemption premiums on all such Senior Lien Obligations and all expenses of providing for their full and timely payment in accordance with their terms, including without limitation, all fees charged or incurred obligations in connection with bond insurance, letters of credit, lines of credit, standby bond purchase agreements, or other credit or liquidity facilities, remarketing agreements, interest rate indexing agreements and tender agent agreements obtained or entered into by the City in connection with any Senior Lien Obligations..

Senior Lien Bond Reserve Fund. So long as any Senior Lien Obligations secured by the Senior Lien Bond Reserve Fund remain Outstanding, after making all required payments and provision for payment of Operation and Maintenance Expenses, and after making all required transfers to the Senior Lien Bond Interest and Sinking Fund, the City shall transfer into the applicable accounts of the Senior Lien Bond Reserve Fund from the Revenue Fund such amounts on such dates (but not to exceed in any month one twelfth (1/12th) of the maximum Debt Service Requirements scheduled to occur in any future Fiscal Year on all Senior Lien Obligations then Outstanding) as may be provided in the ordinances authorizing the issuance of the Senior Lien Obligations.

Subordinate Lien Bond Interest and Sinking Fund. On or before the last business day of each month so long as any Subordinate Lien Bonds remain Outstanding, after making all required payments and provision for payment of Operation and Maintenance Expenses and making all required transfers to the Senior Lien Bond Interest and Sinking Fund and the Senior Lien Bond Reserve Fund, there shall be transferred into the Subordinate Lien Bond Interest and Sinking Fund from the Revenue Fund the following amounts:

- (i) Such amounts as shall be necessary so that the balance in the Subordinate Lien Bond Interest and Sinking Fund equals the Debt Service Requirements on all Subordinate Lien Bonds accrued to the end of the current month; plus
- (ii) Such amounts as shall be necessary to enable the City to pay when due all expenses of providing for the full and timely payment of the principal of, premium, if any, and interest on the Subordinate Lien Bonds in accordance with their terms, including without limitation, all fees charged or obligations incurred in connection with bond insurance, letters of credit, lines of credit, standby bond purchase agreements, or other credit or liquidity facilities, remarketing agreements, interest rate indexing agreements and tender agent agreements obtained or entered into by the City in connection with the Subordinate Lien Bonds.

Whenever the total amounts on deposit to the credit of the Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund shall be equivalent to the sum of the aggregate principal amount of all Outstanding Subordinate Lien Bonds plus the aggregate amount of all interest accrued and to accrue thereon, no further transfers need be made into the Subordinate Lien Bond Interest and Sinking Fund or the Subordinate Lien Bond Reserve Fund, and such Subordinate Lien Bonds shall not be regarded as being Outstanding except for the purpose of being paid

with the moneys credited to such Funds. Moneys credited to the Subordinate Lien Bond Interest and Sinking Fund shall be used solely for the purpose of paying principal (at maturity or prior redemption or to purchase Subordinate Lien Bonds issued as term bonds in the open market to be credited against mandatory redemption requirements), interest and redemption premiums on the Subordinate Lien Bonds, plus all bank charges and other costs and expenses relating to such payment, including those described in clause (ii) above. On or before each principal and/or interest payment date on the Subordinate Lien Bonds, the City shall transfer from the Subordinate Lien Bond Interest and Sinking Fund to the Paying Agent/Registrar an amount equal to the principal, interest and redemption premiums payable on the Subordinate Lien Bonds on such date.

Subordinate Lien Bond Reserve Fund. The City shall establish and maintain as hereinafter provided a balance in the Subordinate Lien Bond Reserve Fund equal to the Reserve Fund Requirement for the Subordinate Lien Bonds. The Reserve Fund Requirement shall be fully satisfied at the time of issuance and delivery of the Series 2010 Bonds. Each increase in the Reserve Fund Requirement resulting from the issuance of any Additional Subordinate Lien Bonds shall be satisfied at the time of issuance and delivery of such series of Additional Subordinate Lien Bonds. The Reserve Fund Requirement shall be satisfied by depositing to the credit of the Subordinate Lien Bond Reserve Fund either (i) proceeds of such Additional Subordinate Lien Bonds or other lawfully appropriated funds in not less than the amount which, together with investment earnings thereon as estimated by the City, will be sufficient to fund fully the Reserve Fund Requirement by no later than the end of the period of time for which the payment of interest on such Additional Subordinate Lien Bonds has been provided out of proceeds of such Additional Subordinate Lien Bonds or investment earnings thereon as estimated by the City or from other lawfully available funds other than Net Revenues or (ii) a surety bond, insurance policy or letter of credit in a principal amount equal to the amount required to be funded, provided that, at the time of deposit, either the rating for the long-term unsecured debt of the issuer of such surety bond, insurance policy or letter of credit or the rating for obligations insured, secured or guaranteed by such issuer are required to be in one of the two highest letter categories by the two major municipal securities evaluation services (or, if they are no longer in existence, by comparable services) and which shall be payable on demand of the City for the benefit of the Owners of the Subordinate Lien Bonds that are secured thereby (collectively, a “Subordinate Lien Bond Reserve Fund Surety Policy”).

In any month in which the Subordinate Lien Bond Reserve Fund contains less than the Reserve Fund Requirement for the Subordinate Lien Bonds (or so much thereof as shall then be required to be therein if the City has elected to accumulate the Reserve Fund Requirement for any series of Additional Subordinate Lien Bonds as above provided), then on or before the last business day of such month, after making all required payments and provision for payment of Operation and Maintenance Expenses, and after making all required transfers to the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund and the Subordinate Lien Bond Interest and Sinking Fund, there shall be transferred into the Subordinate Lien Bond Reserve Fund from the Revenue Fund, in equal monthly installments, amounts sufficient to enable the City to pay all reimbursement obligations under the Subordinate Lien Bond Reserve Fund Surety Policy within a 12-month period and such additional amounts as shall be sufficient to enable the City within a 12-month period to re-establish in the Subordinate Lien Bond Reserve Fund the Reserve Fund Requirement for the Subordinate Lien Bonds. After such amount has been accumulated in the Subordinate Lien Bond Reserve Fund and so long thereafter as such Fund contains such amount, no further transfers shall be required to be made into the Subordinate Lien Bond Reserve Fund, and any excess amounts in such Fund shall be transferred to the Revenue Fund. But if and whenever the balance in the Subordinate Lien Bond Reserve Fund is reduced below such amount, monthly transfers to such Fund shall be resumed and continued in such amounts as shall be required to restore the Subordinate Lien Bond Reserve Fund to such amount within a 12-month period. The Subordinate Lien Bond Reserve Fund shall be used to pay the principal of and interest on the Subordinate Lien Bonds at any time when there is not sufficient money available in the Subordinate Lien Bond Interest and Sinking Fund for such purpose (with the requirement that all cash and investments be depleted before drawing upon any Subordinate Lien Bond Reserve Fund Surety Policy), to pay reimbursements under the Subordinate Lien Bond Reserve Fund Surety Policy, and it may be used to make the final payments for the retirement or defeasance of all Subordinate Lien Bonds then Outstanding.

The City directs and requires the paying agent/registrar for any series of Subordinate Lien Bonds to ascertain the necessity for claim or draw upon any Subordinate Lien Bond Reserve Fund Surety Policy and to provide notice to the issuer thereof in accordance with its terms and to make such claims or draws thereon as may be necessary to provide for the timely payment of principal and interest on the Subordinate Lien Bonds to which it pertains.

Operation and Maintenance Reserve Fund. The City shall fund and maintain as hereinafter provided a balance of money and investments in the Operation and Maintenance Reserve Fund at least equal to two months current Operation and Maintenance Expenses, which amount shall annually be redetermined by the Aviation Director at the time he submits his recommended budget for the Airport System based upon either his recommended budget for Operation and

Maintenance Expenses or his estimate of actual Operation and Maintenance Expenses for the then current Fiscal Year. On or before the last business day of each month, after making all required payments and provision for payment of Operation and Maintenance Expenses and all required transfers to the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund, the Subordinate Lien Bond Reserve Fund and to any funds or accounts created to provide for the payment, or to provide reserves for the payment, of any Inferior Lien Bonds, there shall be transferred from the Revenue Fund, to the extent amounts are available therein, to the Operation and Maintenance Reserve Fund the amount required to reestablish the required balance in the Operation and Maintenance Reserve Fund. Amounts from time to time credited to the Operation and Maintenance Reserve Fund may be used at any time first, to pay for any Operation and Maintenance Expenses for which amounts are not otherwise available in the Revenue Fund; second, to pay any costs or expenses payable from the Renewal and Replacement Fund for which there are insufficient amounts in the Renewal and Replacement Fund; and third, to the extent any amounts are remaining, to be transferred to the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund, the Subordinate Lien Bond Reserve Fund or any similar fund created to provide for the payment, or reserves for the payment, of Inferior Lien Bonds to the extent of any deficiency therein.

Renewal and Replacement Fund. The City shall fund and maintain as hereinafter provided a balance of money and investments in the Renewal and Replacement Fund at least equal to the Renewal and Replacement Fund Requirement. The Renewal and Replacement Fund Requirement was initially established out of surplus funds of the Airport System in the amount of \$10,000,000. On or before the last business day of each month, if the Renewal and Replacement Fund contains less than the Renewal and Replacement Fund Requirement, then after making all required payments and provision for payment of Operation and Maintenance Expenses and all required transfers to the Senior Lien Bond Interest and Sinking Fund, to the Senior Lien Bond Reserve Fund, to the Subordinate Lien Bond Interest and Sinking Fund, to the Subordinate Lien Bond Reserve Fund, to any funds or accounts created to provide for the payment, or to provide reserves for the payment, of any Inferior Lien Bonds, and to the Operation and Maintenance Reserve Fund, there shall be transferred from the Revenue Fund, to the extent funds are available therein, to the Renewal and Replacement Fund an amount equal to one-twelfth (1/12th) of the deficiency (being the amount by which the Renewal and Replacement Fund Requirement exceeded the unappropriated balance therein) as of the last day of the previous Fiscal Year and, at the discretion of the City, to pay directly from the Revenue Fund any other costs that could be paid from amounts on deposit in the Renewal and Replacement Fund. Such transfers shall be required to be made into the Renewal and Replacement Fund until such time as the Renewal and Replacement Fund Requirement has again been accumulated in the Renewal and Replacement Fund. Amounts from time to time credited to the Renewal and Replacement Fund may be used at any time first, to pay for any costs of replacing depreciable property and equipment of the Airport System and making repairs, replacements or renovations of the Airport System; second, to pay any Operation and Maintenance Expenses for which insufficient amounts are available in the Revenue Fund and the Operation and Maintenance Reserve Fund; and third, to the extent any amounts are remaining, to be transferred to the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund, the Subordinate Lien Bond Reserve Fund or any similar fund created to provide for the payment, or reserves for the payment, of Inferior Lien Bonds to the extent of any deficiency therein.

