# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY 

## Aviation Enterprise <br> February 2014 Financial Report

Prepared by the Office of Finance
March 2014

## Aviation Enterprise February 2014 Financial Report

## Revenue

- Year-to-date revenues of $\$ 102.7$ million*
- Revenue 6.9\% lower than prior year-to-date
- 15.3\% of annual budgeted revenues at 16.7\% through year


## Expenses

- Year-to-date expenses of $\$ 98.8$ million*
- Expenses $4.4 \%$ higher than prior year-to-date
-17.5\% of annual budgeted expenses at 16.7\% through year


## Aviation Enterprise February 2014 Financial Report

Operating Income

- $\$ 3.9$ million year-to-date operating income
- Prior year operating income was $\$ 15.6$ million

Debt Service Coverage Estimate
-1.17x as of February 2014
-1.29x as of January 2014
-1.33x as of February 2013


> METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL REPORT <br> FEBRUARY 2014 <br> Table of Contents 

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# Metropolitan Washington Airports Authority Financial Statements <br> February 2014 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for February 2014 were $\$ 53.5$ million. Operating revenues decreased from January 2014 by $\$ 3.2$ million mostly due to decreases in concession fees of $\$ 1.9$ million, landing fees of $\$ 0.8$ million, rents of $\$ 0.2$ million, utility sales of $\$ 0.1$ million and other revenues of $\$ 0.1$ million.
$\rightarrow$ Year-to-date operating revenues through February 2014 were $\$ 110.2$ million, which is a decrease of $\$ 6.1$ million below 2013 totals. Rent revenue decreases of $\$ 5.7$ million, landing fees of $\$ 1.9$ million and passenger conveyance fees of $\$ 0.1$ million were lower primarily due to lower rates. In addition, international arrival fees decreased by $\$ 0.4$ million and security fees decreased by $\$ 0.1$ million. The decreases are offset by increases in concessions of $\$ 1.7$ million, other operating revenues of $\$ 0.2$ million and utility sales of $\$ 0.2$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of February 2014 were $\$ 56.5$ million, which is $\$ 6.6$ million higher than for January 2014 mostly due to increases in services of $\$ 8.0$ million, project expenses of $\$ 0.9$ million and telecommunications of $\$ 0.1$ million offset by decreases in salaries and related benefits of $\$ 1.2$ million, materials and supplies of $\$ 0.8$ million, utilities of $\$ 0.3$ million and insurance of $\$ 0.1$ million. The increase in services is primarily due to snow removal.
$\rightarrow$ Year-to-date operating expenses through February 2014 were $\$ 106.3$ million, which is $\$ 5.6$ million higher than 2013 primarily due to increases in services of $\$ 2.1$ million, materials and supplies of $\$ 2.1$ million, salaries and related benefits of $\$ 1.5$ million, project expenses of $\$ 0.6$ million, utilities of $\$ 0.3$ million, telecommunications of $\$ 0.2$ million and insurance of $\$ 0.1$ million offset by a decrease in depreciation and amortization of $\$ 1.1$ million.
$\rightarrow$ Operating loss for the Aviation Enterprise Fund in February 2014 was $\$ 3.0$ million compared to operating income of $\$ 6.9$ million in January 2014.
$\rightarrow$ Year-to-date through February 2014, operating income was $\$ 3.9$ million compared to operating income of $\$ 15.6$ million through February 2013.
$\rightarrow$ In February 2014 there was a net non-operating loss of $\$ 16.5$ million compared to a net non-operating loss in January 2014 of $\$ 32.5$ million. The positive difference of about $\$ 16.0$ million is primarily due to a $\$ 15.8$ million increase in the change in the swaps fair value and investment gains of $\$ 0.2$ million.
$\rightarrow$ Through February 2014, year-to-date net non-operating expenses were $\$ 48.9$ million compared to net non-operating expenses of $\$ 19.9$ million in 2013. The negative difference of $\$ 29.1$ million is mostly comprised of a $\$ 31.2$ million negative difference in the change in the swaps fair value offset by an increase in investment gains of $\$ 1.9$ and an increase in federal, state and local grants of $\$ 0.3$ million.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of February 2014 were $\$ 9.6$ million compared to $\$ 10.1$ million in January 2014. The $\$ 0.5$ million decrease is mostly due to $\$ 1.0$ million decrease in grants revenue offset by a $\$ 0.6$ million increase in passenger facility charges. Year-to-date capital contributions were $\$ 19.7$ million, an increase of $\$ 3.3$ million from 2013, due to increases of $\$ 2.8$ million in grant revenue and passenger facility charges of $\$ 0.5$ million.
$\rightarrow$ There is a decrease in net position for the Aviation Enterprise Fund for the month of February 2014 of $\$ 9.8$ million compared to a decrease of $\$ 15.5$ million for the prior month.
$\rightarrow$ The year-to-date decrease in net position through February 2014 was $\$ 25.3$ million compared to a year-to-date increase of \$12.2 million through February 2013.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 2.1$ million as of February 30, 2014, a decrease of $16.1 \%$ from January 30, 2014. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage decreased from 1.41x in January2014 to1.17x in February 2014.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL INDICATORS <br> PERIOD ENDED 2/28/2014

