 November 2013 Financial Report

Prepared by the Office of Finance
December 2013

## Revenue

- Year-to-date revenues of $\$ 630.5$ million*
- Revenue 7.2\% higher than prior year-to-date
- 93.3\% of annual budgeted revenues at 91.7\% through year


## Expenses

- Year-to-date expenses of $\$ 517.8$ million*
- Expenses $0.4 \%$ higher than prior year-to-date
- $85.9 \%$ of annual budgeted expenses at $91.7 \%$ through year


## Operating Income

- $\$ 112.7$ million year-to-date operating income
- Prior year operating income was $\$ 72.3$ million

Debt Service Coverage Estimate
-1.41x as of November 2013
-1.41x as of October 2013
-1.33x as of November 2012


METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL REPORT <br> NOVEMBER 2013 

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# Metropolitan Washington Airports Authority Financial Statements <br> November 2013 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for November 2013 were $\$ 60.3$ million. Operating revenues decreased from October 2013 by $\$ 0.5$ million mostly due to decreases in concession fees of $\$ 0.4$ million, rents of $\$ 0.2$ million landing fees of $\$ 0.1$ million and other revenues of $\$ 0.1$ million offset by increases in utility sales of $\$ 0.2$ million and international arrival fees of $\$ 0.1$ million.
$\rightarrow$ Year-to-date operating revenues through November 2013 were $\$ 666.4$ million, which is an increase of $\$ 40.5$ million over 2012 totals. Rent revenue increases of $\$ 21.4$ million, landing fees of $\$ 10.8$ million and passenger conveyance fees of $\$ 0.7$ million were higher primarily due to higher rates. In addition to the rate increases, concessions were higher by $\$ 7.3$ million, international arrival fees were higher by $\$ 0.9$ million, utility sales were higher by $\$ 0.1$ million, security fees were lower by $\$ 0.7$ million and other operating revenues were lower by $\$ 0.1$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of November 2013 were $\$ 50.0$ million, which is $\$ 3.6$ million lower than for October 2013 mostly due to decreases in services of $\$ 2.4$ million, salaries and related benefits of $\$ 1.2$ million, materials and supplies of $\$ 0.3$ million, telecommunications of $\$ 0.1$ million and travel of $\$ 0.1$ million offset by increases in depreciation and amortization of $\$ 0.3$ million, utilities of $\$ 0.1$ million, project expenses of $\$ 0.1$ million and insurance of $\$ 0.1$ million.
$\rightarrow$ Year-to-date operating expenses through November 2013 were $\$ 553.7$ million, which is higher than 2012 by $\$ 0.1$ million primarily due to increases in salaries and related benefits of $\$ 3.1$ million, services of $\$ 1.1$ million, materials and supplies of $\$ 1.0$ million and depreciation and amortization of $\$ 0.4$ million offset by decreases in project expenses of $\$ 3.9$ million, utilities of $\$ 1.1$ million, insurance of $\$ 0.4$ million, telecommunications of $\$ 0.1$ million and travel of $\$ 0.1$ million.
$\rightarrow$ Operating income for the Aviation Enterprise Fund in November 2013 was $\$ 10.2$ million compared to operating income of \$7.2 million in October 2013.
$\rightarrow$ Year-to-date through November 2013, operating income was $\$ 112.7$ million compared to operating income of $\$ 72.3$ million through November 2012.
$\rightarrow$ In November 2013 there was a net non-operating loss of $\$ 9.1$ million compared to a net non-operating loss in October 2013 of $\$ 20.7$ million. This is a positive difference of about $\$ 11.6$ million primarily due to a $\$ 11.2$ million increase in the change in the swaps fair value, investment gains of $\$ 0.1$ million and a decrease in interest expense of $\$ 0.4$ million.
$\rightarrow$ Through November 2013, year-to-date net non-operating expenses were $\$ 118.7$ million compared to net non-operating expenses of $\$ 190.0$ million in 2012. The positive difference of $\$ 70.8$ million is mostly comprised of a $\$ 76.4$ million positive difference in the change in the swaps fair value and an increase in federal, state and local grants of $\$ 0.1$ million offset by a decrease in investment gains of $\$ 3.3$ million and an increase in interest expense of $\$ 2.3$ million.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of November 2013 were $\$ 10.5$ million compared to $\$ 12.6$ million in October 2013. The $\$ 2.1$ million decrease is mostly due to $\$ 3.5$ million decrease in grants revenue offset by a $\$ 1.5$ million increase in passenger facility charges. Year-to-date capital contributions were $\$ 143.5$ million, an increase of $\$ 23.9$ million from 2012, due to an increase of $\$ 19.2$ million in grant revenue and the one time recognition of $\$ 8.5$ million of other capital property contributed (pertaining to Gate Gourmet) in September 2013 offset by a decrease of $\$ 3.9$ million in passenger facility charges.
$\rightarrow$ There is an increase in net position for the Aviation Enterprise Fund for the month of November 2013 of $\$ 11.7$ million compared to a decrease of $\$ 0.9$ million for the prior month.
$\rightarrow$ The year-to-date increase in net position through November 2013 was $\$ 137.5$ million compared to a year-to-date increase of \$2.4 million through November 2012.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 1.7$ million as of November 30, 2013, an increase of $108.7 \%$ from October 30, 2013. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage remained constant at 1.41 x for both November 2013 and October 2013.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL INDICATORS <br> PERIOD ENDED 11/30/2013