Airports Improvement Fund. After making all payments and transfers hereinabove required, all amounts remaining in the Revenue Fund shall be transferred to the Airports Improvement Fund. Amounts credited to the Airports Improvement Fund may be used only for lawful Airport System purposes, including without limitation, to pay for any capital expenditures, to pay costs of replacing any depreciable property or equipment of the Airport System, to make any major or extraordinary repairs, replacements or renewals of the Airport System, to acquire land or any interest therein, to pay any lease or contractual obligations not paid as Operation and Maintenance Expenses, and to make any transfers required to cure any deficiencies in the Renewal and Replacement Fund; provided, however, that any unappropriated, unbudgeted, unreserved or otherwise unencumbered amounts in the Airports Improvement Fund in excess of (i) the unfunded portion of the Airport System's capital improvement program for the next 24 months as approved by the City Council or as proposed by the Aviation Director or (ii) \$50,000,000, whichever is greater, may be used by the City for any lawful purpose permitted by the laws of the United States of America and the State of Texas and not inconsistent with the terms and provisions of any Federal grants or aid or any contracts to which the City is a party.

The Airport System may create, within the Airports Improvement Fund, additional sub-accounts and funds, including a Capital Outlay Fund. All such sub-accounts and funds may be established and used for the purposes of the Airports Improvement Fund as provided in the foregoing paragraph.

Deficiencies in Funds. If in any month there shall not be transferred into any Fund the full amounts required herein, amounts equivalent to such deficiency shall be set apart and transferred to such Fund or Funds from the first

available and unallocated moneys in the Revenue Fund, and such transfer shall be in addition to the amounts otherwise required to be transferred to such Funds during any succeeding month or months.

Investment of Funds; Transfer of Investment Income. Money in the Revenue Fund, the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund, the Subordinate Lien Bond Reserve Fund, the Operation and Maintenance Reserve Fund, the Renewal and Replacement Fund and the Airports Improvement Fund shall, at the option of the City, be invested in time deposits or certificates of deposit secured in the manner required by law for public funds, or be invested in direct obligations of, or obligations the principal of and interest on which are unconditionally guaranteed by, the United States of America, in obligations of any agencies or instrumentalities of the United States of America or in any other investments authorized by Texas law; provided that all such deposits and investments shall be made in such manner that the money required to be expended from any Fund will be available at the proper time or times. All such investments shall be valued no less frequently than the last business day of the City's Fiscal Year at their market value, except that any direct obligations of the United States of America - State and Local Government Series shall be continuously valued at their par value or principal face amount. For purposes of maximizing investment returns, money in such Funds may be invested, together with money in other Funds or with other money of the City, in common investments of the kind described above, or in a common pool of such investments maintained by the City which shall be kept and held at an official depository of the City, which shall not be deemed to be a loss of the segregation of such money or Funds provided that safekeeping receipts, certificates of participation or other documents clearly evidencing the investment or investment pool in which such money is invested and the share thereof purchased with such money or owned by such Fund are held by or on behalf of each such Fund. If and to the extent necessary, such investments or participations therein shall be promptly sold to prevent any default.

All interest and income derived from deposits and investments credited to the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Reserve Fund and the Operation and Maintenance Reserve Fund, shall remain in such funds to the extent necessary to accumulate the Reserve Fund Requirements or other required balance therein.

All interest and income derived from deposits and investments of any amounts held in any construction fund, including amounts held therein as capitalized interest, created by any ordinance authorizing the issuance of Senior Lien Obligations, Subordinate Lien Bonds or Inferior Lien Bonds, shall remain in such construction fund for application in the manner provided in such applicable ordinance.

To the extent it is not otherwise provided for above or specifically excluded from the definition of Gross Revenues, all interest and income derived from deposits and investments credited to the Revenue Fund, the Senior Lien Bond Interest and Sinking Fund, the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Interest and Sinking Fund, the Subordinate Lien Bond Reserve Fund, the Operation and Maintenance Reserve Fund, the Renewal and Replacement Fund and the Airports Improvement Fund, shall be transferred or credited monthly to the Revenue Fund.

Notwithstanding anything to the contrary contained in the Ordinance, any interest and income derived from deposits and investments of any amounts credited to any fund or account may be paid to the federal government if in the opinion of nationally recognized bond counsel such payment is required in order to prevent interest on any Bonds from being includable within the gross income of the owners thereof for federal income tax purposes.

Security for Uninvested Funds. So long as any Subordinate Lien Bonds remain Outstanding, all uninvested moneys on deposit in, or credited to, the Revenue Fund, the Subordinate Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Reserve Fund, shall be secured by the pledge of security, as provided by law for cities in the State of Texas.

Annual Budget

The Ordinance provides that prior to the commencement of each Fiscal Year, the Aviation Director of the Airport System is required to prepare and deliver to the Mayor, for submission to the City Council of the City, a recommended annual budget for the Airport System in compliance with the definitional and accounting requirements and the Rate Covenant contained in the Ordinance. The City is required to adopt annual budgets for the Airport System each Fiscal Year, each of which shall contain an estimate of revenues and only such budgeted expenditures as will produce Net Revenues of the Airport System in an amount not less than the Net Revenues of the Airport System necessary to comply with the Rate Covenant. The Ordinance requires that total Operation and Maintenance Expenses will not exceed total expenditures authorized for such purposes by the budget, as it may from time to time be amended.

Additional Senior Lien Obligations and Additional Subordinate Lien Bonds

General Provisions. Under the Ordinance, the City reserves the right to issue, for any lawful Airport System purpose, one or more series of Additional Senior Lien Obligations and Additional Subordinate Lien Bonds, provided that no Additional Airport System Bonds may be issued unless all of the following conditions are satisfied (the “Additional Bonds Test”):

(1) The Mayor and the Director of the Airport System certify that, upon the issuance of each of such series of Additional Airport System Bonds, the City will not be in default under any term or provision of any Airport System Bonds then Outstanding or any ordinance pursuant to which any of such Airport System Bonds were issued;

(2) The City Controller certifies that, upon the issuance of each such series of Additional Airport System Bonds, the Senior Lien Bond Interest and Sinking Fund and the Subordinate Lien Bond Interest and Sinking Fund will contain the amounts required to be on deposit therein and the Senior Lien Bond Reserve Fund and the Subordinate Lien Bond Reserve Fund will contain the applicable Reserve Fund Requirement or so much thereof as is required to be funded at such time;

(3) The City Controller certifies that, for either the City’s most recent complete Fiscal Year or for any consecutive 12 out of the most recent 18 months, the Net Revenues of the Airport System were equal to at least (a) 125% of the Debt Service Requirements on all then-Outstanding Senior Lien Obligations for such period plus (b) 110% of the Debt Service Requirements on all then-Outstanding Subordinate Lien Bonds for such period;

(4) Either:

(a) An Airport Management Consultant provides a written report setting forth projections which indicate the estimated Net Revenues of the Airport System for each of three consecutive Fiscal Years beginning in the earlier of (i) the first Fiscal Year following the estimated date of completion and initial use of all revenue-producing facilities to be financed with such series of Additional Airport System Bonds, based upon a certified written estimated completion date by the consulting engineer for such facility or facilities, or (ii) the first Fiscal Year in which the City will have scheduled payments of interest on or principal of the series of the Additional Airport System Bonds to be issued for the payment of which provision has not been made as indicated in the report of such Airport Management Consultant from proceeds of such series of Additional Airport System Bonds, investment income thereon or from other appropriated sources (other than Net Revenues) are equal to at least (A) 125% of the Debt Service Requirements on all Senior Lien Obligations plus (B) 110% of the Debt Service Requirements on all Subordinate Lien Bonds scheduled to occur during each such respective Fiscal Year after taking into consideration the additional Debt Service Requirements for the series of Additional Airport System Bonds to be issued (such projections being referred to herein as the “Future Earnings Test”); or

(b) In lieu of the certification described in (a), the City Controller may provide a certificate showing that, for either the City’s most recent complete Fiscal Year or for any consecutive 12 out of the most recent 18 months, the Net Revenues of the Airport System were equal to at least (i) 125% of the maximum Debt Service Requirements on all Senior Lien Obligations plus (ii) 110% of the maximum Debt Service Requirements on all Subordinate Lien Bonds scheduled to occur in the then-current or any future Fiscal Year after taking into consideration the issuance of the series of Additional Airport System Bonds proposed to be issued (such certification being referred to herein as the “Historical Earnings Test”);

(5) If Additional Airport System Bonds are being issued for the purpose of refunding less than all of the previously issued Airport System Bonds which are then Outstanding, none of the certifications described in paragraphs (3) or (4) under “General Provisions” above are required (except if Senior Lien Obligations are being issued to refund Subordinate Lien Bonds) so long as the Debt Service Requirements in any Fiscal Year after the issuance of such Additional Airport System Bonds will not exceed the scheduled Debt Service Requirements in the same Fiscal Year prior to the issuance of such Additional Airport System Bonds;

(6) In the ordinance authorizing the series of Additional Airport System Bonds proposed to be issued, provision is made for (a) additional payments into the applicable Interest and Sinking Fund sufficient to provide for any principal and interest requirements resulting from the issuance of the series of Additional Airport System Bonds including, in the event that interest on the series of Additional Airport System Bonds is capitalized and/or to be paid from investment earnings, a requirement for the transfer from the capitalized interest fund or account and/or from the construction fund to the applicable Interest and Sinking Fund of amounts fully sufficient to pay interest on such series of Additional Airport

System Bonds during the period specified in the ordinance and (b) satisfaction of the Reserve Fund Requirement (if such Additional Airport System Bonds are to be secured by a reserve fund) by not later than the date required by the Ordinance or any other ordinance authorizing a series of Additional Senior Lien Bonds, Senior Lien Notes, or Subordinate Lien Bonds, as the case may be;

(7) The provisions of paragraphs (4) and (5) above shall not apply to the issuance of Additional Senior Lien Obligations, or Additional Subordinate Lien Bonds for the purpose of refunding Short Term/Demand Obligations;

(8) The provisions of paragraphs (3) and (4) above shall not apply to the issuance of Completion Bonds in accordance with the Ordinance;

(9) The City may enter into Credit Agreements with respect to any Airport System Bonds or Qualified Hedge Agreements if (a) prior to entering into such Credit Agreement, the City, to the extent required by law, shall cause the proceedings authorizing the Credit Agreement and any contracts or reimbursement agreements relating thereto to be submitted to and approved by the Attorney General of Texas; and (b) for any Credit Agreement that obligates the City to make any future payments for the availability of such Credit Agreement, the City's financial advisor for the Airport System must certify that the inclusion of such payments within the Debt Service Requirements on the Airport System Bonds or Qualified Hedge Agreement to which the Credit Agreement relates will not cause such Airport System Bonds or Qualified Hedge Agreement to fail to comply with the applicable coverage requirements for their issuance or incurrence. The issuer of any Credit Agreement shall be entitled to be subrogated to the rights of the Owners of the Airport System Bonds or the counterparty to the Qualified Hedge Agreement secured by such Credit Agreement, and the City's reimbursement and repayment obligations to the issuer of the Credit Agreement shall be secured by Net Revenues as provided in the Ordinance; and

(10) The City may enter into Qualified Hedge Agreements contemporaneously with or following the issuance of any Airport System Bonds or in conjunction with the payment, sale, resale or exchange of any Airport System Bonds for any purpose authorized by law if (a) the proceedings authorizing the Qualified Hedge Agreement and any contracts or reimbursement agreements relating thereto shall, to the extent required by law, be submitted to and approved by the Attorney General of Texas; (b) the City shall have received written confirmation from each rating agency then rating the Airport System Bonds that entering into such Qualified Hedge Agreement will not, in and of itself, result in a withdrawal or reduction of any rating assigned to the Airport System Bonds; and (c) the City's financial advisor for the Airport System shall certify that the Airport System Bonds to which the Qualified Hedge Agreement relates could have been issued in satisfaction of all the applicable coverage requirements contained in the Ordinance if the Debt Service Requirements with respect to such Airport System Bonds are recalculated (as provided in the definition of Debt Service Requirements) to take into account payments due under the Qualified Hedge Agreement.