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | PercentChange CY toPY | Pro-Rated Annual Budget |  | Percent Change CY to Budget | SeasonalizedBudget |  | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD Compared to Seasonalized Budget |
|  |  | rent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |  |  |  |  |
| Rents ${ }^{8}$ | \$ | 52,274,507 | \$ | 58,375,282 | (10.5\%) | \$ | 54,028,833 | (3.2\%) | \$ | 54,883,429 | (4.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Landing Fees |  | 16,774,573 |  | 18,680,697 | (10.2\%) |  | 22,372,667 | (25.0\%) |  | 19,792,953 | (15.2\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Parking (net) |  | 10,170,574 |  | 11,103,903 | (8.4\%) |  | 12,322,333 | (17.5\%) |  | 10,662,330 | (4.6\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Rental cars ${ }^{9}$ |  | 5,617,185 |  | 5,663,914 | (0.8\%) |  | 6,087,833 | (7.7\%) |  | 6,130,020 | (8.4\%) | - | $\nabla$ | $\nabla$ |
| Terminal Concessions ${ }^{1}$ |  | 4,848,396 |  | 4,836,733 | 0.2\% |  | 5,006,833 | (3.2\%) |  | 4,537,723 | 6.8\% | - | $\nabla$ | $\Delta$ |
| Services ${ }^{2}$ |  | 2,554,216 |  | 2,595,328 | (1.6\%) |  | 3,466,667 | (26.3\%) |  | 3,048,458 | (16.2\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| FBO |  | 2,381,585 |  | 2,341,575 | 1.7\% |  | 2,081,167 | 14.4\% |  | 1,864,435 | 27.7\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Inflight caterers |  | 1,846,217 |  | 1,328,747 | 38.9\% |  | 1,421,833 | 29.8\% |  | 1,161,725 | 58.9\% | $\triangle$ | $\triangle$ | $\triangle$ |
| All Other Concession Revenue ${ }^{3}$ |  | 2,690,218 |  | 1,853,939 | 45.1\% |  | 2,417,500 | 11.3\% |  | 2,164,109 | 24.3\% | $\Delta$ | $\triangle$ | $\Delta$ |
| Utility Revenue |  | 1,366,268 |  | 1,345,387 | 1.6\% |  | 1,278,000 | 6.9\% |  | 1,241,351 | 10.1\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Non-Airport Revenues ${ }^{4}$ |  | 2,133,851 |  | 2,143,814 | (0.5\%) |  | 1,378,333 | 54.8\% |  | 1,233,604 | 73.0\% | - | $\Delta$ | $\Delta$ |
| Total Revenue | \$ | 102,657,590 | \$ | 110,269,319 | (6.9\%) | \$ 1 | 111,862,000 | (8.2\%) |  | 106,720,137 | (3.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Material Supplies and Services | \$ | 24,262,185 | \$ | 20,510,821 | 18.3\% | \$ | 21,083,500 | 15.1\% | \$ | 20,606,420 | 17.7\% | - | $\triangle$ | - |
| Salaries and Benefits |  | 27,887,492 |  | 26,356,907 | 5.8\% |  | 27,021,167 | 3.2\% | \$ | 28,129,027 | (0.9\%) | $\triangle$ | $\triangle$ | - |
| Utilities |  | 4,580,814 |  | 4,315,211 | 6.2\% |  | 4,545,667 | 0.8\% | \$ | 4,682,401 | (2.2\%) | $\triangle$ | - | $\nabla$ |
| Other Airport Expense ${ }^{5}$ |  | 1,995,626 |  | 1,921,328 | 3.9\% |  | 3,253,333 | (38.7\%) | \$ | 2,576,164 | (22.5\%) | $\triangle$ | $\nabla$ | $\nabla$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 58,726,117 |  | 53,104,267 | 10.6\% |  | 55,903,667 | 5.0\% |  | 55,994,012 | 4.9\% | - | $\triangle$ | - |
| Operating Income (Loss) before Deprec. \& Non-Airport Expenses |  | 43,931,473 |  | 57,165,052 | (23.1\%) |  | 55,958,333 | (21.5\%) |  | 50,726,125 | (13.4\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Depreciation |  | 38,268,142 |  | 39,413,691 | (2.9\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Non-Airport Expenses |  | 1,783,763 |  | 2,126,418 | (16.1\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Total Expenses | \$ | 98,778,022 | \$ | 94,644,376 | 4.4\% |  |  | N/A |  |  | N/A | $\triangle$ | N/A | N/A |
| Operating Income (Loss) | \$ | 3,879,568 | \$ | $\underline{\text { 15,624,943 }}$ | (75.2\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |

Additional Aviation Enterprise Fund Information

| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underline{2014}$ |  | $\underline{2013}$ | Percent Change |  | Budget | Percent Change |  | easonalized Budget | Percent 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) ${ }^{6}$ |  | 20,415,933 |  | 19,850,264 | 2.8\% |  | 20,920,000 | (2.4\%) |  |  | N/A | $\Delta$ | $\nabla$ | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 21,854,024 |  | 22,508,351 | (2.9\%) |  | 22,540,000 | (3.0\%) |  |  | N/A | $\nabla$ | $\nabla$ | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 1,867 |  | 5,729 | (67.4\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 253,889 |  | 266,247 | (4.6\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.17 |  | 1.33 | (12.0\%) |  | 1.36 | (14.0\%) |  |  | N/A | $\nabla$ | V | N/A |
| Investment Income (Year-to-Date) ${ }^{10}$ | \$ | 3,400,456 | \$ | 1,519,114 | 123.8\% | \$ | 2,450,333 | 38.8\% |  |  | N/A | $\triangle$ | $\Delta$ | N/A |
| Interest Expense (Year-to-Date) | \$ | 35,085,878 | \$ | 35,413,700 | (0.9\%) | \$ | 30,980,333 | 13.3\% |  |  | N/A | - | - | N/A |
| PFC (Year-to-Date) | \$ | 13,062,365 | \$ | 12,540,072 | 4.2\% | \$ | 14,266,667 | (8.4\%) | \$ | 13,373,133 | (2.3\%) | - | $\nabla$ | $\nabla$ |
| - |  | 02/28/14 |  | 01/31/14 |  |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{7}$ | \$ | 2,148,868 | \$ | 2,560,174 | (16.1\%) |  |  | N/A |  |  | N/A | $\nabla$ | 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
Unrestricted cash and cash equivalent
Current portion of restricted assets
Current portion of restri
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
\$ $131,658,831$
244,295,088 29,200,925 90,433,804 10,505,403
511,861,642