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | $\qquad$ Change CY to PY | Pro-Rated Annual Budget | $\begin{aligned} & \text { Percent } \\ & \text { Change CY to } \\ & \text { Budget } \end{aligned}$ | $\begin{gathered} \begin{array}{c} \text { Seasonalized } \\ \text { Budget } \end{array} \\ \hline \end{gathered}$ | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD <br> Compared to <br> Seasonalized Budget |
|  |  | rrent Year to Date |  | $\begin{aligned} & \text { Prior Year to } \\ & \text { Date } \end{aligned}$ |  |  |  |  |  |  |  |  |
| Rents ${ }^{8}$ | \$ | 319,019,101 | \$ | 295,981,384 | 7.8\% | \$ 311,066,250 | 2.6\% | \$ 304,673,933 | 4.7\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Landing Fees |  | 107,915,457 |  | 97,112,630 | 11.1\% | 128,183,000 | (15.8\%) | 120,983,273 | (10.8\%) | $\triangle$ | $\nabla$ | $\nabla$ |
| Parking (net) |  | 71,380,157 |  | 69,106,471 | 3.3\% | 63,120,750 | 13.1\% | 63,664,288 | 12.1\% | $\Delta$ | $\triangle$ | $\triangle$ |
| Rental cars ${ }^{9}$ |  | 33,695,540 |  | 33,035,243 | 2.0\% | 27,809,833 | 21.2\% | 28,316,124 | 19.0\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Terminal Concessions ${ }^{1}$ |  | 29,308,719 |  | 27,630,911 | 6.1\% | 27,912,500 | 5.0\% | 27,814,750 | 5.4\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Services ${ }^{2}$ |  | 16,532,144 |  | 16,563,957 | (0.2\%) | 17,590,833 | (6.0\%) | 17,212,227 | (4.0\%) | - | $\nabla$ | $\nabla$ |
| FBO |  | 14,083,546 |  | 13,815,614 | 1.9\% | 11,011,917 | 27.9\% | 10,730,015 | 31.3\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Inflight caterers |  | 9,042,872 |  | 7,210,408 | 25.4\% | 6,745,750 | 34.1\% | 6,695,177 | 35.1\% | $\triangle$ | $\triangle$ | $\triangle$ |
| All Other Concession Revenue ${ }^{3}$ |  | 12,749,316 |  | 10,348,680 | 23.2\% | 11,422,583 | 11.6\% | 11,441,402 | 11.4\% | $\triangle$ | - | - |
| Utility Revenue |  | 6,268,033 |  | 5,796,193 | 8.1\% | 7,600,083 | (17.5\%) | 7,618,058 | (17.7\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Non-Airport Revenues ${ }^{4}$ |  | 10,497,380 |  | 11,427,080 | (8.1\%) | 7,323,250 | 43.3\% | 6,601,141 | 59.0\% | $\nabla$ | $\triangle$ | $\triangle$ |
| Total Revenue | \$ | 630,492,265 | \$ | 588,028,571 | 7.2\% | \$ 619,786,750 | 1.7\% | \$ 605,750,388 | 4.1\% | $\triangle$ | $\triangle$ | $\Delta$ |
| Material Supplies and Services | \$ | 113,188,894 | \$ | 105,234,643 | 7.6\% | \$ 115,217,667 | (1.8\%) | \$ 111,748,648 | 1.3\% | - | $\nabla$ | - |
| Salaries and Benefits |  | 141,435,915 |  | 138,296,175 | 2.3\% | 148,058,167 | (4.5\%) | 149,387,406 | (5.3\%) | - | $\nabla$ | $\nabla$ |
| Utilities |  | 22,700,819 |  | 24,212,860 | (6.2\%) | 28,135,250 | (19.3\%) | 27,922,518 | (18.7\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Other Airport Expense ${ }^{5}$ |  | 13,227,824 |  | 13,539,833 | (2.3\%) | 18,612,917 | (28.9\%) | 28,609,747 | (53.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 290,553,452 |  | 281,283,511 | 3.3\% | 310,024,000 | (6.3\%) | 317,668,318 | (8.5\%) | - | $\nabla$ | $\nabla$ |
| Operating Income (Loss) before Deprec. \& Non-Airport Expenses |  | 339,938,813 |  | 306,745,060 | 10.8\% | 309,762,750 | 9.7\% | 288,082,070 | 18.0\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Depreciation |  | 213,846,540 |  | 213,320,987 | 0.2\% |  | N/A |  | N/A | - | N/A | N/A |
| Non-Airport Expenses |  | 13,360,691 |  | 21,116,820 | (36.7\%) |  | N/A |  | N/A | $\nabla$ | N/A | N/A |
| Total Expenses | \$ | 517,760,683 | \$ | 515,721,318 | 0.4\% |  | N/A |  | N/A | - | N/A | N/A |
| Operating Income (Loss) | \$ | 112,731,582 | \$ | 72,307,253 | 55.9\% |  | N/A |  | N/A | $\Delta$ | N/A | N/A |

Additional Aviation Enterprise Fund Information

| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underline{2013}$ |  | $\underline{2012}$ | Percent Change |  | Budget | Percent Change |  | Seasonalized Budget | Percent <br> Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD <br> Compared to Seasonalized Budget |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 20,441,553 |  | 19,397,071 | 5.4\% |  | 20,380,000 | 0.3\% |  |  | N/A | $\Delta$ | - | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 22,042,398 |  | 22,718,507 | (3.0\%) |  | 22,250,000 | (0.9\%) |  |  | N/A | $\nabla$ | - | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 2,604 |  | 6,008 | (56.7\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 254,204 |  | 273,298 | (7.0\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.41 |  | 1.33 | 6.0\% |  | 1.31 | 7.6\% |  |  | N/A | - | A | N/A |
| Investment Income (Year-to-Date) ${ }^{10}$ | \$ | 9,341,681 | \$ | 12,649,048 | (26.1\%) | \$ | 16,665,917 | (43.9\%) |  |  | N/A | $\nabla$ | $\nabla$ | N/A |
| Interest Expense (Year-to-Date) | \$ | 198,110,792 | \$ | 195,798,152 | 1.2\% |  | 176,893,750 | 12.0\% |  |  | N/A | - | - | N/A |
| PFC (Year-to-Date) | \$ | 74,347,561 | \$ | 78,200,910 | (4.9\%) | \$ | 78,375,000 | (5.1\%) | \$ | 80,304,427 | (7.4\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 11/30/13 |  | 10/31/13 |  |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{7}$ | \$ | 1,693,978 | \$ | 811,847 | 108.7\% |  |  | N/A |  |  | N/A | ^ | N/A | N/A |

1. Terminal concession includes food and beverage, and news and gifts.
2. Services includes duty free, display advertisement and other service.
3. All other concessions includes registered traveler, foreign currency, ground transportation fees and ground handling.
4. Non-airport revenues includes employee parking, public safety revenue,TSA fees, FAA tower, and 45025 Aviation Drive
5. Excludes COMIP and Bond Fund expenses.
6. The reporting period for the rolling 12 months of activity lags the current month being reported by one month. Prior year amounts are for a comparable period.
7. The calculation of delinquent accounts receivable is based on invoices more than 30 days past due and only includes credits on account up to the total amount of the delinquent invoices for each customer with delinquent invoices.
8. Rents includes airport rents, passenger conveyance fees, international arrival building fees and tenant equipment charges
9. Rental car revenues include customer contract fees.
10. Excludes unrealized investment gains and losses.

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## ASSETS

Current Assets
Unrestricted cash and cash equivalents
Current portion of restricted assets
Accounts receivable, net
Investments
Inventory
Prepaid expenses and other current assets
Total Current Assets
Non-Current Assets
Restricted Assets
Cash and cash equivalents
Receivables
Investments
Less: current portion of restricted assets
Total Restricted Assets
Unrestricted Assets
Note receivable
Investments
Net pension assets
Prepaid bond insurance
Other assets
Total Unrestricted
Capital Assets
Land and other non-depreciable assets
Construction in progress
Building, systems and equipment
Less: accumulated depreciation
Capital Assets, Net
Total Non-Current Assets
Total Assets
DEFERRED OUTFLOWS OF RESOURCES
Gain on debt refundings
Total Deferred Outflows of Resources

As of Nov-13
As of Oct-13

| \$ | 80,245,799 | \$ | 66,269,209 |
| :---: | :---: | :---: | :---: |
|  | 193,587,788 |  | 185,118,635 |
|  | 24,719,436 |  | 26,025,576 |
|  | 172,062,161 |  | 221,615,744 |
|  | 7,247,711 |  | 7,193,707 |
|  | 6,864,859 |  | 7,245,773 |
|  | 484,727,755 |  | 513,468,644 |

$270,615,334$
$38,461,962$
$305,291,926$
$(193,587,788)$
$----------\quad-\quad 420,781,434$

5,952,642
291,952,642
291,277,255
13,483,373 $3,483,373$
888,365

315,068,822

182,807,947
$182,807,947$
$407,794,465$
407,794,465
$6,809,946,147$
$(2,542,998,139)$
$(2,542,998,139$
----------
$4,857,550,420$
4,857,550,420
5,593,400,675
\$ 6,078,128,430


228,661,831
38,456,463 323, 185,553

405,640,212

6,271,094 261,605,893
$3,467,187$
$13,627,803$ 1388,365
$285,860,341$

182, 807,947
$400,563,073$
$, 808,602,000$ $6,808,602,000$
$(2,523,560,889)$ $(2,523,560,889)$
------------132 5,559,912,685 $\$ 6,073,381,329$

| $66,966,855$ |  |
| :--- | ---: |
| ----------- |  |
|  | $66,966,855$ |

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## LIABILITIES

Current Liabilities
Accounts payable and accrued expenses
Due to (due from) other funds
Operating lease obligations
Advance billings and payments received in advance
Accrued interest payable
Current portion of long-term debt
Total Current Liabilities
Non-Current Liabilities
Other liabilities
Commercial paper notes
Interest rate swaps payable
Bonds payable, net
Total Non-Current Liabilities
Total Liabilities
DEFERRED INFLOWS OF RESOURCES
Loss on debt refundings
Total Deferred Inflows of Resources
NET POSITION
Net Investment in Capital Assets
Restricted for
Debt service
Construction
IAD Air Traffic Control Tower
Unrestricted
Total Net Position