For a discussion of proposed additional Airport System financings, see "THE AIRPORT SYSTEM–Airport System Capital Improvement Program."

Special Provisions for Short Term/Demand Obligations. In the Ordinance, the City has reserved the right to issue, from time to time, one or more series of Additional Senior Lien Bonds, Additional Senior Lien Notes, and/or Additional Subordinate Lien Bonds as Short Term/Demand Obligations, provided that the aggregate principal amount of Short Term/Demand Obligations Outstanding at any time may not exceed the greater of \$150,000,000 or 30% of the aggregate principal amount of Airport System Bonds Outstanding at the time of issuance of the last series of Short Term/Demand Obligations, and further provided that the other conditions for issuing Additional Airport System Bonds are met. In addition, no Short Term/Demand Obligation shall be subject to the limitations as to maximum principal amount as set forth above during any period of time that the City's financial advisor for the Airport System certifies that the City's variable or adjustable interest rate exposure under such Short Term/Demand Obligation is substantially hedged pursuant to an interest rate swap, interest rate cap or other interest rate hedging mechanism with a counterparty having a rating in one of the two highest credit rating categories by at least one major rating agency (or with a counterparty whose payment obligations under such interest rate swap, interest rate cap, or other interest rate hedging mechanism are insured or guaranteed by an entity having such rating) pursuant to which the maximum net rate of interest that the City is obligated to pay (after taking into account all payments to be made by such counterparty) does not exceed the interest rate certified with respect to such Short Term/Demand Obligation by such financial advisor pursuant to paragraph (ii) clause (1) of the definition of Debt Service Requirements.

Special Provisions for Completion Bonds. The City has also reserved the right in the Ordinance to issue one or more series of Airport System Bonds to pay the cost of completing any Project (as defined in the following paragraph) for

which Airport System Bonds have been previously issued. Prior to the issuance of any series of Completion Bonds the City must provide, in addition to all of the applicable certificates required in “General Provisions” above, (1) a certificate from the consulting engineer engaged by the City to design the Project for which the Completion Bonds are to be issued stating that such Project has not materially changed in scope since the issuance of the most recent series of Airport System Bonds for such purpose (except as permitted in the applicable ordinance authorizing such series of Airport System Bonds) and setting forth the aggregate cost of the Project which, in the opinion of such consulting engineer, has been or will be incurred; and (2) a certificate of the Director of the Airport System (a) stating that all amounts allocated to pay the costs of the Project from the proceeds of the most recent series of Airport System Bonds issued in connection with the Project for which the Completion Bonds are being issued were used or are still available to be used to pay costs of such Project, (b) containing a calculation of the amount by which the aggregate cost of that Project (furnished in the consulting engineer’s certificate described above) exceeds the sum of the costs of the Project paid to such date plus the moneys available at such date within any construction fund established therefor or other-like account applicable to the Project plus any other moneys which the Director of the Airport System, in his discretion, has determined are available to pay such costs in any other fund, and (c) certifying that, in the opinion of the Director of the Airport System, the issuance of the Completion Bonds is necessary to provide funds for the completion of the Project.

For purposes of the provisions for Completion Bonds, the term “Project” shall mean any Airport System facility or project which shall be defined as a Project in any ordinance authorizing the issuance of Additional Airport System Bonds for the purpose of financing such Project. Any such ordinance may contain such further provisions as the City shall deem appropriate with regard to the use, completion, modification or abandonment of such Project.

Exception for Inferior Lien Obligations. The City has also reserved the right in the Ordinance to issue or incur, for any lawful Airport System purpose, bonds, notes or other obligations, secured in whole or in part by liens on the Net Revenues that are junior and subordinate to the lien on Net Revenues securing payment of the Senior Lien Obligations and the Subordinate Lien Bonds. Such Inferior Lien Bonds may be further secured by any other source of payment lawfully available for such purposes.

Exception for Special Facilities Bonds. In the Ordinance, the City has also reserved the right to issue, from time to time, in one or more series, Special Facilities Bonds to finance and refinance the cost of any Special Facilities, including all reserves required therefor, all related costs of issuance and other amounts reasonably relating thereto, provided that such Special Facilities Bonds shall be payable solely from payments by Special Facilities lessees and/or other security not provided by the City. In no event shall any Gross Revenues or any other amounts held in any other fund or account maintained by the City as security for the Airport System Bonds or for the construction, operation, maintenance or repair of the Airport System be pledged to the payment of Special Facilities Bonds or to the payment of any expenses of maintenance and operation of Special Facilities.

Exception for PFC Obligations. The City has reserved the right to issue or incur for any lawful Airport System purpose bonds, notes, or other obligations secured in whole or in part by a lien on all or any designated portion of the PFC Revenues. Such PFC obligations may be further secured by any other source of payment lawfully available for such purpose.

Exception for Excluded Fee and Charge Revenues Obligations. The City has reserved the right to issue or incur for any lawful Airport System purpose bonds, notes or other obligations secured in whole or in part by a lien on all or any designated portion of the Excluded Fee and Charge Revenues for periods after the Amendment Effective Date. Such obligations may be further secured by any other source of payment lawfully available for such purposes.

Discharge by Deposit

The City may discharge its obligation to the Owners of any or all of the Series 2010 Bonds or Additional Subordinate Lien Bonds to pay principal, interest and redemption premium (if any) thereon by depositing with the Paying Agent/Registrar cash in an amount equal to the principal amount and redemption premium, if any, of such Subordinate Lien Bonds plus interest thereon to the date of maturity or redemption, or by depositing either with the Paying Agent/Registrar or with any national banking association with capital and surplus in excess of \$100,000,000, pursuant to an escrow or trust agreement, cash and/or any obligation authorized under Texas law to be deposited for the payment or redemption of the Series 2010 Bonds, in principal amounts and maturities and bearing interest at rates sufficient, based upon a verification report of an independent nationally recognized certified public accountant, to provide for the timely payment of the principal amount and redemption premium, if any, of such Subordinate Lien Bonds plus interest thereon to the date of maturity or redemption. Upon such deposit, such Subordinate Lien Bonds shall no longer be regarded as being Outstanding

or unpaid. In case any Subordinate Lien Bonds are to be redeemed on any date prior to their maturity, the City shall give to the Paying Agent/Registrar instructions to give notice of redemption of said Subordinate Lien Bonds to be so redeemed in the manner required in the ordinance or ordinances authorizing such Subordinate Lien Bonds. For any Subordinate Lien Bonds not to be redeemed or paid in full within the next succeeding sixty (60) days from the date of deposit provided for in the Ordinance, the City shall give the Paying Agent/Registrar, in form satisfactory to it, irrevocable instructions to mail, by certified mail, a notice to the Registered Owner of each such Subordinate Lien Bond that the required deposit has been made and that said Subordinate Lien Bonds are deemed paid in accordance with the Ordinance and stating such maturity or redemption date upon which moneys are to be available for the payment of the principal amount and redemption premium (if any) on such Subordinate Lien Bonds plus interest thereon to the date of maturity or redemption. Any failure, error or delay in giving such notice shall not affect the defeasance of such Subordinate Lien Bonds.

Certain Covenants and Agreements of the City

Maintenance of Airport System. The City covenants in the Ordinance that it will at all times maintain and operate the Airport System, or, within the limits of its authority, cause the same to be maintained and operated, in good and serviceable condition.

Limitation on City Charges for Operation and Maintenance Expenses. The City covenants in the Ordinance that it will not charge the Airport System any amounts for overhead expenses relating to the administration, operation and maintenance of the Airport System except to the extent that such amounts are reasonably allocable to the Airport System based upon a stated policy of allocation, reasonably applied to the Airport System and all other departments of the City and further covenants that the City will not charge the Airport System for any property provided or services rendered by the City unless such services are reasonably necessary and required for the Airport System and are not otherwise provided to the Airport System. All such charges imposed by the City upon the Airport System shall be reasonable, fair and consistent with similar charges imposed upon other departments of the City and shall be consistent with all applicable federal laws, regulations and other requirements applicable to the Airport System or imposed upon the Airport System in connection with the acceptance by the Airport System of any federal grants or aid.

Sale or Encumbrance of Airport System. Except for the use of the Airport System or services pertaining thereto in the normal course of business, neither all nor a substantial part of the Airport System shall be sold, leased, mortgaged, pledged, encumbered, alienated, or otherwise disposed of until all Senior Lien Obligations have been paid in full, or unless provision has been made therefor, and the City shall not dispose of its title to the Airport System or to any useful part thereof, including, without limitation, any property necessary to the operation and use of the Airport System, except for the execution of leases, licenses, easements, or other agreements in connection with the operation of the Airport System by the City, or in connection with any Special Facilities, except for any pledges of and liens on revenues derived from the operation and use of the Airport System, or any part thereof, or any Special Facilities pertaining thereto, for the payment of Senior Lien Obligations, Subordinate Lien Bonds, Special Facilities Bonds and any other obligations pertaining to the Airport System, and except as otherwise provided in the next two paragraphs.

The City may sell, exchange, lease, or otherwise dispose of, or exclude from the Airport System, any property constituting a part of the Airport System which the Aviation Director certifies (i) to be no longer useful in the construction or operation of the Airport System, or (ii) to be no longer necessary for the efficient operation of the Airport System, or (iii) to have been replaced by other property of at least equal value. The net proceeds of the sale or disposition of any Airport System property (or the fair market value of any property so excluded) pursuant to this paragraph shall be used for the purpose of replacing properties at the Airport System, or shall be paid into the Airports Improvement Fund for the purposes thereof.

Nothing in the Ordinance shall prevent any transfer of all or a substantial part of the Airport System to another body corporate or politic (including, but not necessarily limited to a joint action agency or an airport authority) which assumes the City's obligations under the Ordinance and under any ordinance authorizing the issuance of Senior Lien Obligations or Subordinate Lien Bonds, wholly or in part, if, in the written opinion of the Airport Management Consultant, the ability to meet the rate covenant and other covenants under the Ordinance and under any ordinance authorizing the issuance of Senior Lien Obligations or Subordinate Lien Bonds, are not materially and adversely affected. In the event of any such transfer and assumption, nothing herein shall prevent the retention by the City of any facility of the Airport System if, in the written opinion of the Airport Management Consultant, such retention will not materially and adversely affect nor unreasonably restrict such other body's ability to comply with the requirements of the rate covenant and the other covenants of the Ordinance and in any ordinance authorizing the issuance of Senior Lien Obligations or Subordinate Lien Bonds.