$4,991,116$
$309,649,185$
$3,797,361$
$13,326,528$
$3,133,070$
$334,897,260$

182,685,100
396,937,151
$396,937,151$
$6,847,216,832$ 6,847,216,832 $(2,600,891,264$
----------19

$$
4,825,941,819
$$

$$
5,595,968,966
$$

$$
\$ 6,107,830,608
$$

|  | 64,936,356 |
| :---: | :---: |
| \$ | 64,936,356 |

\$ $122,964,014$ 228,733,664 30,476,727 110,030,034 $5,499,503$
$5,297,326$

503,001,269

223,137,145
51,923,253 385, 08,612
$431,425,345$

5,312,657
308, 987, 857
3,797,361
4,907,917
336,332,158

182,685,100 402,105,194 6,836,335,625 $(2,581,985,499)$ $(2,581,985,499$
$--------140,420$
--------------
\$ 6,109,899,192


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 Feb-14

| \$ |
| ---: |
| $68,688,301$ |
| $(5,701,744)$ |
| $1,223,140$ |
| $24,469,241$ |
| $85,586,680$ |
| $137,695,000$ |
| $-------11,960,617$ |


| 6,656,556 |  |
| :---: | :---: |
|  | 21,000,000 |
|  | 129,244,866 |
|  | 4, 902,364,605 |
|  | 5,059,266,026 |
| \$ | 5,371,226,643 |

-_-_-_-_-_-168,849
\$ $\quad 168,849$
\$ $255,624,107$
63,399,305
90,217, 591
217,591
405,635
5,702,755
$5,702,755$
$386,022,079$
801,371,472

As of Jan-14
) 73,802,135
4,784,655)
'781,390
27,174,828
69,222,192
137,694,833
303,890,724

| 6,656,556 |  |
| :---: | :---: |
|  | 21,000,000 |
|  | 128,497,995 |
|  | 4,903,943,870 |
| 5,060,098,420 |  |
| \$ 5,363,989,144 |  |
| 172,939 |  |
| 172,939 |  |
| \$ | 271,228,752 |
|  | $\begin{aligned} & 51,984,911 \\ & 93,427,981 \end{aligned}$ |
|  |  |
|  | $\begin{array}{r} 388,635 \\ 6,790,580 \end{array}$ |
|  |  |
|  | 387,360,231 |
| \$ | 811,181,089 |

    Rents
    Landing fees
    Jtility sales
    International arrival fees
    International arrival fee
    Security fees
    Other
        Total operating revenues
    OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
Materials and supplies
Utilities
Telecommunication
Travel
Insuranc
Project expenses
On-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES)
Investment gains (losses)
Interest expense
ederal, state and local grants
air value gain (loss) on swaps
Total non-operating revenues (expenses
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
assenger facility charges
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

Current Month


Variance
Year-to-Date

| 661,449 | 36,451,222 |
| :---: | :---: |
| $(2,818,212)$ | 48,514,064 |
| $(635,850)$ | 16,774,573 |
| $(63,591)$ | 2,319,152 |
| $(90,972)$ | 3,292,992 |
| $(49,403)$ | 1,157,491 |
| $(53,093)$ | 38,325 |
| 90,473 | 1,648,470 |
| $(2,959,199)$ | 10,196,289 |


|  |  |
| ---: | ---: |
| $1,196,702$ | $27,974,536$ |
| $5,262,896$ | $26,408,299$ |
| 569,658 | $4,864,841$ |
| $(5,250)$ | 882,000 |
| 356,080 | $4,668,822$ |
| 198,503 | 972,428 |
| 4,210 | 66,365 |
| 1649,122 | $1,013,713$ |
| 669,335 | $1,091,266$ |
| $(28,882)$ | 1,159 |
| $(1,122,185)$ | $38,373,293$ |
| $7,-165,-189$ | $106,316,721$ |


| $\begin{gathered} 607,232 \\ (51,335) \\ 29,590 \\ 2,810,625 \end{gathered}$ | $\begin{array}{r} 3,400,456 \\ (35,085,878) \\ 47,044 \\ (17,287,393) \end{array}$ |
| :---: | :---: |
| 3,396,112 | $(48,925,771)$ |
| $(6,828,276)$ | $(45,046,204)$ |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 34,772,976 | 1,678,246 |
| 54,178,531 | $(5,664,466)$ |
| 18,680,697 | $(1,906,125)$ |
| 2,160,588 | 158,564 |
| 3,702,589 | $(409,597)$ |
| 1,234,597 | $(77,106)$ |
| 182,835 | $(144,510)$ |
| 1,405,342 | 243,129 |
| 116,318,155 | $(6,121,866)$ |
| 26,467,692 | 1,506,844 |
| 24,356,924 | 2,051,375 |
| 2,745,672 | 2,119,169 |
| 894,250 | $(12,250)$ |
| 4,389,506 | 279,317 |
| 801,526 | 170,902 |
| 98,498 | $(32,134)$ |
| 876,336 | 137,376 |
| 505,965 | 585,301 |
| 38,000 | $(36,841)$ |
| 39,518,841 | $(1,145,548)$ |
| 100,693,211 | 5,623,511 |
| 15,624,944 | $(11,745,377)$ |
| 1,519,114 | 1,881,341 |
| $(35,413,700)$ | 327,822 |
| 135,104 | $(48,060)$ |
| 13,938,055 | $(31,225,448)$ |
| $(19,861,427)$ | $(29,064,345)$ |
| $(4,236,483)$ | $(40,809,721)$ |


| $(286,040)$ | 13,062,365 |
| :---: | :---: |
| $(1,074,382)$ | 6,682,188 |
| $(1,360,422)$ | 19,744,553 |
| $(8,188,698)$ | $(25,301,652)$ |


| 12,540,072 | 522,292 |
| :---: | :---: |
| 3,905,175 | 2,777,012 |
| 16,445,248 | 3,299,305 |
| 12,208,765 | $(37,510,417)$ |