As of Nov-13

| \$ | 63,746,943 |
| :---: | :---: |
|  | $(11,689,939)$ |
|  | 2,554,890 |
|  | 22,299,768 |
|  | 35,641,891 |
|  | 137,695,000 |
|  | 250,248,554 |

6,637,294
21,007,294
21,000,000 4,907,202,788

5,059,717,672
\$ 5,309,966,225

|  | 181,120 |
| :--- | ---: |
| \$ | 181,120 |

\$ $317,311,328$
29,215,992
76,208,875
108, 865
421,365
6,394,220
404,888,534
\$ $834,440,315$

As of Oct-13
\$ $78,534,891$ $(11,636,353)$ 2,116,640 23,488,004 17,295,508 139,465,000 249,263,690

6,019,801 21,000,000 4,908,877,843
5,068,196,287

$$
\$ 5,317,459,977
$$

| 185,210 |
| :--- |
| -------------- |

\$ 185,210
\$ $\quad 324,660,479$
19,516,233
$3,536,475$
421,785
6, 065,460
$6,065,460$
$398,502,566$
\$ 822,702,998

Rents
Landing fees
International arrival fees
Passenger conveyance fees
fity fees
Other
Total operating revenues

## OPERATING EXPENSES

Salaries and related benefits
Services
Materials and supplies
ease from U.S. Government
tilities
Travel
nsurance
roject expenses
on-cash expenses (gains)
Depreciation and amortization
Total operating expenses

## OPERATING INCOME

NON-OPERATING REVENUES (EXPENSES) Investment gains (losses)
Interest expense
Federal, state and local grants
Fair value gain (loss) on swaps
Total non-operating revenues (expenses)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
passenger facility charges
Federal, state and local grants
ther capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

Current Month
Prior Month

Variance

| $(434,485)$ | 19,260,482 |
| :---: | :---: |
| $(211,323)$ | 25,247,754 |
| $(67,738)$ | 8,735,908 |
| 166,150 | 893,121 |
| 142,913 | 502,823 |
| 952 | 542,247 |
| 0 | 91,418 |
| $(79,699)$ | 745,752 |
| $(483,229)$ | 56,019,505 |
| $(1,192,593)$ | 13,805,935 |
| $(2,448,988)$ | 12,269,081 |
| $(284,789)$ | 1,566,649 |
| 0 | 444,000 |
| 117,059 | 2,249,782 |
| $(86,130)$ | 550,989 |
| $(54,853)$ | 28,124 |
| 67,969 | 849,226 |
| 82,494 | 236,931 |
| $(1,618)$ | 42,062 |
| 250,118 | 20,814,120 |
| $(3,551,330)$ | 52,856,899 |
| 3,068,100 | 3,162,606 |
| 91,224 | 1,389,551 |
| 396,547 | $(15,878,735)$ |
| $\begin{array}{r} 0 \\ 11,153,330 \end{array}$ | $\begin{array}{r} 5,658 \\ (3,359,503) \end{array}$ |
| 11,641,102 | $(17,843,029)$ |
| 14,709,202 | $(14,680,423)$ |
| 1,461,800 | 7,394,667 |
| $(3,513,777)$ | 1,695,988 |
| 0 | 0 |
| $(2,051,977)$ | 9,090,655 |
| 12,657,225 | $(5,589,768)$ |

Variance

| 657,041 | 216,786,378 |
| :---: | :---: |
| 1,712,583 | 294,540,494 |
| 659,423 | 107,915,457 |
| 140,187 | 10,931,808 |
| 1,246,333 | 22,026,334 |
| 38,396 | 6,444,088 |
| $(53,093)$ | 305,582 |
| $(141,271)$ | 7,443,306 |
| 4,259,599 | 666,393,447 |


| $(1,402,978)$ | $142,060,572$ |
| ---: | ---: |
| $(34,196)$ | $136,376,075$ |
| $(350,793)$ | $16,688,517$ |
| $(5,750)$ | $4,895,040$ |
| $(271,384)$ | $23,505,822$ |
| $(112,030)$ | $4,830,056$ |
| 9,068 | 693,918 |
| 279,707 | $7,120,497$ |
| 406,723 | $3,079,529$ |
| $(37,438)$ | 73,511 |
| $(1,303,986)$ | $214,338,329$ |
| $(2,823,056)$ | $553,661,866$ |
| $7,082,655$ | $112,731,581$ |


| $(458,869)$ | $9,341,681$ |
| ---: | ---: |
| $(1,531,105)$ | $(198,110,792)$ |
| $(5,658)$ | 988,949 |
| $10,780,556$ | $69,042,853$ |
| $8,784,924$ | $(118,737,309)$ |
| $-15,867,579$ | $(6,005,728)$ |

Year-to-Date
Prior Year

Variance


Currency: USD
No specific Ledger requested

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
Lease from U.S. Government
Lease and rental expenses
Utilities
Telecommunication
Travel
Insurance
Project expenses
Non-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES)
Unrealized investment gains (losses)
Realized investment gains (losses)
Interest expense
Federal, state and local grants
Fair value gain (loss) on swaps
Total non-operating revenues (expenses) GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS

## CAPITAL CONTRIBUTIONS

Passenger facility charges
Federal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| Aviation O\&M Month of Nov-13 | COMIP <br> Month of Nov-13 | $\begin{gathered} \text { CCP } \\ \text { Month of Nov-13 } \end{gathered}$ | Total <br> Month of Nov-13 |
| :---: | :---: | :---: | :---: |
| 19,917,523 | 0 | 0 | 19,917,523 |
| 26,960,337 | 0 | 0 | 26,960,337 |
| 9,395,331 | 0 | 0 | 9,395,331 |
| 1,033,308 | 0 | 0 | 1,033,308 |
| 1,749,156 | 0 | 0 | 1,749,156 |
| 580,643 | 0 | 0 | 580,643 |
| 38,325 | 0 | 0 | 38,325 |
| 604,481 | 0 | 0 | 604,481 |
| 60,279,104 | 0 | 0 | 60,279,104 |
| 12,402,957 | 0 | 0 | 12,402,957 |
| 11,385,714 | 707,296 | 141,875 | 12,234,885 |
| 1,125,892 | 5,117 | 0 | 1,131,009 |
| 438,250 | 0 | 0 | 438,250 |
| 84,847 | 0 | 0 | 84,847 |
| 1,978,398 | 0 | 0 | 1,978,398 |
| 438,959 | 0 | 0 | 438,959 |
| 37,192 | 0 | 0 | 37,192 |
| 1,128,933 | 0 | 0 | 1,128,933 |
| 142,738 | 382,344 | 118,573 | 643,655 |
| 4,624 | 0 | 0 | 4,624 |
| 349,659 | 1,163,079 | 17,997,396 | 19,510,134 |
| 29,518,163 | 2,257,836 | 18,257,844 | 50,033,843 |
| 30,760,941 | $(2,257,836)$ | $(18,257,844)$ | 10,245,261 |
| $(358,263)$ | 0 | $(94,596)$ | $(452,859)$ |
| 96,051 | 0 | 1,287,491 | 1,383,541 |
| $(109,270)$ | 0 | $(17,300,570)$ | $(17,409,840)$ |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 7,421,053 | 7,421,053 |
| $(371,483)$ | 0 | $(8,686,623)$ | $(9,058,105)$ |
| 30,389,458 | $(2,257,836)$ | $(26,944,467)$ | 1,187,155 |
| 0 | 0 | 6,177,390 | 6,177,390 |
| 0 | 0 | 4,372,232 | 4,372,232 |
| 0 | 0 | 10,549,622 | 10,549,622 |
| 30,389,458 | $(2,257,836)$ | $(16,394,844)$ | 11,736,778 |