Insurance. The City agrees in the Ordinance that it will keep the Airport System insured with insurers of good standing against risks, accidents or casualties against which and to the extent customarily insured against by political subdivisions of the State of Texas operating similar properties, to the extent that such insurance is available. All net proceeds of such insurance shall be applied to repair or replace the insured property that is damaged or destroyed or to make other capital improvements to the Airport System or to redeem Senior Lien Obligations or Subordinate Lien Bonds, except for proceeds of business interruption insurance, which shall be credited to the Revenue Fund.

Accounts, Records, and Audits. The City covenants and agrees that it will maintain a proper and complete system of records and accounts pertaining to the Gross Revenues and the operation of the Airport System in which full, true and proper entries will be made of all dealings, transactions, business and affairs which in any way affect or pertain to the Gross Revenues and the Airport System. The City shall, within 120 days after the close of each of its Fiscal Years or as soon thereafter as practicable, cause an audit report of such records and accounts to be prepared by an independent certified public accountant or independent firm of certified public accountants, which shall calculate the Gross Revenues, Net Revenues and Debt Service Requirements for such Fiscal Year and shall set forth a calculation to demonstrate whether the City has satisfied the rate covenant contained in the Ordinance. In addition, the City shall each year, as a part of its annual audit, cause an independent certified public accountant or independent firm of certified public accountants to prepare a report containing an analysis of any overhead and direct charges imposed on the Airport System by the City to determine whether such charges were imposed in conformity with the covenant described above under "Limitation on City Charges for Operation and Maintenance Expenses." Each year promptly after such reports are prepared, the City shall furnish copies thereof to any Owners of Senior Lien Obligations who shall request same. All expenses of obtaining such reports shall constitute Operation and Maintenance Expenses of the Airport System.

Proposed Amendments to Outstanding Houston Airport System Bond Ordinances

Under the Ordinance the City has determined to amend certain provisions of the ordinances authorizing all of the Bonds, including the definitions of "Debt Service Requirements" and "Gross Revenues" (such amendments being collectively herein referred to herein as the "Proposed Amendments"). The definition of Debt Service Requirements is being amended in order to recognize that Debt Service Requirements (to the payment of which Net Revenues are pledged) may be reduced to the extent moneys are made available from sources (e.g., PFC Revenues) other than Net Revenues. The definition of Gross Revenues is being amended to exclude Excluded Fee and Charge Revenues and to exclude the proceeds of certain future payments defined in the Ordinance as Taxable Bond Credit Revenues. In addition to the Proposed Amendments, the Ordinance contains additional provisions to allow for the implementation of revised definitions of Gross Revenues and Debt Service Requirements, and clarifies the treatment of PFC Revenues under the existing Ordinance.

The City has further determined under the Ordinance to amend the ordinances authorizing the issuance of all of the Subordinate Lien Bonds, including the definitions of "Reserve Fund Requirement," "Subordinate Lien Bond Reserve Fund," and "Subordinate Lien Bonds Reserve Fund Policy, to add certain additional definitions and to amend and restate Article V of such ordinances (related to Security and Source of Payment for all Bonds) in order to permit the City, at its option, to create separate accounts within the Subordinate Lien Bond Debt Service Reserve Fund to secure separate series of Subordinate Lien Bonds (such amendments being collectively referred to herein as the "Additional Proposed Amendments"). Following implementation of the Additional Proposed Amendments, the current shared Subordinate Lien Bond Debt Service Reserve Fund, including the surety polices on deposit therein, will be available as a separate account within such Fund to secure the Series 2010 Bonds and other Subordinate Lien Bonds currently Outstanding and secured thereby. In addition, the City may, at its option after implementation of the Additional Proposed Amendments, elect that any series of Additional Subordinate Lien Bonds will either be secured by such shared account or by a separate account pledged only to such series of Additional Subordinate Lien Bonds.

The Proposed Amendments and the Additional Proposed Amendments are being adopted as part of the Ordinance, and shall be binding upon all Owners of the Series 2010 Bonds. Additionally, the City expects to include the Proposed Amendments and Additional Proposed Amendments in each ordinance authorizing Additional Houston Airport System Obligations. The City has authorized the amendment of each of its previously adopted ordinances pursuant to which Houston Airport System Bonds are outstanding to include the Proposed Amendments and Additional Proposed Amendments, subject, however, in each case to obtaining written consent from the appropriate party or parties required or authorized to grant such consent to the inclusion of the Proposed Amendments and Additional Proposed Amendments pursuant to the respective terms of each such prior ordinance and satisfying any other conditions as may be required to amend such ordinance. The Proposed Amendments shall become effective on the date on which they have become incorporated into every ordinance pursuant to which Houston Airport System Bonds are currently Outstanding; and the Additional Proposed Amendments shall become effective on the date on which they have become incorporated into every

ordinance pursuant to which Subordinate Lien Bonds are currently Outstanding (in each case for the respective set of amendments, the “Amendment Effective Date”).

CERTAIN DEFINED TERMS CONTAINED IN ORDINANCE

Except as otherwise indicated, the following terms are defined in the Ordinance or otherwise used in the Official Statement. Proposed amendments are underlined and designated with an asterisk and will become effective from and after the Amendment Effective Date.

“**Act**” shall mean, collectively, Chapters 1201, 1207, 1371, and 1503, Texas Government Code, as amended.

“**Additional Senior Lien Bonds**” shall mean the additional senior lien revenue bonds and obligations permitted to be issued by the City pursuant to the Ordinance.

“**Additional Senior Lien Notes**” shall mean the additional senior lien revenue notes permitted to be issued by the City pursuant to the Ordinance.

“**Additional Senior Lien Obligations**” shall mean Additional Senior Lien Bonds and/or Additional Senior Lien Notes.

“**Additional Subordinate Lien Bonds**” shall mean the additional subordinate lien revenue bonds, notes and obligations permitted to be issued by the City pursuant to the Ordinance.

“**Airport Management Consultant**” shall mean a nationally recognized independent firm, person or corporation having a widely known and favorable reputation for special skill, knowledge and experience in methods of development, operation, financing and management of airports of approximately the same size as the properties constituting the Airport System.

“**Airport System**” shall mean all airport, heliport and aviation facilities, or any interest therein, now or from time to time hereafter owned, operated or controlled in whole or in part by the City, together with all properties, facilities and services thereof, and all additions, extensions, replacements and improvements thereto, and all services provided or to be provided by the City in connection therewith, but expressly excluding Special Facilities. The Airport System currently includes the present airports of the City, known as “George Bush Intercontinental Airport/Houston,” “William P. Hobby Airport,” and “Ellington Airport” (formerly known as “Ellington Field”).

“**Alternate Credit Facility**” means a Credit Facility issued to replace a Credit Facility with respect to the Series 2010 Bonds as provided in the Ordinance; provided that any amendment, extension, or renewal of an existing Credit Facility shall not be deemed to be an Alternate Credit Facility.

“**Alternate Liquidity Facility**” means a Liquidity Facility issued to replace a Liquidity Facility to purchase Series 2010 Bonds tendered for purchase as provided in the Ordinance; provided that any amendment, extension, or renewal of an existing Liquidity Facility shall not be deemed to be an Alternate Liquidity Facility.

“**Amendment Effective Date**” shall have the meaning provided in the Ordinance and described in this Appendix under “Proposed Amendments to Outstanding Ordinances.”

“**Authorized Representative**” shall mean, the person from time to time holding the office of the City Controller; or the deputy controller, or any officer or manager in the Debt Section of the Office of the City Controller designated in writing by the City Controller to serve in such capacity, with a copy of such written designation provided to Paying Agent/Registrar.

“**Aviation Director**” shall mean the Director of the Airport System (a department of the City which operates the Airport System), or his successor or person acting in such capacity.

“**Bank Bond Rate**” means the interest rate set forth in the Credit Facility or Liquidity Facility, as applicable, at which Bank Bonds shall bear interest, such rate not to exceed the Maximum Bank Bond Interest Rate.

“Bank Bonds” means Series 2010 Bonds purchased by the Credit Facility Provider or Liquidity Facility Provider pursuant to the Credit Facility or Liquidity Facility during the period beginning on the date such Series 2010 Bonds are purchased until the earlier of (i) the date on which such Series 2010 Bonds are remarketed to a purchaser identified by the Remarketing Agent, or (ii) the date on which the Credit Facility Provider or Liquidity Facility Provider elects to sell such Series 2010 Bonds to a purchaser identified by the Remarketing Agent.

“Bond Interest Term” means each period established in accordance with the Ordinance during which that Series 2010 Bond bears interest at a Bond Interest Term Rate.

“Bond Interest Term Rate” means a non-variable interest rate on such Series 2010 Bond established periodically in accordance with the Ordinance.

“Bond Purchase Fund” means the fund and accounts therein established with a Tender Agent pursuant to the Ordinance.

“Bonds” shall mean any or all of the Senior Lien Bonds, Senior Lien Notes, and the Subordinate Lien Bonds, as the context may indicate, including Completion Bonds and Short Term/Demand Obligations (including, with respect to the Series 2010 Bonds, Bank Bonds).

“City” shall mean the City of Houston, Texas, and, where appropriate, the City Council thereof, or any successor thereto as the owner and operator of the Airport System.

“City Bonds” means the Series 2010 Bonds held by the Tender Agent for and on behalf of the City or any nominee for (or any Person who owns such Series 2010 Bonds for the sole benefit of) the City pursuant the Ordinance and the Tender Agent Agreement.

“City Purchase Account” means the account with that name established within the Bond Purchase Fund pursuant to the Ordinance.

“Completion Bonds” shall mean each series of Additional Senior Lien Obligations, or Additional Subordinate Lien Bonds issued to pay the cost of completing any project for which Senior Lien Obligations, or Subordinate Lien Bonds, respectively, have previously been issued.

“Comptroller” shall mean the Comptroller of Public Accounts of the State of Texas.

“Conversion” means a conversion of the Series 2010 Bonds from one Interest Rate Period to another Interest Rate Period (including the establishment of a new interest period within the Long-Term Interest Rate Period) as provided in the Ordinance.

“Conversion Date” means the effective date of a Conversion of the Series 2010 Bonds.