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
Jtilities
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 Feb-14 | COMIP <br> Month of Feb-14 | $\begin{gathered} \text { CCP } \\ \text { Month of Feb-14 } \end{gathered}$ | Total <br> Month of Feb-14 |
| :---: | :---: | :---: | :---: |
| 17,258,576 | 0 | 0 | 17,258,576 |
| 24,134,691 | 0 | 0 | 24,134,691 |
| 7,966,063 | 0 | 0 | 7,966,063 |
| 1,090,960 | 0 | 0 | 1,090,960 |
| 1,642,715 | 0 | 0 | 1,642,715 |
| 568,840 | 0 | 0 | 568,840 |
| 38,325 | 0 | 0 | 38,325 |
| 794,058 | 0 | 0 | 794,058 |
| 53,494,228 | 0 | 0 | 53,494,228 |
| 13,381,303 | 0 | 0 | 13,381,303 |
| 17,126,153 | 65,377 | 4,539 | 17,196,069 |
| 1,847,119 | 157,223 | $(12,650)$ | 1,991,693 |
| 441,750 | 0 | 0 | 441,750 |
| 35,397 | 0 | 0 | 35,397 |
| 2,172,700 | 0 | 0 | 2,172,700 |
| 490,536 | 0 | 69,959 | 560,495 |
| 51,473 | 0 | 0 | 51,473 |
| 478,932 | 0 | 0 | 478,932 |
| 0 | 0 | 976,553 | 976,553 |
| 3,890 | 0 | 0 | 3,890 |
| 347,963 | 1,107,193 | 17,737,935 | 19,193,091 |
| 36,377,216 | 1,329,793 | 18,776,336 | 56,483,345 |
| 17,117,012 | $(1,329,793)$ | $(18,776,336)$ | $(2,989,117)$ |
| 661,328 | 0 | 15,810 | 677,138 |
| 96,214 | 0 | 1,008,649 | 1,104,863 |
| $(277,103)$ | 0 | $(17,262,484)$ | $(17,539,587)$ |
| 47,044 | 0 | 0 | 47,044 |
| 0 | 0 | $(746,871)$ | $(746,871)$ |
| 527,483 | 0 | $(16,984,896)$ | $(16,457,413)$ |
| 17,644,495 | $(1,329,793)$ | $(35,761,233)$ | $(19,446,530)$ |
| 0 | 0 | 6,806,741 | 6,806,741 |
| 0 | 0 | 2,830,794 | 2,830,794 |
| 0 | 0 | 9,637,535 | 9,637,535 |
| 17,644,495 | $(1,329,793)$ | $(26,123,698)$ | $(9,808,996)$ |

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 <br> YTD Feb-14 | $\begin{gathered} \text { COMIP } \\ \text { YTD Feb-14 } \end{gathered}$ | $\begin{gathered} \text { CCP } \\ \text { YTD } \begin{array}{c} \text { Feb-14 } \end{array} ~ \end{gathered}$ | $\begin{gathered} \text { Total } \\ \text { YTD Feb-14 } \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| 36,451,222 | 0 | 0 | 36,451,222 |
| 48,514,064 | 0 | 0 | 48,514,064 |
| 16,774,573 | 0 | 0 | 16,774,573 |
| 2,319,152 | 0 | 0 | 2,319,152 |
| 3,292,992 | 0 | 0 | 3,292,992 |
| 1,157,491 | 0 | 0 | 1,157,491 |
| 38,325 | 0 | 0 | 38,325 |
| 1,648,470 | 0 | 0 | 1,648,470 |
| 110,196,289 | 0 | 0 | 110,196,289 |
| 27,974,536 | 0 | 0 | 27,974,536 |
| 25,996,720 | 381,394 | 30,185 | 26,408,299 |
| 4,609,589 | 178,462 | 32,498 | 4,820,548 |
| 882,000 | 0 | 0 | 882,000 |
| 44,293 | 0 | 0 | 44,293 |
| 4,668,822 | 0 | 0 | 4,668,822 |
| 902,469 | 0 | 69,959 | 972,428 |
| 66,365 | 0 | 0 | 66,365 |
| 1,013,713 | 0 | 0 | 1,013,713 |
| 0 | 4,680 | 1,086,586 | 1,091,266 |
| 1,159 | 0 | 0 | 1,159 |
| 686,055 | 2,218,388 | 35,468,849 | 38,373,293 |
| 66,845,721 | 2,782,924 | 36,688,076 | 106,316,721 |
| 43,350,567 | $(2,782,924)$ | $(36,688,076)$ | 3,879,567 |
| 325,483 | 0 | 799,784 | 1,125,267 |
| 196,832 | 0 | 2,078,357 | 2,275,189 |
| $(554,216)$ | 0 | $(34,531,662)$ | $(35,085,878)$ |
| 47,044 | 0 | 0 | 47,044 |
| 0 | 0 | $(17,287,393)$ | $(17,287,393)$ |
| 15,143 | 0 | $(48,940,914)$ | $(48,925,771)$ |
| 43, 365,710 | $(2,782,924)$ | $(85,628,990)$ | $(45,046,204)$ |
| 0 | 0 | 13,062,365 | 13,062,365 |
| 0 | 0 | 6,682,188 | 6,682,188 |
| 0 | 0 | 19,744,553 | 19,744,553 |
| 43,365,710 | $(2,782,924)$ | $(65,884,438)$ | $(25,301,652)$ |

    Salaries and related benefits
    Services
    Materials and supplies
    Materials and supplies
    Lease and rental expenses
    Utilities
    elecommunication
    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
Total non-operating revenues (expenses
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTION
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

Rents
Landing fees
Utility sales
International arrival fees
International arrival fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES


Variance
Priont Month
Variance

|  |  |
| ---: | ---: |
| $(2,-118,412)$ | $36,451,222$ |
| $(635,850)$ | $48,514,064$ |
| $(63,591)$ | $16,774,573$ |
| $(90,972)$ | $3,292,152$ |
| $(49,403)$ | $1,157,492$ |
| $(53,093)$ | 38,325 |
| 90,473 | $1,648,470$ |
| $(2,959,199)$ | $110,196,289$ |


| 1,196,702 | 27,974,536 |
| :---: | :---: |
| 5,178,262 | 25,996,720 |
| 367,363 | 4,609,589 |
| $(5,250)$ | 882,000 |
| 17,892 | 44,293 |
| 356,080 | 4,668,822 |
| 128,544 | 902,469 |
| 4,210 | 66,365 |
| 164,122 | 1,013,713 |
| 0 | 0 |
| $(28,882)$ | 1,159 |
| 13,392 | 686,055 |
| 7,392,435 | 66,845,722 |
| $(10,351,634)$ | 43,350,567 |


| 918,855 | 325,483 |
| :---: | :---: |
| $(3,299)$ | 196,832 |
| 46,664 | $(554,216)$ |
| 29,590 | 47,044 |
| 991,809 | 15,143 |

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

| Year-to-Date <br> Prior Year | Variance |
| :---: | :---: |
| 34,772,976 | 1,678,246 |
| 54,178,531 | $(5,664,466)$ |
| 18,680,697 | $(1,906,125)$ |
| 2,160,588 | 158,564 |
| 3,702,589 | $(409,597)$ |
| 1,234,597 | $(77,106)$ |
| 182,835 | $(144,510)$ |
| 1,405,342 | 243,129 |
| 116,318,155 | $(6,121,866)$ |
| 26,467,692 | 1,506,844 |
| 22,729,543 | 3,267,176 |
| 2,730,111 | 1,879,478 |
| 894,250 | $(12,250)$ |
| 31,543 | 12,750 |
| 4,389,506 | 279,317 |
| 801,526 | 100,943 |
| 98,498 | $(32,134)$ |
| 876,336 | 137,376 |
| $(9,055)$ | 9,055 |
| 38,000 657,361 | $(36,841)$ 28,694 |
| 59,705,313 | 140,409 |
| 56,612,842 | $(13,262,274)$ |
| $(332,108)$ | 657,591 |
| 201,179 | $(4,347)$ |
| $(647,543)$ 95,104 | 93,327 |
|  |  |
| $(683,369)$ | 698,511 |
| 55,929,473 | $(12,563,763)$ |
| 0 | 0 |
| 0 | 0 |
| 55,929,473 | $(12,563,763)$ |

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

OPERATING REVENUES
Concessions

Concessions
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salarie
Services benefits
Repairs and maintenance services Professional services
Training and licenses
Meeting and business expenses Other services
Materials and supplies
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel
Other materials and supplies
ease from U.S. Government
Utilities
Telecommunication
Insuran
Insurance premiums
Insurance claim
Depreciation and amortization
Allocations
Salaries and benefits
Materials and supplies
Utilities
Telecommunications
Travel
Insurance
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
$\qquad$

$1,933,00$
676,790
,074
$2,199,762$
742,989
$(273,640)$ 208,963
20,475 20,475
17,548 497,245 32,077
$(130,755)$ $(130,755)$

$$
\begin{array}{r}
0 \\
23,915 \\
441,750
\end{array}
$$

$$
\begin{array}{r}
23,915 \\
441,750 \\
451
\end{array}
$$

$$
\begin{array}{r}
151 \\
510,179
\end{array}
$$

$$
\begin{array}{r}
510,179 \\
50,965
\end{array}
$$

$$
\begin{array}{r}
476,286 \\
2,723 \\
59,982
\end{array}
$$

59,982
$(419,871)$
$(77,273)$
$(10,686)$
$(17)$
$(25,102)$
$(2,846)$
$(77)$
$(449)$


774,597
1,347,777
189,967
136,335 89,967
36,335
6,462 $(23,037)$
120,845

$$
\begin{array}{r}
120,845 \\
0 \\
34,953 \\
440,250 \\
180
\end{array}
$$

$$
\begin{array}{r}
180 \\
437,041 \\
9,016
\end{array}
$$

467,954
46,954
66,904
59,310
-
$(419,871)$ $(77,273)$
$(10,686)$ $(10,686)$
$(17)$
$(25,102)$

$$
\begin{array}{r}
(25,102) \\
(2,846) \\
(77)
\end{array}
$$

Current Month Prior Year

Variance
$\qquad$

$$
\begin{array}{r}
(266,761) \\
(66,199)
\end{array}
$$

$(1,048,238)$
$(138,814)$
$(169,492)$ $(18,787)$ 90,784
55,114 $(251,600)$ $(11,039)$
1,500 1,500
$(29)$ 1,500
$(29)$
73,139 73,139
41,949

8,332
$(64,181)$

$$
\begin{aligned}
& \text { Year-to-Dat } \\
& \text { Prior Yeat }
\end{aligned}
$$

$$
\begin{aligned}
& \text { Year-to-Dat } \\
& \text { Prior Year }
\end{aligned}
$$