Currency: USD
No specific Ledger requested

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
Lease from U.S. Government
tease and rental expenses
Utilities
Telecommunication
Travel
Insurance
Project expenses
Non-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES) Unrealized investment gains (losses)
Realized investment gains (losses)
Interest expense
Federal, state and local grants
Fair value gain (loss) on swaps
Total non-operating revenues (expenses)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
Passenger facility charges
Federal, state and local grants
Other capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| Aviation O\&M <br> YTD Nov-13 | $\begin{gathered} \text { COMIP } \\ \text { YTD Nov-13 } \end{gathered}$ | $\begin{gathered} \text { CCP } \\ \text { YTD Nov-13 } \end{gathered}$ | Total YTD Nov-13 |
| :---: | :---: | :---: | :---: |
| 216,786,378 | 0 | 0 | 216,786,378 |
| 294,540,494 | 0 | 0 | 294,540,494 |
| 107,915,457 | 0 | 0 | 107,915,457 |
| 10,931,808 | 0 | 0 | 10,931,808 |
| 22,026,334 | 0 | 0 | 22,026,334 |
| 6,444,088 | 0 | 0 | 6,444,088 |
| 305,582 | 0 | 0 | 305,582 |
| 7,443,306 | 0 | 0 | 7,443,306 |
| 666,393,447 | 0 | 0 | 666,393,447 |
| 142,060,572 | 0 | 0 | 142,060,572 |
| 126,308,725 | 6,835,146 | 3,232,203 | 136,376,075 |
| 16,042,865 | 289,911 | $(21,042)$ | 16,311,734 |
| 4,895,040 |  | 0 | 4,895,040 |
| 376,783 | 0 | 0 | 376,783 |
| 23,505,822 | 0 | 0 | 23,505,822 |
| 4,750,056 | 80,000 | 0 | 4,830,056 |
| 693,109 | 809 | 0 | 693,918 |
| 7,120,497 | 0 | , 0 | 7,120,497 |
| 135,866 | 473,404 | 2,470,259 | 3,079,529 |
| 73,511 | 0 | 0 | 73,511 |
| 3,677,380 | 13,085,879 | 197,575,070 | 214,338,329 |
| 329,640,227 | 20,765,149 | 203,256,491 | 553,661,866 |
| 336,753,221 | $(20,765,149)$ | $(203,256,491)$ | 112,731,581 |
| $(1,117,962)$ | 0 | $(3,442,032)$ | $(4,559,994)$ |
| 1,090,201 | $(5,510)$ | 12,816,984 | 13,901,675 |
| $(4,506,915)$ | 8,465 | $(193,612,342)$ | $(198,110,792)$ |
| 988,949 | 0 | 0 | 988,949 |
| 0 | 0 | 69,042,853 | 69,042,853 |
| $(3,545,728)$ | 2,955 | $(115,194,537)$ | $(118,737,309)$ |
| 333,207,493 | $(20,762,194)$ | $(318,451,028)$ | $(6,005,728)$ |
| 0 | 0 | 74,347,561 | 74,347,561 |
| 0 | 0 | 60,675,686 | 60,675,686 |
| 8,500,000 | 0 | 0 | 8,500,000 |
| 8,500,000 | 0 | 135,023,247 | 143,523,247 |
| 341,707,493 | $(20,762,194)$ | $(183,427,780)$ | 137,517,519 |

Fund=10 (O\&M - Aviation Operations and Maintenance Program)

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
urity fees
her
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
ervices
Materials and supplies
ease and rental expenses
Utilities
Telecommunication
Travel
nsurance
roject expenses
Depreciation and (gains)
Total operating expenses

## operating income

NON-OPERATING REVENUES (EXPENSES) Unrealized investment gains (losses)
Realized investment gains (losses)
Interest expense
ederal, state and local grants
Total non-operating revenues (expenses) GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS CAPITAL CONTRIBUIIONS
ederal, state and local grants
other capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION
Current Month


Variance

| 657,041 | 216,786,378 |
| :---: | :---: |
| 1,712,583 | 294,540,494 |
| 659,423 | 107,915,457 |
| 140,187 | 10,931,808 |
| 1,246,333 | 22,026,334 |
| 38,396 | 6,444,088 |
| $(53,093)$ | 305,582 |
| $(141,271)$ | 7,443,306 |
| 4,259,599 | 666,393,447 |
| $(1,402,978)$ | 142,060,572 |
| $(2,850,296)$ | 126,308,725 |
| $(384,440)$ | 16,042,865 |
| $(5,750)$ | 4,895,040 |
| 88,907 | 376,783 |
| $(271,384)$ | 23,505,822 |
| $(62,030)$ | 4,750,056 |
| 9,068 | 693,109 |
| 279,707 | 7,120,497 |
| 98,761 | 135,866 |
| $(37,438)$ | 73,511 |
| 73,859 | 3,677,380 |
| $(4,464,014)$ | 329,640,227 |
| 8,723,613 | 336,753,221 |

$$
\begin{aligned}
& 2) \\
& 1 \\
& 5) \\
& 9 \\
& 0 \\
& -\quad-\quad .
\end{aligned}
$$



Variance
Year-to-Date
Prior Year

| 209,480,569 | 7,305,808 |
| :---: | :---: |
| 273,116, 731 | 21,423,763 |
| 97,112,630 | 10,802,827 |
| 10,787,636 | 144,172 |
| 21,157,602 | 868,732 |
| 5,720,123 | 723,966 |
| 972,300 | $(666,718)$ |
| 7,499,926 | $(56,620)$ |
| 625,847,517 | 40,545,931 |
| 138,926,191 | 3,134,381 |
| 123,167,712 | 3,141,014 |
| 13,357,338 | 2,685,528 |
| 4,856,686 | 38,354 |
| 93,688 | 283,096 |
| 24,654,290 | $(1,148,468)$ |
| 4,877,754 | $(127,698)$ |
| 756,880 | $(63,771)$ |
| 7,514,455 | $(393,958)$ |
| 192,948 | $(57,082)$ |
| 76,192 | $(2,681)$ |
| 3,613,076 | 64,304 |
| 322,087,209 | 7,553,017 |
| 303,760,308 | 32,992,913 |
| $(171,701)$ | $(946,261)$ |
| 1,168,500 | $(78,299)$ |
| $(3,553,734)$ | $(953,181)$ |
| 933,854 | 55,095 |
| $(72,500)$ | 72,500 |
| $(1,695,581)$ | $(1,850,147)$ |
| 302,064,727 | 31,142,767 |
| 0 | 0 |
| 0 | 8,500,000 |
| 0 | 8,500,000 |
| 302,064,727 | 39,642,767 |