“Credit Agreement” shall mean any agreement between the City and a third party financial institution pursuant to which such third party financial institution issues a letter of credit, municipal bond insurance policy, line of credit, standby bond purchase agreement, surety policy, surety bond or other guarantee for the purpose of enhancing the creditworthiness or liquidity of any of the City’s obligations pursuant to any Bonds or Qualified Hedge Agreements and in consideration for which the City may agree to pay, but solely from Net Revenues as provided herein, (i) periodic payments for the availability of such Credit Agreement and/or (ii) reimbursements or repayments of any amounts advanced under such Credit Agreement, together with interest and other stipulated costs and charges related to such amounts advanced. Obligations of the City pursuant to a Credit Agreement shall be deemed to be, and shall be included within, the Debt Service Requirements for the series of Bonds to which the Credit Agreement relates. Further, obligations of the City to make payments under a Credit Agreement as reimbursements or repayments of amounts paid or advanced under such Credit Agreement for interest on or principal of any Bonds (including interest and other stipulated costs and charges related to such amounts advanced) shall be deemed to be payments of interest on or principal of such Bonds. Each Credit Agreement shall be deemed to be a part of the Bonds of the series to which it relates for the purpose of securing its payment or repayment by the pledge of Net Revenues as provided in the Ordinance. However, issuers of Credit Agreements shall not be treated as Owners of Bonds for purposes of any voting rights to approve amendments or to direct the exercise of any remedies under the Ordinance.

“Credit Facility” means, initially the irrevocable direct pay letter of credit relating to the Series 2010 Bonds issued on the Issuance Date by the Letter of Credit Provider pursuant to the Reimbursement Agreement, and all amendments, extensions, or renewals thereof pursuant to its terms, and thereafter, any Alternate Credit Facility delivered pursuant to the Ordinance and with terms that are not inconsistent with the terms of the Ordinance.

“Credit Facility Provider” means, initially, the Letter of Credit Provider, and upon the effective date of an Alternate Credit Facility, the bank(s) or other financial institution(s) or other Person(s) issuing such Alternate Credit Facility, and their successors and assigns. If any Alternate Credit Facility is issued by more than one bank, financial institution or other Person, notices required to be given to the Credit Facility Provider may be given to the bank, financial institution or other Person under such Alternate Credit Facility appointed to act as agent for all such banks, financial institutions or other Persons.

“Credit Facility Provider Agreement” means initially, the Reimbursement Agreement between the City and the Letter of Credit Provider, and thereafter, any agreement between the City and the then current Credit Facility Provider, pursuant to which a Credit Facility is issued by the Credit Facility Provider, as the same may be amended or supplemented.

“Credit Facility Purchase Account” means the account with that name established within the Bond Purchase Fund pursuant to the Ordinance

“Daily Interest Rate” means a variable interest rate for the Series 2010 Bonds established in accordance with the Ordinance.

“Daily Interest Rate Period” means each period during which a Daily Interest Rate is in effect for the Series 2010 Bonds.

“Debt Service Requirements” shall mean, as of any date of calculation, an amount equal to the sum of the following for any period and with respect to all or any portion of the Airport System Bonds:

A. Current interest scheduled to accrue during such period on such Airport System Bonds, except to the extent that provision for the payment of such interest has been made by (i) appropriating for such purpose amounts sufficient to provide for the full and timely payment of such interest either from proceeds of Airport System Bonds, from interest earned or to be earned thereon, from other Airport System funds other than Net Revenues, or from any combination of such sources and (ii) depositing such amounts (except in the case of interest to be earned, which shall be deposited as received) into a fund or account for capitalized interest, the proceeds of which are required to be transferred as needed into the Senior Lien Bond Interest and Sinking Fund or the Subordinate Lien Bond Interest and Sinking Fund, as the case may be, plus

B. That portion of the principal amount of, or compounded interest on, such Airport System Bonds scheduled to be payable on or before the next July 1 (either at maturity or by reason of scheduled mandatory redemptions, but after taking into account all prior optional and mandatory Bond redemptions) which would accrue if such principal amount were deemed to accrue daily in equal amounts from the next preceding July 1;

*less C. In addition to the amounts credited under paragraph A above, any portion or all of the interest on or principal of Airport System Bonds which has been irrevocably committed to be paid from other Airport System funds other than Net Revenues, including, but not limited to, PFC Revenues or Excluded Fee and Charge Revenues.

provided, however, that the following rules shall apply to the computation of Debt Service Requirements on certain series of Short-Term/Demand Obligations and on any series of Airport System Bonds bearing interest at a floating or variable rate:

(i) For any series of Short-Term/Demand Obligations issued pursuant to a commercial paper program or similar program, Debt Service Requirements shall be computed on the assumption that the principal amount shall continuously be refinanced under such program and remain outstanding until the first Fiscal Year for which interest on such Short-Term/Demand Obligations has not been capitalized or otherwise funded or provided for, at which time (which shall not be beyond the term of such program) it shall be assumed that the outstanding principal amount thereof shall be refinanced with a series of Senior Lien Bonds or Subordinate Lien Bonds which

* Effective from and after the Amendment Effective Date.

shall be assumed to be amortized over a period not to exceed 25 years and shall be assumed to be amortized in such a manner that the maximum Debt Service Requirements in any twelve month period shall not exceed 110% of the minimum Debt Service Requirements for any other 12-month period, and shall be assumed to bear interest at a fixed interest rate estimated by the City's financial advisor or underwriter to be the interest rate such series of Airport System Bonds would bear if issued on such terms on the date of such estimate.

(ii) For any series of Airport System Bonds bearing interest at a variable or adjustable rate or a rate to be negotiated or revised from time to time such that the actual future rate of interest thereon cannot be ascertained at the time of calculation, it shall be assumed that such Airport System Bonds will bear interest at the higher of (1) a long-term interest rate estimated by the City's financial advisor or underwriter to be the average rate of interest such Airport System Bonds would bear if issued as long-term bonds bearing interest at fixed interest rates to be amortized over 30 years with level debt service or (2) a short-term interest rate calculated as follows: (a) for any series of Bonds then Outstanding, at the greater of (i) the average interest rate derived from the variable or adjustable interest rate formula or computation applicable to, or average interest rate borne by, such series of Bonds during a 12-month period ending within 30 days prior to the date of computation or (ii) the actual interest rate derived from such variable or adjustable interest rate formula or computation, or the actual interest rate payable on such series of Bonds, on the date of such calculation, and (b) for any series of Bonds then proposed to be issued, at an interest rate estimated by the City's financial advisor or underwriter to be the average rate of interest such series of Bonds will bear during the period or periods for which the Debt Service Requirements are being calculated.

Debt Service Requirements shall be calculated on the assumption that no Bonds Outstanding at the date of calculation will cease to be Outstanding except by reason of the payment of scheduled principal maturities or scheduled mandatory redemptions of such Bonds, except as provided above for Short-Term/Demand Obligations.

Credit Agreements shall cause Debt Service Requirements to be increased only to the extent of scheduled payments and charges for the availability of the Credit Agreement without regard to any repayment or reimbursement obligations or interest thereon or other stipulated costs or charges related thereto.

Qualified Hedge Agreements shall cause Debt Service Requirements to be (i) increased by the amount of any scheduled payments and charges for the availability of the Qualified Hedge Agreement, (ii) decreased by the amount of any scheduled interest payments on the related Bonds which the City's financial advisor certifies to be substantially hedged pursuant to the Qualified Hedge Agreement, and (iii) increased by the gross payments of the City under the Qualified Hedge Agreement (without regard to netting); provided, however, that any variable or adjustable payment obligation of the City under the Qualified Hedge Agreement shall be deemed to be a fixed rate obligation based upon the provisions contained in paragraph (ii) above of the definition of Debt Service Requirements, as certified by the City's financial advisor.

"DTC" means The Depository Trust Company, New York, New York, or any successor thereto.

"Excluded Fee and Charge Revenues" shall mean all income and revenues (i) derived from fees and charges imposed by City ordinance adopted after July 1, 2007 and declared in such ordinance to constitute fees and charges of the kind that will generate Excluded Fee and Charge Revenues and (ii) related to periods after the Amendment Effective Date. Such Excluded Fee and Charge Revenues may be authorized pursuant to any federal, state or local authority and may include, but not be limited to, any charge or fee relating to providing, enhancing or maintaining security for the Airport System or any fee or charge imposed on any commercial cargo activity of the Airport System.

"Expiration Date" means the termination date of the Credit Facility or Liquidity Facility then in effect, as applicable, as extended from time to time.

"Federal Payments" shall mean those funds received by the Airport System from the federal government or any agency thereof as payments for the use of any facilities or services of the Airport System.

"Fiscal Year" shall mean the City's fiscal year as from time to time designated by the City, which is currently July 1 to June 30.

"Funds" shall mean any fund or account established or maintained under the Ordinance.

“Gross Revenues” shall mean all income and revenues derived directly or indirectly by the City from the operation and use of and otherwise pertaining to the Airport System, or any part thereof, whether resulting from extensions, enlargements, repairs, betterments or other improvements to the Airport System, or otherwise, and includes, except to the extent hereinafter expressly excluded, all revenues received by the City from the Airport System, including, without limitation, all rentals, rates, fees and other charges for the use of the Airport System, or for any service rendered by the City in the operation thereof, interest and other income realized from the investment or deposit of amounts credited to any fund required to be maintained pursuant to the Ordinance or any other ordinance authorizing the issuance of Bonds. Gross Revenues expressly exclude:

- (i) proceeds of any Bonds and Inferior Lien Bonds;
- (ii) interest or other investment income derived from Bond proceeds deposited to the credit of any construction fund, or applied to fund capitalized interest, or interest or investment income required to be retained in the Senior Lien Bond Reserve Fund, the Subordinate Lien Bond Reserve Fund, the Operation and Maintenance Reserve Fund or any escrow fund in order to accumulate therein any amount or balance required to be accumulated or maintained therein pursuant to any ordinance authorizing any series of Bonds;
- (iii) any monies received as grants, appropriations, or gifts, the use of which is limited by the grantor or donor to the construction or acquisition of Airport System facilities, except to the extent any such monies shall be received as payments for the use of the Airport System facilities;
- (iv) any revenues derived from any Special Facilities which are pledged to the payment of Special Facilities Bonds;
- (v) insurance proceeds other than loss of use or business interruption insurance proceeds;
- (vi) the proceeds of any passenger facility charge or other per-passenger charge as may be hereafter authorized under federal law, including but not limited to, those revenues defined as PFC Revenues;
- (vii) sales and other taxes collected by the Airport System on behalf of the State of Texas and any other taxing entities;
- (viii) Federal Payments received by the Airport System unless the City first receives an opinion from nationally recognized bond counsel to the effect that such payments, if included in Gross Revenues, would not cause the interest on the Bonds to be includable within the gross income of the Owners thereof for federal income tax purposes;
- (ix) the net proceeds received by the City from the disposition of any Airport System property;
- (x)* any Excluded Fee and Charge Revenues; and
- (xi)* any Taxable Bond Credit Revenues.

“Inferior Lien Bonds” shall mean each series of bonds, notes or other obligations permitted to be issued or incurred by the City pursuant to the Ordinance as Inferior Lien Bonds secured in whole or in part by liens on the Net Revenues that are junior and subordinate to the lien on Net Revenues securing payment of the Senior Lien Obligations and Subordinate Lien Bonds. Inferior Lien Bonds include but are not limited to the Series C Commercial Paper Obligations.