| 804 | 16,149 |
| :---: | :---: |
| 804 | 16,149 |

$$
-
$$

14,542

|  |  |
| :---: | :---: |
| 1,607 |  |


| $\begin{gathered} 181,075 \\ (1,822) \end{gathered}$ | $\begin{aligned} & 4,132,763 \\ & 1,419,779 \end{aligned}$ | $\begin{aligned} & 3,796,984 \\ & 1,427,176 \end{aligned}$ | $\begin{gathered} 335,779 \\ (7,397) \end{gathered}$ |
| :---: | :---: | :---: | :---: |
| $(700,046)$ | 500,957 | 891,678 | $(390,721)$ |
| $(35,633)$ | 2,556,740 | 1,803,175 | 753,565 |
| $(19,005)$ | 210,443 | 100,859 | 109,584 |
| $(6,086)$ | 53,882 | 55,127 | $(1,245)$ |
| 480,692 | 503,707 | 187,312 | 316,395 |
| $(7,901)$ | 9,040 | 4,176 | 4,864 |
| $(169,019)$ | $(9,910)$ | 132,377 | $(142,287)$ |
| 0 | 0 | 20 | (20) |
| $(4,212)$ | 58,868 | 53,678 | 5,190 |
| $(5,250)$ | 882,000 | 894,250 | $(12,250)$ |
| 49 | 331 | 307 | 24 |
| 127,920 | 947,220 | 842,485 | 104,735 |
| 12,266 | 59,981 | 87,246 | $(27,265)$ |
| 32,236 | 944,240 | 937,984 | 6,256 |
| 131,963 | 69,627 | $(61,648)$ | 131,275 |
| 18,360 | 119,292 | 71,158 | 48,133 |
| $(60,458)$ | $(839,743)$ | $(718,827)$ | $(120,916)$ |
| 76,925 | $(154,546)$ | $(308,395)$ | 153,849 |
| $(7,961)$ | $(21,372)$ | $(5,450)$ | $(15,922)$ |
| (4) | (34) | (26) | (8) |
| $(4,338)$ | $(50,203)$ | $(41,528)$ | $(8,675)$ |
| (233) | $(5,692)$ | $(5,226)$ | (466) |
| (77) | (154) | , | (154) |
| $(11,693)$ | (899) | 22,487 | $(23,385)$ |
| 27,749 | 11,386,317 | 10,167,379 | 1,218,938 |
| $(26,945)$ | $(11,370,168)$ | $(10,152,837)$ | $(1,217,331)$ |

# MWAA Corporate Ledger <br> Comparative Income Statement Current Period: Feb-14 

            Parking
            Fixed based operator
            n-flight kitchen
            ther non-terminal concessions
            ood and Beverage
            Retail
            Service
            Advertising
            Other terminal concessions
    Rents
    Landing fees
    Landing fees
    tility sales
    Security fees
    Other
        Total operating revenues
    OPERATING EXPENSES
Salaries and related benefits
Salaries
Employee benefits
Services
Repairs and maintenance services
rofessional services
Contract services
nvironmental service
reting and business
iness expenses
Materials and supplie
Repairs and maintenance materials
Non-capitalized furniture and equipment
Fuel
Environmental materials and supplies
Other materials and supplies
tilities
ravel
roject expense
Depreciation and amortization
Depreciation
Salaries and benefits
Services
Materials and supplies
Utilities
Total operating expenses
OPERATING INCOME (LOSS)


1, 892,629
$1,991,819$
721,446
$(99,190)$
$(12,537)$
1,000,184
221,724 1,898,403 109,984
2,392 2,392
16,226
629

152,499 152,499
18,567 226,720
416,747
623,659
16,747
623,659
183
76,968
76,968
$(9,122)$
$(7,357)$
$(779)$
$(2,151)$

$===============$

Department=D200 (Ronald Reagan National Airport) Prior Month

Variance Current Month Prior Year

Year-to-Date
Variance

# MWAA Corporate Ledger <br> Comparative Income Statement 

| Currency: USD <br> Fund=10 (O\&M - Aviation Operations and Mainte |
| :---: |
| OPERATING REVENUES |
| Concessions <br> Parking |
|  |  |
|  |
| Fixed based operator |
| In-flight kitchen |
| Other non-terminal concessions |
| Food and Beverage |
| RetailServices |
|  |  |
|  |
| Rents Other terminal concessions |
|  |  |
|  |
| Utility sales |
| Telecommunications <br> International arrival fees |
|  |  |
|  |
| Security fees |
|  |
| Total operating revenues |
| OPERATING EXPENSES |
| Salaries and related benefitsSalaries |
|  |  |
|  |
| Services |
| Repairs and maintenance services |
| Professional services |
| Contract services |
| Environmental services |
| Training and licenses |
| Meeting and business expenses |
| Other services |
|  |
| Materials and supplies Repairs and maintenance materials |
| Non-capitalized furniture and equipment Fuel |
|  |  |
|  |
| Other materials and supplies |
| Utilities |
| Telecommunication |
| Travel |
| Insurance |
| Depreciation and amortizationAllocations |
|  |  |
|  |
| Services |
| Materials and supplies |
| Travel |
| Depreciation and amortization |
| Total operating expenses |
| OPERATING INCOME (LOSS) |

Variance

$\underset{\text { Variance } \quad$|  Current Month  |
| :---: |
|  Prior Year  |$}{\text { Internationa }}$ Prior Year

Year-to-Date Prior Year

Variance

nance Program),
Current Month


3,
1,
1,
10 $3,421,274$
$, 208,068$
$1,573,178$
324,322
324,322
$10,233,91$
276,792
2,967
2,967
$(148)$
2,299
455,224 455,224
$(1,649)$ $(1,649)$
446,198 46,198
1,060 226,736 $1,551,057$
500 204,727
$(25,098)$
$25,098)$
215
$(541)$
215
$(541)$
$(37)$
0


$2,797,144$
$1,295,554$
1,859,268
$4,313,683$
255,190
957
55,190
957
4,645
1,421

$$
\begin{gathered}
460,633 \\
(11,352) \\
280,781 \\
413 \\
84,666 \\
119.308
\end{gathered}
$$

119,308
500
500
3,167
217,35
$(25,607)$
$(25,806)$
$(747)$
$(747)$
$(79)$
$(69)$


MWAA Corporate Ledger
Parking Comparative Income Statement

OPERATING REVENUES
Concessions
Parking
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Repairs and maintenance services Professional services
Contract services
Materials and supplies
Repairs and maintenance materials
Non-capitalized furniture and equipment
Other materials and supplies
Utilities
Insurance
sllocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Current Month

| $7,917,414$ | $8,595,991$ |
| ---: | ---: |
| 64 | 75 |
| $---\quad 8,--017,478$ | $8,56,066$ |