$(946,261)$
$(78,299)$ $(78,299)$
$(953,181)$
$\qquad$

| 209,480,569 | 7,305,808 |
| :---: | :---: |
| 273,116,731 | 21,423,763 |
| 97,112,630 | 10,802,827 |
| 10,787,636 | 144,172 |
| 21,157,602 | 868,732 |
| 5,720,123 | 723,966 |
| 972,300 | $(666,718)$ |
| 7,499,926 | $(56,620)$ |
| 625,847,517 | 40,545,931 |
| 138,926,191 | 3,134,381 |
| 123,167,712 | 3,141,014 |
| 13,357,338 | 2,685,528 |
| 4,856,686 | 38,354 |
| 93,688 | 283,096 |
| 24,654,290 | $(1,148,468)$ |
| 4,877,754 | $(127,698)$ |
| 756,880 | $(63,771)$ |
| 7,514,455 | $(393,958)$ |
| 192,948 | $(57,082)$ |
| 76,192 | $(2,681)$ |
| 3,613,076 | 64,304 |
| 322,087,209 | 7,553,017 |
| 303,760,308 | 32,992,913 |
| $(171,701)$ | $(946,261)$ |
| 1,168,500 | $(78,299)$ |
| $(3,553,734)$ | $(953,181)$ |
| 933,854 | 55,095 |
| $(72,500)$ | 72,500 |
| $(1,695,581)$ | $(1,850,147)$ |
| 302,064,727 | 31,142,767 |
| 0 | 0 |
| 0 | 8,500,000 |
| 0 | 8,500,000 |
| 302,064,727 | 39,642,767 |

Fund=10 (O\&M - Av
OPERATING REVENUES
Concessions
Other

Concessions
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
benefits
Services
Repairs and maintenance services
Professional services
Contract services
Training and licenses
Meeting and business expenses
Materials and supplies
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel
Other materials and supplies
Lease from U.S. Government
Utilities
elecommunication
Travel
Insurance premium
Insurance claims
epreciation and amortization
alaries
Services and benefits
Materials and supplies
Utilities
Telecommunications
ravel
Insurance
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
$\qquad$
$\begin{array}{rr}(38,385) & 106,523 \\ (38,385) & 106,523\end{array}$

| 91,772 | 79,794 |
| :---: | :---: |
| 91,772 | 79,794 |
| 21,492,333 | $(417,300)$ |
| 6,880,552 | 830,980 |
| 4,482,260 | 2,109,822 |
| 13,024,211 | 1,188,174 |
| 1,750 | $(1,750)$ |
| 703,841 | 33,952 |
| 500,994 | $(47,935)$ |
| 1,111,880 | 294,718 |
| 886,408 | $(238,951)$ |
| 668,630 | $(448,506)$ |
| 0 | 20 |
| 232,197 | 5,851 |
| 4,856,686 | 38,354 |
| 1,677 | 122 |
| 5,075,916 | $(113,767)$ |
| 507,319 | $(87,447)$ |
| 5,007,970 | 284,095 |
| 2,506,467 | $(678,035)$ |
| $(157,822)$ | 630,944 |
| $(3,307,460)$ | $(646,089)$ |
| $(1,196,218)$ | $(499,953)$ |
| $(160,884)$ | 130,909 |
| (156) | 11 |
| $(205,605)$ | $(22,800)$ |
| $(25,053)$ | $(3,692)$ |
| 0 | (1) |
| 0 | 86 |
| $(108,684)$ | 232,361 |
| 62,779,207 | 2,574,172 |
| $(62,687,435)$ | $(2,494,378)$ |

        Retail
        Advertising
        Other terminal concessions
    Rents
    Landing fees
    Landing fees
    Utility sales
    Security fees
    Other
        Total operating revenues
    OPERATING EXPENSES
Salaries and related benefits
Salaries
Employee benefits
Services
Repairs and maintenance services
professional services
Contract services
Environmental services
Training and licenses
eeting and business expenses
Other services
Materials and supplie
Repairs and maintenance materials
Non-capitalized furniture and equipment
Fuel
Environmental materials and supplies
Other materials and supplies
Utilities
ravel
Insurance
roject expenses
Depreciation and amortization
Allocations
Salaries and benefits
Materials and supplies
tilities
Telecommunications
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

4,030,596


1,554,987
695,302 156,968 1,915, 084 60,652
2,628 1,029
870 180,479 18,790
63,105 63,105
2,497 2,497
81,417
617,158 617,158
99

142,738
61,042 61, 042
$(3,683)$
$(10,513)$ $10,513)$
$(362)$ $(2,543)$
$6,221,664$
$-------14,593,441$

Department=D20
Prior Month
(Ronald Reagan National Airport) Variance
Variance Current Month Prior Year
Pror Month
$4,160,507$
$1,598,834$
128,334
123,004
493,660
743,135
468,384
47,117
510,302
51,294
$8,185,738$
$4,330,368$
202,436
76,098
23,725
186,336
$21,329,272$
21,329,272
$1,670,465$
754,964
$(115,478)$
$(71,043)$
$2,222,971$
179,540

| 179,540 |
| :--- |

1,919,370
18,801
9,814
$(1,527,670)$
$(22,572)$
$(4,286)$
41,851
41,851
$(7,187)$
$(6,868)$
$(2,556)$
113,836
16,396
16,396
$(139,853)$
$(139,853)$
2,263
2,263
12,245
15,540
12,245
15,540
$(4,153)$
142,738
$(3,174)$
142,738
$(3,174)$
64,215
$(3,683)$
$(10,513)$
$10,513)$
$(362)$
$(362)$
$(2,543)$
0
0


Variance
Year-to-Date

| 3 |
| :--- |
| 1 |
| 4 |
| 4 |
| 7 |
| 4 |
| 4 |
| 4 |
| 40 |
| 16 |
| 98 |
| 37 |
|  |


| $(119,457)$ | $45,834,699$ |
| ---: | ---: |
| $(224,992)$ | $17,158,255$ |
| $(77,994)$ | 917,490 |
| 95,850 | 938,486 |
| $(25,017)$ | $5,049,507$ |
| 56,487 | $8,585,167$ |
| 61,013 | $5,483,401$ |
| 21,741 | 387,248 |
| $(166,234)$ | $4,866,845$ |
| 16,979 | 481,289 |
| $1,067,637$ | $93,662,190$ |
| 70,280 | $44,220,738$ |
| 38,695 | $2,089,493$ |
| $(2,410)$ | 842,277 |
| $(38,664)$ | 144,982 |
| $(28,334)$ | $1,967,526$ |
| 745,579 | $232,629,593$ |


$1,551,459$
837,551

$$
\begin{array}{r}
3,528 \\
(153,631)
\end{array}
$$

$$
\begin{array}{r}
17,875,322 \\
7,817,894
\end{array}
$$

2,438,009 110, 659
1,657,847

$$
(1,7
$$

$(1,742,707)$
46,310
257,237 457,237
$(213,132)$ $(213,132)$
$(6,234)$
$(6,234)$
$(6,706)$
$(11,052)$
(11, 052 )
$(25,750)$
6,493
6,493
47,308
2,497
2,497
9,182
$(70,070$
4,478
103,803
19,813
19, 81
10,173,399
1,711,958 $1,750,840$
839,654 839,654
108,482 76,802
20,693
2,086,021 145,004
940,433 940,433
11,760 11,760
614,350 $7,763,155$
61,074

133, 683 133,683
653,713


Year-to-Date Prior Year


211,417,---------

16,861,422
9,038,965
1,732,841
21,516,596
930,166
114,807
61,625
61,625
65,952
1,946,191 46,724
621,994 621,994
43827
463,215 463,215
$7,833,515$ 59,265
127,037 127,037
510,735
$(34,397)$
$(84,288)$ $(84,288)$
$(7,708)$ $(25,552)$
$(19)$


Variance

1,254,714 $(67,664)$
$(159,874)$ $(159,874)$
147,251
248,199 248,199 716, 698 134,448 600,478
163,871 12,397,098 $5,662,635$
87,883 87,883
$(105,185)$ $(105,185)$
$(512,896)$
164,878 164,878 $1,013,900$
880,427

1,134,434 $(20,883)$
234,244 234,244
$(90,512)$ $(90,512)$
$(6,324)$ $(45,259)$ 139,831
98,280 98,280
318,439 618,
633 151,136
$(70,359)$ 1,810 6,646
142,978 $(6,113)$
$(31,360)$ $(3,729$
3
$(2,426)$ $(2,426)$
19 19
107,815