“Interest Payment Date” means:

- (a) for any Daily Interest Rate Period, Two-Day Interest Rate Period, or Weekly Interest Rate Period, the first Business Day of each calendar month;
- (b) for any Long-Term Interest Rate Period, each January 1 and July 1, or if any January 1 or July 1 is not a Business Day, the next succeeding Business Day;

* Effective from and after the Amendment Effective Date.

- (c) for any Bond Interest Term, the day next succeeding the last day of that Bond Interest Term;
- (d) each Conversion Date;
- (e) the stated maturity date(s) and any redemption date for the Series 2010 Bonds; and
- (f) for Bank Bonds, the dates set forth in the Credit Facility or Liquidity Facility, as applicable.

“**Interest Rate Period**” means each Daily Interest Rate Period, Two-Day Interest Rate Period, Weekly Interest Rate Period, Short-Term Interest Rate Period, or Long-Term Interest Rate Period.

“**Issuance Date**” with respect to the Series 2010 Bonds issued hereunder shall mean the date of initial delivery of the Series 2010 Bonds to the Underwriter, as further designated in the Officers Pricing Certificate.

“**Letter of Credit Provider**” shall mean, with respect to the Series 2010 Bonds, Barclays Bank PLC, and its successors in such capacity, as the initial Credit Facility Provider.

“**Liquidity Facility**” means any Liquidity Facility obtained by the City with respect to the Series 2010 Bonds at or subsequent to the Issuance Date, and thereafter, any Alternate Liquidity Facility delivered pursuant to the Ordinance and with terms that are not inconsistent with the terms of the Ordinance.

“**Liquidity Facility Provider**” means the bank(s), other financial institution(s) or other Person(s) issuing a Liquidity Facility with respect to the Series 2010 Bonds, upon the effective date of such Liquidity Facility, and their successors and assigns; and thereafter, upon the effective date of an Alternate Liquidity Facility, the bank(s) or other financial institution(s) or other Person(s) issuing such Alternate Liquidity Facility, and their successors and assigns. If any Liquidity Facility or Alternate Liquidity Facility is issued by more than one bank, financial institution or other Person, notices required to be given to the Liquidity Facility Provider may be given to the bank, financial institution or other Person under such Alternate Liquidity Facility appointed to act as agent for all such banks, financial institutions or other Persons.

“**Liquidity Facility Purchase Account**” means the account with that name established within the Bond Purchase Fund pursuant to the Ordinance.

“**Liquidity Facility Provider Agreement**” means any agreement between a Liquidity Facility Provider and the City providing for the issuance of a Liquidity Facility with respect to the Series 2010 Bonds.

“**Long-Term Interest Rate**” means a non-variable interest rate established in accordance with the Ordinance.

“**Long-Term Interest Rate Period**” means each period during which a Long-Term Interest Rate is in effect.

“**Mandatory Standby Tender**” means the mandatory tender of the Series 2010 Bonds pursuant to the Ordinance upon receipt by the Paying Agent/Registrar of written notice from the Liquidity Facility Provider that an event with respect to the Liquidity Facility has occurred which requires or gives the Liquidity Facility Provider the option to terminate such Liquidity Facility upon notice. Mandatory Standby Tender shall not include circumstances where the Liquidity Facility Provider may suspend or terminate its obligations to purchase securities without notice, in which case there will be no mandatory tender.

“**Maximum Bank Bond Interest Rate**” means lesser of the maximum rate provided in the Credit Facility Provider Agreement then in effect and the Maximum Lawful Rate.

“**Maximum Bond Interest Rate**” means the lesser of 10% per annum and the Maximum Lawful Rate.

“**Maximum Lawful Rate**” means the maximum rate of interest allowed by Chapter 1204, Texas Government Code, as amended.

“**Net Revenues**” shall mean Gross Revenues remaining after the deduction of the Operation and Maintenance Expenses of the Airport System.

“Officers Pricing Certificate(s)” shall mean one or more certificates executed by either the Mayor or the City’s Director of Finance and the City Controller or the Deputy City Controller with respect to the pricing of the Series 2010 Bonds pursuant to the Ordinance.

“Operation and Maintenance Expenses” shall mean all reasonable and necessary current expenses of the City, paid or accrued, of operating, maintaining and repairing the Airport System, including, without limitation, those reasonably allocated City overhead expenses relating to the administration, operation and maintenance of the Airport System; insurance and fidelity bond premiums; payments to pension and other funds and to any self-insurance fund not in excess of premiums which would otherwise be required for such insurance; any general and excise taxes or other governmental charges imposed by entities other than the City; costs of contractual and professional services, labor, materials and supplies for current operations, including the costs of such direct City services rendered to the Airport System as are requested from the City by the Airport System and as are reasonably necessary for the operation of the Airport System; costs of issuance of Bonds for the Airport System (except to the extent paid from the proceeds thereof); fiduciary costs; costs of collecting and refunding Gross Revenues; utility costs; any lawful refunds of any Gross Revenues; and all other administrative, general and commercial expenses, but excluding:

- (i) any allowance for depreciation;
- (ii) costs of capital improvements;
- (iii) reserves for major capital improvements, Airport System operations, maintenance or repair;
- (iv) any allowance for redemption of, or payment of interest or premium on, Bonds;
- (v) any liabilities incurred in acquiring or improving properties of the Airport System;
- (vi) expenses of lessees under Special Facilities Leases and operation and maintenance expenses pertaining to Special Facilities to the extent they are required to be paid by such lessees pursuant to the terms of the Special Facilities Leases;
- (vii) any charges or obligations incurred in connection with any lawful Airport System purpose, including the lease, acquisition, operation or maintenance of any facility or property benefiting the Airport System, provided that the payment of such charges or obligations is expressly agreed by the payee to be payable solely from proceeds of the Airports Improvement Fund;
- (viii) liabilities based upon the City’s negligence or other grounds not based on contract; and
- (ix) so long as Federal Payments are excluded from Gross Revenues, an amount of expenses that would otherwise constitute Operation and Maintenance Expenses for such period equal to the Federal Payments for such period.

Operation and Maintenance Expenses shall only include those current expenses due or payable within the next 30 days.

“Ordinance” shall mean this bond ordinance, the exhibits attached hereto and all amendments and supplements relating to such bond ordinance, including any findings or determinations made in the Officers Pricing Certificate.

“Outstanding” when used with reference to the Senior Lien Bonds, Senior Lien Notes or Subordinate Lien Bonds, as the case may be, means, as of a particular date, all such bonds or notes theretofore and thereupon delivered except: (a) any such bond or note cancelled by or on behalf of the City at or before said date; (b) any such bond or note defeased pursuant to the defeasance provisions of the ordinance authorizing its issuance, or otherwise defeased as permitted by applicable law; and (c) any such bond or notes in lieu of or in substitution for which another bond shall have been delivered pursuant to the ordinance authorizing the issuance of such bond or note.

“Owner” or **“Registered Owner”**, when used with respect to any Senior Lien Bond, Senior Lien Note or Subordinate Lien Bond shall mean the person or entity in whose name such bond or note is registered in the Register. Any reference to a particular percentage or proportion of the Owners shall mean the Owners at a particular time of the specified percentage or proportion in aggregate principal amount of all Senior Lien Bonds, Senior Lien Notes or Subordinate Lien Bonds then Outstanding under the Ordinance.

“Participant” means, with respect to DTC or another Securities Depository, a member of or participant in DTC or such other Securities Depository, respectively.

“Paying Agent/Registrar” shall mean, for the 2010 Bonds, initially Wells Fargo Bank, N.A., and its successors in that capacity.

“PFC Revenues” shall mean, during any Fiscal Year, proceeds of any charges and fees collected by the Airport System, including passenger facility charges collected by the City pursuant to the authority granted by the Aviation Safety and Capacity Expansion Act of 1990 and 14 CFR Part 158, as amended from time to time, in respect to any component of the Airport System, and interest earnings thereon.

“Qualified Hedge Agreement” shall mean any agreement between the City and a qualifying financial institution (as described in the following sentence) for the purpose of providing an interest rate swap, exchange, cap, collar, floor, forward or other hedging mechanism, arrangement or security, however denominated, expressly identified pursuant to its terms as being entered into in connection with and in order to hedge interest rate fluctuations on any portion of any Airport System Bonds and in consideration for which the City may agree to pay, but solely from Net Revenues as herein provided, (i) periodic payments for the availability of such Qualified Hedge Agreement and/or (ii) net amounts as a result of fluctuation in hedged interest rates or in the value of any index of payment and/or (iii) termination charges. A Qualified Hedge Agreement may only be entered into with a financial institution which has long term credit ratings or the obligations of which are unconditionally guaranteed by a financial institution with long term credit ratings in one of the two highest generic rating categories by each nationally recognized rating service then rating the Bonds. Obligations of the City pursuant to a Qualified Hedge Agreement shall be included within the definition of Debt Service Requirements for the series of Bonds to which the Qualified Hedge Agreement relates. Further, obligations of the City to make payments under a Qualified Hedge Agreement derived from or resulting from a fluctuation in hedged interest rates or in the value of any index of payment shall be deemed to be payments of interest on the Bonds so hedged. Each Qualified Hedge Agreement shall be deemed to be a part of the Bonds of the series to which it relates for the purpose of securing its payment by the pledge of Net Revenues as provided in Articles V, VI, and VII of the Ordinance. However, issuers of and counterparties to Qualified Hedge Agreements shall not be treated as Owners of Bonds for purposes of any voting rights to approve amendments or direct the exercise of any remedies under the Ordinance.

“Refunded Bonds” shall mean all of the Outstanding City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2005A.

“Register” shall mean the books of registration kept by the Paying Agent/Registrar in which are maintained the name and address of, and the principal amounts registered to, each Owner.

“Regulations” shall have the meaning assigned to that term in Section 11.07 of the Ordinance.

“Reimbursement Agreement” shall mean, with respect to the Series 2010 Bonds, the agreement between the City and the Letter of Credit Provider pursuant to which the initial Credit Facility is issued.

“Remarketing Account” means the account with that name established within the Bond Purchase Fund pursuant to the Ordinance.

“Remarketing Agent” shall mean, with respect to the Series 2010 Bonds, initially Citigroup Global Markets Inc. and its successors in that capacity.

“Remarketing Agreement” shall mean the agreement between the City and the Remarketing Agent.

“Renewal and Replacement Fund Requirement” shall mean the amount required to be maintained in the Renewal and Replacement Fund pursuant to the Ordinance, or any greater amount required by any ordinance authorizing any series of Additional Senior Lien Bonds, Additional Senior Lien Notes or Additional Subordinate Lien Bonds.

“Request” means a request by the Tender Agent under a Credit Facility, Alternate Credit Facility, Liquidity Facility or an Alternate Liquidity Facility, as applicable, for the payment of the Tender Price of Series 2010 Bonds in accordance with the terms of the Ordinance.