480,082 195,
1978 $3,195,978$
364,574 4,580
4,785
114,544 114,544
27,559 27,559
41,828


Variance
Current Month Prior Year

Variance

- Year-to-Date


## Year-to-Date Year-to-Dat Prior Year

## Variance

| $16,152,739$ | 360,666 |
| ---: | ---: |
| 143 | $(3)$ |
| $-\quad 360,663$ |  |


| $\begin{array}{r} (71,391) \\ (9) \end{array}$ | $\begin{array}{r} 16,513,405 \\ 140 \end{array}$ |
| :---: | :---: |
| $(71,400)$ | 16,513,544 |

----------16,152,882 $\qquad$

87,463
$(27,423)$
304,162
13,203
1,013,024
$(8,969)$
21
$(47,772)$
37,559
21
$(47,772)$
37,559
10,101


| 1,293,995 |
| :---: |
| $(933,333)$ |

## Year-to-Date Prior Year

Variance
OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Repairs and maintenance services
Materials and supplies
Telecommunication
Insurance
llocations
Services
Telecommunications
Total operating expenses
OPERATING INCOME (LOSS)

$$
\begin{array}{rr}
(11,361) & 606,769 \\
- & 606,769
\end{array}
$$

$$
\begin{array}{r}
643,616 \\
--------10 .-16
\end{array}
$$

$$
\begin{array}{r}
(36,847) \\
(36,847)
\end{array}
$$

15,223
479,944
35,764
$(20,541)$
1,381
13, 842
50,987
916,985
 $\qquad$

| $\begin{array}{r} (2) \\ (6,126) \end{array}$ |
| :---: |
| 139,403 |
| $(176,250)$ |

Currency: USD
Fund=10 (O\&M - Aviation Operations and
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
Insurance
Allocations
Salaries and benefits
Total operating expenses

unding Sourc
Prior Month
(Dulles
Variance
ariance Curric Control Tower)
Current Month

Variance

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

## Variance



| $\begin{array}{r} 586,152 \\ 31,579 \end{array}$ | 1,474 203 |
| :---: | :---: |
| 617,731 | 1,677 |


| 1,507 | 2,950 | $(1,443)$ | 7,531 | $(6,024)$ | 4,458 |
| ---: | ---: | ---: | ---: | ---: | ---: |
| 2,663 | 3,398 | $(734)$ | 1,086 | 1,577 | 6,061 |
| 4,620 | 7,310 | 7,310 | 7,121 | 7,500 | 21,930 |

, 458
6,061
12,218
$(7,760)$
3,552
3,552
14,241
2,509
7,689


 $\qquad$

(9)

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

Concessions
Rents
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services
Repairs and maintenance services
Professional services
Contract services
Repairs and maintenance materials
Utilities
Depreciation and amortization
llocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)


Prior Month $\quad$ Variance Current Mont Variance $\begin{gathered}\text { Current Month } \\ \text { Prior Year }\end{gathered}$ Prior Year

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

Variance

$==============(52,781)(16,922)$

## OPERATING REVENUES <br> Concessions

Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
ecurity fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
ease from U.S. Government
ease and rental expenses
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
Total non-operating revenues (expenses)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
Federal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| MTD-Actual |
| :---: |
| 17,258,576 |
| 24,134,691 |
| 7,966,063 |
| 1,090,960 |
| 1,642,715 |
| 568,840 |
| 38,325 |
| 794,058 |
| 53,494,228 |
| 13,381,303 |
| 17,126,153 |
| 1,847,119 |
| 441,750 |
| 35,397 |
| 2,172,700 |
| 490,536 |
| 51,473 |
| 478,932 |
|  |
| 3,890 |
| 347,963 |
| 36,377,216 |
| 17,117,012 |
| 661,328 |
| 96,214 |
| $(277,103)$ |
| 47,044 |
| 527,483 |
| 17,644,495 |
| 0 |
| 0 |

17,644,495

MTD-Budget
1
104
-1
-1
-1

| TD-Budget | MTD Varia |
| :---: | :---: |
| 18,294,745 | (1, 0 |
| 25,712,059 | $(1,5$ |
| 9,778,802 | (1,8) |
| 1,028,575 |  |
| 1,242,530 |  |
| 634,770 |  |
| 11,061 |  |
| 58,562 |  |
| 56,761,104 | (3,2 |


12,6
12,3
2,4
4
$2,460,047$
452,417 460,047
452,417

| 4,7 |  |
| :--- | :--- |
| 490,536 | $2,454,754$ |
| 425,810 |  |

036,169)
$(577,368)$
$, 812,739)$
62,385
400,185
$(65,931)$
27,264
735,495
-

## YTD-Actual

| YTD-Budget |
| :---: |
| 37,049,826 |
| 51,412,898 |
| 19,792,953 |
| 1,859,780 |
| 2,653,638 |
| 1,267,601 |
| 23,831 |
| 101,057 |
| 114,161,584 |

YTD Variance Annual Budget

Annual Budget
Remaining
_------_-

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
THE AIRPORTS
NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET
AS OF FEBRUARY 28, 2014

|  | CY 2014 BUDGET |  |  |  | BUDGETTO DATE | ESTIMATED$2014$ |  | Coverage Year to Date |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NATIONAL |  | DULLES | TOTAL |  |  |  |  |
| TOTAL REVENUES W/ TRANSFERS | \$ 245,912,000 | \$ | 497,338,000 | \$ 743,250,000 | \$ 123,875,000 | \$ | 115,459,634 |  |
|  |  |  |  |  |  |  |  |  |
| O \& M EXPENSES LESS DEPRECIATION | 127,793,000 |  | 209,351,000 | 337,144,000 | 56,190,667 |  | 57,669,574 |  |
|  |  |  |  |  |  |  |  | 60,065,249 / |
|  |  |  |  |  |  |  |  | 51,280,724 = |
| NET OPERATING REVENUESDEBT SERVICE | 118,119,000 |  | 287,987,000 | 406,106,000 | 67,684,333 |  | 57,790,060 | 1.17 |
|  | $(75,820,000)$ |  | $(237,633,000)$ | $(313,453,000)$ | $(52,242,167)$ |  | $(51,280,724)$ |  |
| O \& M RESERVE | $(449,000)$ |  | $(1,277,000)$ | $(1,726,000)$ | $(287,667)$ |  | $(287,667)$ |  |
| INTEREST INCOME | 3,015,000 |  | 11,688,000 | 14,703,000 | 2,450,500 |  | 2,275,189 |  |
| NET REMAINING REVENUES | \$ 44,865,000 | \$ | 60,765,000 | \$ 105,630,000 | $\underline{\text { \$ 17,605,000 }}$ | \$ | 8,496,858 |  |