3,982,56

# MWAA Corporate Ledger 

Fund=10 (O\&M - Aviation Operations and Maintenance Program), $\begin{gathered}\text { Current Month }\end{gathered}$
OPERATING REVENUES
Concessions
Parking
Rental cars
In-flight kitchen
ther non-terminal concessions
ood and Beverage
Services
Advertising
Other terminal concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Employee benefits
Services
Repairs and maintenance services Professional services
Contract services
Training and licenses
Meeting and business expenses Other services
Materials and supplies
Repairs and maintenance material Non-capitalized furniture and equipmen Fuel
nvironmental materials and supplies other materials and supplies
elecommunication
Travel
Insurance
amortization
locations
Salaries and benefits Services
Materials and supplie
Trave
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)
4, 611,543

$1,387,178$
$1,374,520$ $1,374,520$
860,636 605,624 830,976
574,548 1, 181,548
1,341 189,341
397,371 527,606
237,934 580,643 14,600
446,198
----------1 $2,744,853$
$1,201,468$
1, 894,682 310,620
$3,968,091$ 368,091
385,645 385,645
39,437
3, 39,437
3,278
$(45)$
$\square$
1,363
67,086
363,645

63,645
500
2,786
212,982
$(25,606)$
$(2,806)$
$(747)$
$(79)$
0
$(69)$


Department=D3
Prior Month
$\qquad$

| $5,062,335$ |
| ---: |
| $1,449,010$ |
| $1,454,231$ |
| 784,276 |
| 444,279 |
| 795,780 |
| 561,162 |
| 947,223 |
| 477,708 |
| 56,014 |
| $18,985,922$ |
| $5,132,701$ |
| 347,019 |
| 241,936 |
| $1,606,243$ |
| 579,690 |
| 14,600 |
| 326,138 |
| $39,266,267$ |
| -1 |


| $(450,792)$ | $4,875,783$ |
| ---: | ---: |
| $(61,832)$ | $1,520,906$ |
| $(79,711)$ | $1,099,339$ |
| 76,360 | 637,193 |
| 161,344 | 374,184 |
| 35,195 | 720,924 |
| 13,386 | 549,101 |
| 234,118 | 548,658 |
| $(80,336)$ | 477,465 |
| $(14,076)$ | 43,039 |
| $(547,557)$ | $17,793,419$ |
| 484,312 | $5,027,869$ |
| 180,587 | 422,002 |
| $(4,001)$ | 239,549 |
| 142,913 | 502,823 |
| 952 | 542,247 |
| 0 | 29,028 |
| 120,060 | 487,916 |
| 210,921 | $35,891,447$ |


| $(264,240)$ | 55,539,543 |
| :---: | :---: |
| $(133,728)$ | 16,537,286 |
| 275,181 | 13,166,055 |
| 223,442 | 8,104,386 |
| 231,440 | 4,273,009 |
| 110,051 | 8,895,079 |
| 25,447 | 6,345,071 |
| 632,683 | 9,638,297 |
| $(80,094)$ | 4,160,586 |
| $(1,101)$ | 472,290 |
| 644,946 | 200,878,305 |
| 589,143 | 63,694,718 |
| 105,604 | 5,277,041 |
| $(1,615)$ | 2,727,418 |
| 1,246,333 | 22,026,334 |
| 38,396 | 6,444,088 |
| $(14,428)$ | 160,600 |
| $(41,717)$ | 4,859,618 |
| 3,585,742 | 433,199,725 |

2,944,718
1,542,981

$$
\begin{aligned}
& 32,683,628 \\
& 13,995,796
\end{aligned}
$$

2,152,973
252,141
$4,264,208$

$$
\begin{array}{r}
19,010,379 \\
2,531,499
\end{array}
$$

$$
\begin{array}{r}
2,531,499 \\
44,381,387
\end{array}
$$

264,20
248,88
65

$$
\begin{array}{r}
44,381,387 \\
2,907,914
\end{array}
$$

35
6,500
7,399
$\qquad$

Year-to-Date
Variance

Year to Date

$$
\begin{array}{r}
907,914 \\
147,145 \\
199,735
\end{array}
$$

$$
\begin{array}{r}
199,735 \\
37,326
\end{array}
$$

464,904 7,482
114,680
2,160
2,160
22,957
1, 5
13,99
$\mathbf{5}$
220,590
$(30,416)$
$(1,879)$
$(500)$
$(1,879)$
$(500)$

Varington Du
Variance

Year-to-Date
Prior Year

| $56,295,771$ |
| ---: |
| $15,809,324$ |
| $12,738,250$ |
| $6,419,173$ |
| $3,680,430$ |
| $8,620,946$ |
| $6,138,086$ |
| $7,831,732$ |
| $5,358,892$ |
| 448,514 |
| $191,851,639$ |
| $58,554,527$ |
| $5,245,659$ |
| $2,597,253$ |
| $21,157,602$ |
| $5,720,123$ |
| 314,422 |
| $5,064,814$ |
| $413,847,156$ |

$$
\begin{aligned}
& 31,762,789 \\
& 12,626,886
\end{aligned}
$$

$$
\begin{array}{r}
920,840 \\
1,368,910
\end{array}
$$

$$
\begin{gathered}
722,070 \\
(291,252)
\end{gathered}
$$

$$
\begin{gathered}
(291,252) \\
(2,027,758)
\end{gathered}
$$

$$
\begin{gathered}
(2,027,758) \\
182,256
\end{gathered}
$$

$$
\begin{aligned}
& 113,821 \\
& 113,82
\end{aligned}
$$

$$
\begin{gathered}
44,788 \\
(63,294)
\end{gathered}
$$

$$
\begin{aligned}
& 580,222 \\
&
\end{aligned}
$$

$$
\begin{array}{r}
269,663 \\
83,605
\end{array}
$$

$$
\begin{array}{r}
(2,116) \\
, 686,373
\end{array}
$$

$$
(1,075,816)
$$

$$
\begin{gathered}
(2,199) \\
1,140
\end{gathered}
$$

$$
\begin{array}{r}
(8,352) \\
, 066,992)
\end{array}
$$

$$
\begin{gathered}
52,908 \\
(10,200) \\
(2,717)
\end{gathered}
$$

$$
\begin{array}{r}
(2,717) \\
(296)
\end{array}
$$

$$
\begin{array}{r}
(296) \\
(55,463) \\
(2,703)
\end{array}
$$

Currency: USD
Fund=10 (O\&M - Av

OPERATING REVENUES
Concessions
Other

Concessions
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
ervices benefits
Repairs and maintenance services
Professional services
Contract services
Training and licenses
Meeting and business expenses
Other services
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel
Environmental materials and supplies Other materials and supplies
Telecommunication
ravel
Insurance claims
Depreciation and amortization
llocations
Salaries and benefits Services
Telecommun and supplies
relecommunications
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
$\qquad$

Department=D400 (Office of Publc Safety) Prior Month

Variance

Variance
Prior Month Prior Year

Year-to-Date

| $(32,880)$ | 444,595 |
| ---: | ---: |
| $(32,880)$ | 444,595 |

$2,953,118$
$1,355,559$
3, 1,30
$3,304,7$
$1,303,1$
65,182
$(34,918)$
$(34,918)$

$$
\begin{aligned}
& \text {-- } \\
& \text {-- }
\end{aligned}
$$

$\qquad$

$$
2,953,118
$$

$$
\begin{array}{cc}
(351,613) & 3,030,687 \\
52,379 & 1,691,297
\end{array}
$$

$$
\begin{gathered}
(77,569) \\
(335,738)
\end{gathered}
$$

$$
(335,738)
$$

$$
\begin{array}{r}
(15,597) \\
(925)
\end{array}
$$

$$
\begin{gathered}
0 \\
13,795 \\
(1,468)
\end{gathered}
$$

$$
\begin{gathered}
(1,468) \\
0
\end{gathered}
$$

$$
\begin{array}{r}
(215) \\
(12,589) \\
14,477 \\
532 \\
72,463 \\
61 \\
12,275 \\
0 \\
(980)
\end{array}
$$