“Reserve Fund Participants” shall mean: (i) with respect to Senior Lien Bonds, any series of Senior Lien Bonds designated by the City as “Reserve Fund Participants” and secured by a lien on the Senior Lien Bond Reserve Account of the Senior Lien Bond Reserve Fund, and (ii) with respect to Senior Lien Notes, the Series A Commercial Paper Notes, the Series B Commercial Paper Notes, and any other series of Senior Lien Notes secured by a lien on the Senior Lien Note Reserve Account of the Senior Lien Bond Reserve Fund. The Series 2009 Bonds have been designated as non-Reserve Fund Participants in the related Officers Pricing Certificate, and therefore are *not* Reserve Fund Participants.

“Reserve Fund Requirement” shall mean the amount required to be maintained in the Senior Lien Bond Reserve Fund (and the accounts therein) or the Subordinate Lien Bond Reserve Fund, as the case may be, as further set forth in the applicable ordinance and/or officers pricing certificate authorizing a series of Bonds. For Senior Lien Bonds, such amount shall be the amount required in the ordinances authorizing the Senior Lien Bonds. For Subordinate Lien Bonds, such amount shall be computed and recomputed upon the issuance of each series of Subordinate Lien Bonds and on each date on which Subordinate Lien Bonds are paid at maturity or optionally or mandatorily redeemed, to be the greatest amount of the Debt Service Requirements scheduled to occur in the then current and each future Fiscal Year for all Subordinate Lien Bonds then Outstanding, including any series of Subordinate Lien Bonds then being issued. Upon the issuance of the Series 2010 Bonds, the Reserve Fund Requirement for the Subordinate Lien Bonds shall be as set forth in the Officers Pricing Certificate. Notwithstanding the foregoing, the amount of the Reserve Fund Requirement properly allocable to each issue of Bonds shall at no time exceed, the lesser of (a) the maximum annual debt service on such issue of Bonds, (b) one hundred twenty-five percent (125%) of the average annual debt service on such issue of Bonds or (c) ten percent (10%) of the initial principal amount of such issue of Bonds (or sale proceeds in the event that the amount of original issue discount exceeds two percent multiplied by the stated redemption price at maturity of such issue of Bonds), all within the meaning of Section 1.148-2(f)(2)(ii) of the Regulations.

“Securities Act” means the Securities Act of 1933, as amended.

“Senior Lien Bond Interest and Sinking Fund” shall mean the fund so designated which was created and established pursuant to the ordinances authorizing the Senior Lien Obligations and which is maintained pursuant to the Ordinance.

“Senior Lien Bond Reserve Fund” shall mean the fund so designated which was created and established pursuant to the ordinances authorizing the Senior Lien Obligations and which is maintained pursuant to the Ordinance.

“Senior Lien Bonds” shall mean the Outstanding Series 2009 Bonds and each series of Additional Senior Lien Bonds from time to time hereafter issued.

“Senior Lien Notes” shall mean the Outstanding Series A and B Commercial Paper Obligations and any Additional Senior Lien Notes from time to time hereafter issued.

“Senior Lien Obligations” shall mean the Senior Lien Bonds and the Senior Lien Notes.

“Series 1997 Bonds” shall mean the City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 1997 (NON-AMT).

“Series 1997A Special Facilities Bonds” shall mean the City of Houston, Texas Airport System Special Facilities Revenue Bonds (Automated People Mover Project), Series 1997A.

“Series 1998 Bonds” shall mean the City of Houston, Texas, Airport System Subordinate Lien Revenue Forward Refunding Bonds, Series 1998A (AMT), Subordinate Lien Revenue Bonds, Series 1998B (AMT), and Subordinate Lien Revenue Bonds, Series 1998C (Non-AMT).

“Series 2000 Bonds” shall collectively mean the City of Houston, Texas Airport System Subordinate Lien Revenue Bonds Series 2000A (AMT) and Series 2000B (Non-AMT) and Subordinate Lien Revenue Bonds (Periodic Auction Reset Securities), Series 2000P-1 (AMT) and P-2 (AMT).

“Series 2001 Bonds” shall mean the City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2001A (AMT).

“**Series 2002 Bonds**” shall collectively mean the City of Houston, Texas, Airport System Subordinate Lien Revenue Bonds Series 2002A (AMT), the Series 2002B (Non-AMT), the Series 2002C (AMT) (Auction Rate Securities), the Series 2002D-1 (AMT) (Auction Rate Securities), and the Series 2002D-2 (AMT) (Auction Rate Securities).

“**Series 2005A Bonds**” shall mean the City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2005A (AMT).

“**Series 2007B Bonds**” shall mean the City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2007B (NON-AMT).

“**Series 2009 Bonds**” shall mean the City of Houston, Texas Airport System Senior Lien Revenue and Refunding Bonds, Series 2009A (NON-AMT).

“**Series 2010 Bonds**” shall mean the City of Houston, Texas Airport System Subordinate Lien Revenue Refunding Bonds, Series 2010 (NON-AMT), authorized pursuant to the Ordinance and the Officers Pricing Certificate as contemplated by the Ordinance

“**Series A and B Commercial Paper Obligations**” shall mean the Series A Commercial Paper Notes and the Series B Commercial Paper Notes and credit agreements related thereto.

“**Series A Commercial Paper Notes**” shall mean the City of Houston, Texas Airport System Senior Lien Commercial Paper Notes, Series A (AMT).

“**Series B Commercial Paper Notes**” shall mean the City of Houston, Texas Airport System Senior Lien Commercial Paper Notes, Series B (NON-AMT).

“**Series C Commercial Paper Obligations**” shall mean the City of Houston, Texas Airport System Inferior Lien Commercial Paper Notes, Series C and any credit agreements related thereto.

“**Short Term/Demand Obligations**” shall mean each series of bonds, notes and other obligations issued in accordance with the Ordinance, (a) the payment of principal of which is either (i) payable on demand by or at the option of the holder at a time sooner than a date on which such principal is deemed to be payable for purposes of computing Debt Service Requirements, or (ii) scheduled to be payable within one year from the date of issuance and is contemplated to be refinanced for a specified period or term through the issuance of additional Short Term/Demand Obligations pursuant to a commercial paper or other similar financing program, and (b) the purchase price, payment or refinancing of which is additionally secured by a letter of credit, line of credit, standby bond purchase agreement, bond insurance, surety bond or other credit or liquidity facility which does not impose upon the City a reimbursement obligation payable over a period shorter than three years.

“**Short-Term Interest Rate Period**” means each period, consisting of Bond Interest Terms, during which the Series 2010 Bonds bear interest at one or more Bond Interest Term Rates.

“**SIFMA Index**” means, on any date, a rate determined on the basis of the seven-day high grade market index of tax-exempt variable rate demand obligations, as produced by Municipal Market Data and published or made available by the Securities Industry & Financial Markets Association (formerly the Bond Market Association) (“SIFMA”) or any Person acting in cooperation with or under the sponsorship of SIFMA and acceptable to the Remarketing Agent and effective from such date.

“**Special Facilities**” shall mean structures, hangars, aircraft overhaul, maintenance or repair shops, heliports, hotels, storage facilities, garages, in-flight kitchens, training facilities, consolidated rental car facilities, terminal facilities, cargo facilities and any and all other facilities and appurtenances being a part of or related to the Airport System, the cost of the construction or other acquisition of which is financed with the proceeds of Special Facilities Bonds.

“**Special Facilities Bonds**” shall mean any bonds heretofore or from time to time hereafter issued by the City pursuant to the Ordinance, including but not limited to, the 1997A Special Facilities Bonds which are to be refunded and defeased upon the issuance of the 2009 Bonds.

“Special Facilities Lease” shall mean any lease or agreement, howsoever denominated, pursuant to which a Special Facilities are leased by the City to the lessee in consideration for which the lessee agrees to pay (i) all debt service on the Special Facilities Bonds issued to finance the Special Facilities (which payments are pledged to secure the Special Facilities Bonds) and (ii) the operation and maintenance expenses of the Special Facilities.

“Subordinate Lien Bond Interest and Sinking Fund” shall mean the fund so designated which is required to be maintained pursuant to the Ordinance.

“Subordinate Lien Bond Reserve Fund Surety Policy” shall mean any surety bonds, insurance policies, letters of credit or other instruments as provided in any ordinance authorizing the issuance of any Subordinate Lien Bonds, whether heretofore or hereafter acquired for the purpose of satisfying all or any part of the Reserve Fund Requirement for the Subordinate Lien Bonds.

“Subordinate Lien Bond Reserve Fund” shall mean the fund so designated which is required to be maintained pursuant to the Ordinance.

“Subordinate Lien Bonds” shall mean the Outstanding Series 1997 Bonds, Series 1998 Bonds, Series 2000 Bonds, Series 2001 Bonds, Series 2002 Bonds, Series 2005A Bonds, Series 2007B Bonds, and Series 2010 Bonds and each series of Additional Subordinate Lien Bonds which the City has reserved the right to issue from time to time, payable from and secured by a lien on and pledge of Net Revenues junior and subordinate to the lien and pledge securing the Senior Lien Obligations.

“Taxable Bond Credit Revenues” shall mean payments (i) made to the City from the federal government or any agency or department thereof with respect to the return to the City of a portion of the interest paid by the City on any taxable Bonds, including but not limited to any such payments received pursuant to the American Recovery and Reinvestment Act of 2009 or any legislation in amendment or succession thereto and (ii) received by the City after the Amendment Effective Date.

“Tender Agent” shall mean Wells Fargo Bank, National Association, and its successors in such capacity.

“Tender Agent Agreement” shall mean the tender agent agreement between the City, the Remarketing Agent, and the Tender Agent.

“Tender Date” means any date on which Series 2010 Bonds are required to be purchased pursuant to the Ordinance.

“Tender Price” means the purchase price to be paid to the Holders of Series 2010 Bonds purchased pursuant to the Ordinance, which shall be equal to the principal amount of the Series 2010 Bonds tendered for purchase, without premium, plus accrued and unpaid interest from the immediately preceding Interest Payment Date (or if no Interest Payment Date has occurred, from the Issuance Date) to the Tender Date; provided, however, that in the case of a Conversion or attempted Conversion from a Long-Term Interest Rate Period on a date on which the Series 2010 Bonds being converted would otherwise be subject to optional redemption pursuant to the Ordinance if such Conversion did not occur, the Tender Price shall also include the optional redemption premium, if any, provided for such date under the Ordinance.

“Two-Day Interest Rate” means a variable interest rate for the Series 2010 Bonds established in accordance with the Ordinance.

“Two-Day Interest Rate Period” means each period during which a Two-Day Interest Rate is in effect for the Series 2010 Bonds.

“Weekly Interest Rate” means a variable interest rate for the Series 2010 Bonds established in accordance with the Ordinance

“Weekly Interest Rate Period” means each period during which a Weekly Interest Rate is in effect for the Series 2010 Bonds.

APPENDIX C

FORM OF OPINION OF CO-BOND COUNSEL

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VINSON & ELKINS L.L.P.
2500 FIRST CITY TOWER
1001 FANNIN STREET
HOUSTON, TEXAS 77002-6760

BATES & COLEMAN, P.C.
1402 ALABAMA STREET
HOUSTON, TEXAS 77004-3910

December 21, 2010

WE HAVE ACTED as co-bond counsel for the CITY OF HOUSTON, TEXAS (the “City”) in connection with the issuance of the CITY OF HOUSTON, TEXAS AIRPORT SYSTEM SUBORDINATE LIEN REVENUE REFUNDING BONDS SERIES 2010 (NON-AMT) in the original aggregate principal amount of \$93,730,000 (the “Bonds”).