NET REMAINING REVENUE


At the end of February, the estimated Net Remaining Revenue (NRR) is $\$ 8,496,858$. At $16.7 \%$ year-to-date, the Airports Authority has earned $8.0 \%$ of the budgeted NRR.

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND PERIOD ENDED 02/28/2014 <br> NOTE: $16.7 \%$ OF THE YEAR COMPLETED 



The year-to-date construction spending is at $\$ 18.5$ million. The 2014 budget for Capital Construction Program expenditures totals $\$ 199.2$ million.

Short-Term Liquidity Forecast: As of February 28, 2014 the Authority had $\$ 346.6$ 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 February, $\$ 24.7$ 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 February 28 were $\$ 3.9$ 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 February 28, 2014

Delinquent accounts receivables invoices over 30 days past due for Ronald Reagan Washington National Airport as of February 28, 2014 total $\$ 523,561$. Delinquent accounts receivables increased by a net amount of $\$ 29,485(6.0 \%)$ during the month. The composition of the February 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 <br> OVER 30 DAYS <br> PAST DUE AS <br> OF FEBRUARY <br> 28,2014 | CREDITS ON <br> account As <br> OF FEBRUARY <br> 28, 2014 | NET <br> DELINQUENT <br> BALANCE AS OF <br> FEBRUARY 28, <br> 2014 | $\begin{gathered} \text { NET BALANCE } \\ \text { AS OF } \\ \text { JANUARY 31, } \\ 2014 \end{gathered}$ | CHANGE IN BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > $=\mathbf{\$ 2 , 5 0 0}$ |  |  |  |  |  |  |
| Airline | \$ 313,521 | \$ 1,546,080 | \$ 194,219 | \$ 191,611 | \$ 2,608 | 1.4\% |
| Non-Airline | 139,579 | 89,141 | 54,691 | 91,128 | $(36,437)$ | -40.0\% |
| Government | 177,591 | 158 | 177,433 | 119,208 | 58,225 | 48.8\% |
| Telecommunications | 97,219 | - | 97,218 | 92,129 | 5,089 | 5.5\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 727,910 | \$ 1,635,379 | \$ 523,561 | \$ 494,076 | \$ 29,485 | 6.0\% |

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

- The increase for Airline delinquency is primarily due to an outstanding rent invoice for Frontier Airlines in the amount of $\$ 92,277$. We did receive a significant payment from American Airlines in the amount of $\$ 70,741$ which contributed to our low increase of $1.4 \%$.
- The decrease in Non-Airlines delinquencies is primarily due to several payments from First Transit in the amount of \$17,286 and Marketplace Washington LLC in the amount of $\$ 16,690$.
- Government delinquencies increased by 58,225. The largest increase is attributed to TSA rent invoices.
- Telecommunication's delinquency increased by $5.5 \%$ which is primarily due to several Comcast invoices.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of February 28, 2014

Delinquent accounts receivables invoices over 30 days past due for Washington Dulles International Airport as of February 28, 2014 total $\$ 1,625,307$. Delinquent accounts decreased by a net amount of $\$ 407,267(-20.0 \%)$ during the month. The composition of the February 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 FEBRUARY 28, 2014 | CREDITS ON <br> ACCOUNT AS OF <br> FEBRUARY 28, 2014 | NET DELINQUENT <br> BALANCE AS Of <br> FEBRUARY 28, 2014 | $\begin{array}{\|c} \hline \text { NET BALANCE } \\ \text { AS OF JANUARY } \\ 31,2014 \end{array}$ | CHANGE IN BALANCE | PERCENTAGE <br> CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > $=\mathbf{\$ 2 , 5 0 0}$ |  |  |  |  |  |  |
| Airline | \$ 1,319,098 | \$ 896,835 | \$ 933,540 | \$ 951,439 | \$ $(17,899)$ | -1.9\% |
| Non-Airline | 671,945 | 835,995 | 479,117 | 698,420 | $(219,303)$ | -31.4\% |
| Government | 113,206 | 716 | 112,490 | 297,347 | $(184,857)$ | -62.2\% |
| Telecommunications | 88,412 | 24 | 88,388 | 76,014 | 12,374 | 16.3\% |
| Other | N/A | N/A | N/A | N/A | N/A | 0.0\% |
| Bankruptcies | 11,772 | - | 11,772 | 9,354 | 2,418 | 0.0\% |
| Total | \$ 2,204,433 | \$ 1,733,570 | \$ 1,625,307 | \$ 2,032,574 | \$ $(407,267)$ | -20.0\% |

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

- The decrease in Airline delinquencies is primarily due to payments of ExpressJet landing fees in the amount of $\$ 394,040$.
- The decrease in Non-Airline delinquencies is primarily due to several payments made by Delta Airlines Global Services, Marketplace LLC, and Signature Flight Support which totaled $\$ 284,627$.
- The Government delinquencies decreased by $\$ 184,857$. This amount is primarily a result in several payments from FAA for Rent and Utilities.
- Telecommunications had an increase of $16.3 \%$ which is a result of several outstanding invoices for Cargo Airport Services and Cox Communications.