(200,218)
$200,218)$
$(1,339)$
$(1,339)$
$(1,880)$
$(6)$
540,691
540,691
$(96,096)$
$-\quad(96,096)$

Year-to-Date Prior Year

Variance

387,757
$(1,275,150)$
100,432
$(17,737)$
103,584
10,969
10,969
516
18,258
19,969
$(28,974)$
$(3,548)$
$(3,548)$
$(39,047$
169,047
11,027
11,027
25,273
$(18)$
1,400
18
61,103
$(2,202,398)$
23,312
6,233
6,233
8,492
23
18,502
$----------121,151)$
325,055

MWAA Corporate Ledger
Parking Comparative Income Statement
Current Period: Nov-13
Currency: USD
Cost Center=P31 (Public Parking)
OPERATING REVENUES
Concessions
Parking
Other
Total operating revenues
OpERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Professional services
Contract services
Environmental services
Meeting and business expenses
Materials and supplies
Repairs and maintenance materials
Non-capitalized furniture and equipment
Fuel
Other materials and supplies
Utilities
Insurance
Project expenses
Depreciation and amortization
Allocations
Salaries and benefits
Total operating expenses
OPERATING INCoME (LOSS)

Current Month
$8,642,139$
69
$8,642,139$
69
$--------------\quad$
--------642,208
Prior Month


| 36,940 | 42,075 | $(5,136)$ | 34,863 |
| :---: | :---: | :---: | :---: |
| 314,062 | 320,624 | $(6,562)$ | 165,941 |
| 214,419 | 224,499 | $(10,080)$ | 232,070 |
| 2,033,595 | 1,948,509 | 85,086 | 1,736,381 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 16,979 | 11,099 | 5,880 | 16,065 |
| 6,450 | 0 | 6,450 | 0 |
| 153,814 | 157,786 | $(3,971)$ | 74,604 |
| 0 | 0 | 0 | 96,497 |
| 48,588 | 40,224 | 8,364 | 45,367 |
| 0 | 0 | 0 | 0 |
| $(17,233)$ | 0 | $(17,233)$ | 0 |
| (93) | (93) | 0 | 0 |
| 2,807,520 | 2,744,722 | 62,799 | 2,401,789 |
| 5,834,687 | 6,478,387 | $(643,699)$ | 6,624,139 |

Variance
Current Month Prior Year

Variance


Year-to-Date

| $(383,697)$ |
| ---: | ---: |
| $(24)$ |$\quad 101,374,242$

2,077 503,884
3,051,495 2, 363,774 22,491,241 134,817
12,973 134,817
12,973 134,817
$1,079,021$
4,306 4,306
438,037
2,098
$(86,534)$ $(1,026)$


| 100,880,277 |
| :---: |

$$
513,679
$$ 2,532,818 $2,532,818$

$23,860,805$

Year-to-Dat Year-to-Dat
Prior Year --------------

Variance

| $\begin{gathered} 498,486 \\ (3,557) \end{gathered}$ |
| :---: |
| 494,930 |

$(9,795)$

$$
\begin{aligned}
& 3,081,846 \\
& 2
\end{aligned}
$$

$(30,351)$ (169,045) $(1,369,564)$
$(2,775)$ $(2,775)$
$(184)$

7,749
$(160,815)$
$(79,809)$
$(79,809)$
$(10,312)$
$(10,312)$
135,162
2,098
$(86,534)$
$(1,026)$


Current Month Prior Year

Year-to-Date Prior Year

Variance
OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues

OPERATING EXPENSES
Salaries and related benefits
ervices and maintenance services
Materials and supplies
Telecommunication
Insurance
llocations
Services
Telecommunications
Total operating expenses
OPERATING INCOME (LOSS)


| $(4,025)$ | $3,569,695$ |
| ---: | ---: |
| $(4,025)$ | $3,569,695$ |


| 3,544,715 | 24,980 |
| :---: | :---: |
| 3,544,715 | 24,980 |

4,122 2,676
490,005
10,954
$(60,898)$
45,118
4,662,437

| $\begin{array}{r} (1) \\ (1,936) \end{array}$ | $\begin{array}{r} (8) \\ (224,280) \end{array}$ |
| :---: | :---: |
| $(51,881)$ | 4,483,267 |
| 47,857 | $(913,573)$ |

$$
\begin{gathered}
0 \\
\hline \\
\hline-\ldots-1202,981) \\
\hline 4,804,830 \\
\hline
\end{gathered}
$$

| $\begin{array}{r} (8) \\ (21,299) \end{array}$ |
| :---: |
| $(321,562)$ |
| 346,542 |

Currency: USD
Fund=10 (O\&M - Aviation Operations and M
OPERATING REVENUES
Concessions
Rents
Utility sales
Total operating revenues
OpERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Contract services
Materials and supplies
Repairs and maintenance materials
Insurance
Allocations
Salaries and benefits
Total operating expenses
293,813
16,842
310,655

| $\begin{array}{r} 293,813 \\ 14,115 \end{array}$ |
| :---: |
| 307,928 |


| 896 | 7,978 |
| :---: | :---: |
| 2,398 | 1,521 |
| 7,310 | 9,659 |
| 0 | 0 |
| (11) | (11) |
| 10,593 | 19,146 |
| 300,062 | 288,782 |

Variance
Year-to-Date Year-to-Date
Prior Year

| $3,218,824$ | 7,960 |
| ---: | ---: |
| 174,133 | $(263)$ |
| $3,392,957$ | 7,697 |


| $(1,411)$ | $3,226,784$ |
| ---: | ---: |
| $(1)$ | 173,870 |
| $(1,412)$ | $3,400,654$ |
|  |  |
| $(3,535)$ | 45,461 |
| 931 | 22,058 |
| 7,310 | 84,216 |
| 0 | 446 |

45,258
35,905
74,368
74,368
453

Fund=10 (O\&M - Av
OPERATING REVENUES
Concessions

Concessions
Rents
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries ander
Salaries
Services
Repairs and maintenance services
Professional services
Contract services
Materials and supplies
Repairs and maintenance materials
Other materials and supplies
tilities
Tecommunication
Insurance
Depreciation and amortization
llocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)
nance Program),
Current Month
Current Month
Funding Source=00095 (45025 Aviation Drive)
Prior Month Variance Current Month
Prior Year

 --------

| 5,619 | 6,850 | $(1,231)$ | $(4,219)$ |
| :---: | :---: | :---: | :---: |
| 6,222 | 7,557 | $(1,335)$ | 10,076 |
| 1,386 | 1,386 | 0 | 1,386 |
| 15,163 | 17,270 | $(2,107)$ | 0 |
| 0 | 41 | (41) | (243) |
| 0 | 0 | 0 | 13 |
| 18,061 | 19,755 | $(1,694)$ | 15,730 |
| 0 | 0 | 0 | 0 |
| 52,575 | 52,575 | 0 | 52,575 |
| (10) | (10) | 0 | 0 |
| 99,015 | 105,423 | $(6,407)$ | 75,317 |
| $(47,532)$ | $(38,895)$ | $(8,637)$ | 3,355 |

Year-to-Date Prior Year $\qquad$

| $\begin{array}{r} (25,890) \\ (1,299) \end{array}$ | $\begin{array}{r} 765,031 \\ 6,637 \end{array}$ |
| :---: | :---: |
| $(27,189)$ | 771,668 |


| 806,728 |
| :---: |

$9,838 \quad 76,569$
71,079


9,8
$\begin{aligned} & \text { 3,854 }\end{aligned} \quad 52,504$
15,163 15,245
173,422