The Bonds mature, bear interest and may be transferred and exchanged as set forth in the Bonds, City Ordinance No. 2010-0893 (the “Ordinance”) and the officers pricing certificate authorizing their issuance. Capitalized terms used herein but not otherwise defined shall have the meaning assigned to them in the Ordinance.

WE HAVE ACTED as co-bond counsel for the sole purpose of rendering an opinion with respect to the legality and validity of the Bonds under the Constitution and laws of the State of Texas and with respect to the exclusion of interest on the Bonds from gross income for federal income tax purposes. We have not investigated or verified original proceedings, records, data or other material, but have relied solely upon the transcript of certified proceedings described in the following paragraph. We have not assumed any responsibility with respect to the financial condition or capabilities of the City, including the Airport System, or the disclosure thereof in connection with the offer and sale of the Bonds. Our role in connection with the City’s Official Statement prepared for use in connection with the offer and sale of the Bonds has been limited as described therein.

IN OUR CAPACITY as co-bond counsel, we have participated in the preparation of and have examined a transcript of certified proceedings pertaining to the authorization and issuance of the Bonds and the bonds being refunded with proceeds of the Bonds (the “Refunded Bonds”), on which we have relied in giving our opinion. The transcript contains certified copies of certain proceedings of the City Council of the City; a certificate (the “Certificate”) of the paying agent for the Refunded Bonds (the “Refunded Bonds Paying Agent”) confirming the sufficiency of the deposits made with the Refunded Bonds Paying Agent for the refunding and discharge of the Refunded Bonds; customary certificates of officials, agents and representatives of the City, the Refunded Bonds Paying Agent and certain other persons; and other certified showings relating to the authorization and issuance of the Bonds and firm banking and financial arrangements for the discharge and final payment of the Refunded Bonds. We have further examined such applicable provisions of the Internal Revenue Code of 1986, as amended (the “Code”), court decisions, regulations and published rulings of the Internal Revenue Service (the “Service”) as we have deemed relevant. We have also examined a specimen of the form of registered bond of this issue.

BASED ON SUCH EXAMINATION, IT IS OUR OPINION THAT:

1. The transcript of certified proceedings referenced above evidences complete legal authority for the issuance of the Bonds in full compliance with the Constitution and the laws of the State of Texas presently effective and that therefore the Bonds constitute legal, valid and binding special obligations of the City;
2. The Bonds, together with all outstanding and any additional Subordinate Lien Bonds hereafter issued, are payable from and equally and ratably secured by a lien on the Net Revenues of the Airport System (subject to the prior and superior lien on Net Revenues securing the outstanding and any additional Senior Lien Obligations hereafter issued) and the Subordinate Lien Bond Interest and Sinking Fund, as provided in the Ordinance. The Bonds are also secured by a lien on the Subordinate Lien Bond Reserve Fund, as defined and provided in the Ordinance; and
3. Under the terms of the Ordinance and certain certificates and letters of instruction delivered thereunder, firm banking and financial arrangements have been made for the discharge and final payment of the Refunded Bonds on the date hereof, and therefore the Refunded Bonds are deemed to be fully paid and no longer outstanding as of the date hereof.

THE RIGHTS OF THE OWNERS of the Bonds are subject to the applicable provisions of the federal bankruptcy laws and any other similar laws affecting the rights of creditors of political subdivisions, and may be limited by general principles of equity which permit the exercise of judicial discretion. The Bonds are secured solely by a lien on and pledge of Net Revenues of the Airport System as described above and certain funds as provided in the Ordinance and do not constitute an indebtedness or general obligation of the City. Owners of the Bonds shall never have the right to demand payment of principal or interest out of any funds raised or to be raised by taxation.

THE CITY HAS RESERVED THE RIGHT TO ISSUE ADDITIONAL SENIOR LIEN OBLIGATIONS, SUBORDINATE LIEN BONDS AND INFERIOR LIEN BONDS, subject to the restrictions contained in the Ordinance, secured by liens on the Net Revenues that are prior and superior to, on a parity with, or junior and inferior to, respectively, the lien on Net Revenues securing the Bonds.

IT IS OUR FURTHER OPINION THAT:

1. Interest on the Bonds is excludable from gross income for federal income tax purposes under existing law, except for any period a Bond is held by a person who, within the meaning of Section 147(a) of the Code, is a “substantial user” or a “related person” to a “substantial user” of the facilities refinanced with the proceeds of the Bonds; and
2. The Bonds are “private activity bonds” within the meaning of the Code, the interest on which is not, pursuant to the American Recovery and Reinvestment Act of 2009, (i) a specific preference item subject to the alternative minimum tax on individuals and corporations or (ii) included in a corporation’s adjusted current earnings for purposes of the alternative minimum tax.

In providing such opinions, we have relied on the Certificate and on representations of the City, the City’s co-financial advisors and the Underwriter with respect to matters solely within the knowledge of the City, the City’s co-financial advisors and the Underwriter, respectively, which we have not independently verified, and we have assumed continuing compliance with the covenants of the City pertaining to those sections of the Code that affect the exclusion from gross income of the interest on the Bonds for federal income tax purposes. If the Certificate or such representations are determined to be inaccurate or incomplete, or if the City fails to comply with the foregoing described covenants, interest on the Bonds could become includable from the date of their original delivery, regardless of the date on which the event causing such inclusion occurs.

Except as stated above, we express no opinion as to any federal, state or local tax consequences resulting from the ownership of, receipt or accrual of interest on or disposition of the Bonds.

Owners of the Bonds should be aware that the ownership of tax-exempt obligations may result in collateral federal income tax consequences to financial institutions, life insurance and property and casualty insurance companies, certain S corporations with Subchapter C earnings and profits, individual recipients of Social Security or Railroad Retirement benefits, taxpayers who may be deemed to have incurred or continued indebtedness to purchase or carry tax-exempt obligations, and individuals otherwise qualifying for the earned income credit. In addition, certain foreign corporations doing business in the United States may be subject to the new “branch profits tax” on their effectively-connected earnings and profits (including tax-exempt interest such as interest on the Bonds).

Certain actions may be taken or omitted subject to the terms and conditions set forth in the Ordinance and related documents, upon the advice of or with an approving opinion of co-bond counsel. We express no opinion with respect to our ability to render an opinion that such actions, if taken or omitted, will not adversely affect the exclusion from gross income for federal income tax purposes of interest on the Bonds.

The opinions set forth above are based on existing law, which is subject to change. Such opinions are further based on our knowledge of facts as of the date hereof. We assume no duty

to update or supplement these opinions to reflect any facts or circumstances that may hereafter come to our attention or to reflect any changes in law that may hereafter occur or become effective. Moreover, our opinions are not a guarantee of result and are not binding on the Service; rather, such opinions represent our legal judgment based upon our review of existing law and in reliance upon the representations and covenants referenced above that we deem relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given regarding whether or not the Service will commence an audit of the Bonds. If an audit is commenced, in accordance with its current published procedures, the Service is likely to treat the City as the taxpayer. We observe that the City has covenanted in the Ordinance not to take any action, or omit to take any action within its control, that if taken or omitted, respectively, may result in the treatment of interest on the Bonds as includable in gross income for federal income tax purposes.

Very truly yours,

APPENDIX D

SUMMARY OF SCHEDULES RELATED TO CONTINUING DISCLOSURE OF INFORMATION

Schedule 1	Passenger Statistics (including Schedule 1-A)
Schedule 2	Airline Market Shares
Schedule 3	Total Aircraft Operations and Aircraft Landed Weight
Schedule 4	Total System Cargo Activity
Schedule 5	Selected Financial Information
Schedule 6	Summary of Certain Fees and Charges
Schedule 7	Houston Airport System Debt Service Requirements Schedule
Schedule 8	Houston Airport System Outstanding Debt
Schedule 9*	Municipal System Pension Plan Assets, Liabilities, and Unfunded Actuarial Accrued Liability

* The City agrees and is obligated to update Schedule 9 only to the extent that the City receives updated actuarial reports from the board of the Municipal Employees Pension System (the "Pension System"). The City is not empowered to require the board of the Pension System to obtain updated actuarial reports. The Pension System will periodically receive additional actuarial reports with regard to the City's pension plans, to the extent required under State law or requested by the board of the Pension System. Accordingly, an updated Schedule 9 may not be available in every annual continuing disclosure filing.

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APPENDIX E

DEPOSITORY TRUST COMPANY

The information in this APPENDIX E describes the securities clearance procedures of The Depository Trust Company (“DTC”) in the United States. The information in this APPENDIX concerning DTC has been obtained from sources that the City believes to be reliable, but the City takes no responsibility for the accuracy of such information.

The Depository Trust Company

The Depository Trust Company (“DTC”), New York, NY, will act as securities depository for the Series 2009A Bonds. The Series 2010 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 Security certificate will be issued for each maturity of the Series 2010 Bonds, each in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world’s largest securities 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, in turn, is owned by a number of Direct Participants of DTC and Members of the National Securities Clearing Corporation, Fixed Income Clearing Corporation, and Emerging Markets Clearing Corporation (NSCC, FICC, and EMCC, also subsidiaries of DTCC), as well as by the New York Stock Exchange, Inc., the American Stock Exchange LLC, and the National Association of Securities Dealers, Inc. 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 Standard & Poor’s highest rating: AAA. 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 and www.dtc.org.

Purchases of Series 2010 Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Series 2010 Bonds on DTC’s records. The ownership interest of each actual purchaser of each Security (“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 Series 2010 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 the Series 2010 Bonds, except in the event that use of the book-entry system for the Series 2010 Bonds is discontinued.

To facilitate subsequent transfers, all Series 2010 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 the Series 2010 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 Series 2010 Bonds; DTC’s records reflect only the identity of the Direct Participants to whose accounts such Series 2010 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 the Series 2010 Bonds may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Series 2010 Bonds, such as redemptions, tenders, defaults, and proposed amendments to the financing

documents. For example, Beneficial Owners of the Series 2010 Bonds may wish to ascertain that the nominee holding the Series 2010 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 Series 2010 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 a maturity to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Series 2010 Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Issuer 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 Series 2010 Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal and interest payments on the Series 2010 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 Issuer or Bond Trustee, on 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, the Bond Trustee, or the Issuer, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest on the Series 2010 Bonds to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Issuer or the Bond Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement 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 Series 2010 Bonds at any time by giving reasonable notice to the Issuer or the Bond Trustee. Under such circumstances, in the event that a successor depository is not obtained, Series 2010 Bond certificates are required to be printed and delivered.

The Issuer may decide to discontinue use of the system of book-entry-only transfers through DTC (or a successor securities depository). In that event, Series 2010 Bond certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that the Issuer believes to be reliable, but the Issuer takes no responsibility for the accuracy thereof.

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