135,769 15,975
150,197
$(1,120)$
$(1,120)$
52
138,555
138,555
16
578,323

| (107) |
| :---: |
| 182,929 |
| (217,989 |

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
THE AIRPORTS
NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET
AS OF NOVEMBER 30, 2013

|  | CY 2013 BUDGET |  |  |  | BUDGET <br> TO DATE | $\begin{gathered} \text { ESTIMATED } \\ 2013 \\ \hline \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NATIONAL |  | DULLES | TOTAL |  |  |  |
| TOTAL REVENUES W/ TRANSFERS | \$ 243,346,000 | \$ | 502,232,000 | \$ 745,578,000 | \$683,446,500 | \$ 688,973,938 |  |
|  |  |  |  |  |  |  | Coverage In Total |
| LESS: ESTIMATED 2013 SETTLEMENT | 8,570,227 |  | 3,032,322 | 11,602,549 |  | 11,602,549 |  |
|  |  |  |  |  |  |  | 401,624,559 / |
| O \& M EXPENSES LESS DEPRECIATION | 144,884,000 |  | 202,478,000 | 347,362,000 | 318,415,167 | 289,654,015 | $\begin{array}{r} 284,705,321= \\ 141 \end{array}$ |
| NET OPERATING REVENUES | 89,891,773 |  | 296,721,678 | 386,613,451 | 365,031,333 | 387,717,374 |  |
|  |  |  |  |  |  |  | Coverage at DCA |
|  |  |  |  |  |  |  | 1.50 |
| DEBT SERVICE | $(81,925,000)$ |  | $(240,904,000)$ | $(322,829,000)$ | $(295,926,583)$ | $(284,705,321)$ | Coverage at IAD |
|  |  |  |  |  |  |  | 1.37 |
| O \& M RESERVE | $(2,889,000)$ |  | $(3,935,000)$ | $(6,824,000)$ | $(6,255,333)$ | $(6,255,333)$ |  |
| INTEREST INCOME | 2,863,000 |  | 15,318,000 | 18,181,000 | 16,665,917 | 13,907,185 |  |
| NET REMAINING REVENUES | \$ 7,940,773 | \$ | 67,200,678 | \$ 75,141,451 | \$ 79,515,333 | \$ 110,663,905 |  |



At the end of November, the estimated Net Remaining Revenue (NRR) is \$110,663,905. At 91.7\% year-to-date, the Airports Authority has earned 119.3\% of budgeted NRR.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND PERIOD ENDED 11/30/2013

NOTE: $91.7 \%$ OF THE YEAR COMPLETED


The year-to-date construction spending is at $\$ 252.6$ million. The 2013 budget for Capital Construction Program expenditures totals $\$ 235.9$ million.

Short-Term Liquidity Forecast: As of November 30, 2013 the Authority had $\$ 351.2$ million available in construction funds, which includes $\$ 250.0$ million on the shelf in Commercial Paper Series 1 fund. Of the funds on hand as of the end of November, $\$ 26.0$ million were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as AMT bond funds. Included in the funds on hand as of November 30 were $\$ 2.4$ million of non-AMT bond funds, the majority of which is from the 2010A debt issuance.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of November 30, 2013

Delinquent accounts receivables invoices over 30 days past due for Ronald Reagan Washington National Airport as of November 30, 2013 total $\$ 302,792$. Delinquent accounts receivables increased by a net amount of $\$ 103,702(52.1 \%)$ during the month. The composition of the November delinquent balances, net of remittances that have been received but not yet applied against the customer's balance, and its comparison to the prior month's balances are as follows:

| RONALD REAGAN WASHINGTON NATIONAL AIRPORT | INVOICES OVER 30 DAYS PAST DUE AS OF NOVEMBER 30, 2013 | CREDITS ON ACCOUNT AS OF NOVEMBER 30, 2013 | NET DELINQUENT BALANCE AS OF NOVEMBER 30, 2013 | NET BALANCE AS OF OCTOBER 31, 2013 | CHANGE IN balance | PERCENTAGE <br> CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > $=\mathbf{\$ 2 , 5 0 0}$ |  |  |  |  |  |  |
| Airline | \$ 159,718 | \$ 1,209,362 | \$ 68,219 | \$ 19,531 | \$ 48,688 | 249.3\% |
| Non-Airline | 39,373 | 6,046 | 35,603 | 13,385 | 22,218 | 166.0\% |
| Government | 120,808 | 29 | 120,778 | 109,677 | 11,101 | 10.1\% |
| Telecommunications | 78,192 | - | 78,192 | 56,497 | 21,695 | 38.4\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 398,091 | \$ 1,215,437 | \$ 302,792 | \$ 199,090 | \$ 103,702 | 52.1\% |

Items of interest with respect to accounts receivable during November include the following:

- The increase for Airline delinquency is primarily due to a landing fee for Frontier Airlines in the amount of \$33,275.00.
- The increase in Non-Airline delinquencies is primarily due to a outstanding parking invoice in the amount of $\$ 20,590.00$ for Worldwide Flight Services.
- Government delinquencies increased by $\$ 11,101$. This amount is attributed to a FAA delinquent rent invoice in the amount of $\$ 50,159.50$.
- Telecommunication's delinquency increased by $38.4 \%$ which is primarily due to a delinquent amount of $\$ 11,385.00$ for TSA invoices.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of November 30, 2013

Delinquent accounts receivables invoices over 30 days past due for Washington Dulles International Airport as of November 30, 2013 total $\$ 1,391,186$. Delinquent accounts increased by a net amount of $\$ 771,252(124.4 \%)$ during the month. The composition of the November delinquent balances, net of remittances that have been received but not yet applied against the customer's balance, and its comparison to the prior month's balances are as follows:

| WASHINGTON DULLES INTERNATIONAL AIRPORT | INVOICES OVER 30 days past due as OF NOVEMBER 30, 2013 | CREDITS ON aCCOUNT AS OF NOVEMBER 30, 2013 | NET DELINQUENT balance as of NOVEMBER 30, 2013 | NET BALANCE AS OF OCTOBER 31, 2013 | Change in balance | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | \$ 1,002,571 | \$ 346,305 | \$ 664,225 | \$ 271,558 | \$ 392,667 | 144.6\% |
| Non-Airline | 728,317 | 532,554 | 575,544 | 227,321 | 348,223 | 153.2\% |
| Government | 99,356 | 31,431 | 67,925 | 36,473 | 31,452 | 86.2\% |
| Telecommunications | 83,492 | - | 83,492 | 84,582 | $(1,090)$ | -1.3\% |
| Other | N/A | N/A | N/A | N/A | N/A | 0.0\% |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 1,913,736 | \$ 910,290 | \$ 1,391,186 | \$ 619,934 | \$ 771,252 | 124.4\% |

Items of interest with respect to accounts receivable during the month of November include the following:

- The increase in Airline delinquencies is primarily due to a parking permit invoice for American Airlines in the amount of $\$ 360,360$ minus credits in the amount of $\$ 173,703$ for a net amount of $\$ 186,657$. The second most significant increase in delinquency is Mesa Air group in the amount of $\$ 131,033$ for back billings of rent.
- The increase in Non-Airline delinquencies is primarily due to several Cargo Airport Services back billing for rents in the amount of $\$ 174,232$.
- The Government delinquencies increased by $\$ 31,452$. This amount is attributed to several FAA delinquent utility invoices.
- Telecommunications had a decrease of $\$ 1,090(-1.3 \%)$ which is due to a payment from Virgin Atlantic-Cargo in the amount of $\$ 3,324$.

