# Aviation Enterprise January 2015 Financial Report 

Prepared by the Office of Finance<br>February 2015

## Aviation Enterprise January 2015 Financial Report

## Revenue

- Year-to-date revenues of $\$ 60.1$ million
- Revenue $6.0 \%$ higher than prior year-to-date
- $8.1 \%$ of annual budgeted revenues at 8.3\% through year


## Expenses

- Year-to-date expenses of $\$ 53.1$ million
- Expenses $6.6 \%$ higher than prior year-to-date
- 8.3\% of annual budgeted expenses at 8.3\% through year


## Aviation Enterprise January 2015 Financial Report

Operating Income

- $\$ 7.0$ million year-to-date operating income
- Prior year operating income was $\$ 6.9$ million

Debt Service Coverage Estimate

|  | 2015 | 2014 |
| :--- | :---: | :---: |
|  | Current Year | Prior Year |
| January | 1.34 x | 1.29 x |
| December | 1.54 x | 1.45 x |
|  |  |  |



> METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE 

## FINANCIAL REPORT - JANUARY 2015

Table of Contents
Financial Statement Highlights
Aviation Enterprise Highlights
Aviation Enterprise Analysis of Financial Indicators

## Aviation Enterprise Statement of Net Position

Income Statements
Aviation Enterprise Comparative Income Statement
Income Statements by Programs
Aviation Enterprise Income Statement: Year-to-Date
Comparative Analysis of Operating Revenues \& Expenses
Operations \& Maintenance (O\&M) Comparative
Administration (CF) Comparative
Ronald Reagan National Airport (DCA) Comparative
Washington Dulles International Airport (IAD) Comparative
Public Safety (PSD) Comparative
Other Comparative Analysis of Revenues \& Expenses
Parking Comparative Income Statement
Telecommunications Comparative Income Statement
FAA Air Traffic Control Tower Comparative Income Statement
45025 Aviation Drive Comparative Income Statement

Operations and Maintenance Programs
Operations \& Maintenance (O\&M) Month/Year/Budget
Net Remaining Revenue
Aviation Enterprise Estimate of Net Remaining Revenue \& Graph
Cash Report
Aviation Enterprise Construction Summary
Accounts Receivable and Billing Reports
Aviation Enterprise Aging Report

# Metropolitan Washington Airports Authority <br> Financial Statements <br> January 2015 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for January 2015 were $\$ 60.1$ million. Operating revenues decreased from December 2014 by $\$ 1.7$ million mostly due to decreases in concessions of $\$ 1.4$ million, rents of $\$ 0.4$ million, landing fees of $\$ 0.5$ million, utilities sale of $\$ 0.1$ million, passenger conveyance fees of $\$ 0.1$ million, and security fees of $\$ 0.1$ million, offset by increase in international arrival fees by $\$ 0.8$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of January 2015 were $\$ 53.1$ million, which is $\$ 16.8$ million lower than December 2014 mostly due to decreases in salaries and benefits of $\$ 1.3$ million, services of $\$ 0.7$ million, materials and supplies of $\$ 0.9$ million, utilities of $\$ 0.1$ million, telecommunication of $\$ 0.2$ million, project expenses of $\$ 0.2$ million, non-cash expenses of $\$ 8.0$ million, and depreciation and amortization of $\$ 5.6$ million offset by $\$ 0.1$ million increase in insurance. Operating expenses for January 2015 were lower than December 2014 primarily due to year-end accruals and one time annual adjustments.

7 Operating income for the Aviation Enterprise Fund in January 2015 was $\$ 7.0$ million compared to an operating loss of $\$ 8.1$ million in December 2014.
$\rightarrow$ Net non-operating expenses in January 2015 were $\$ 44.4$ million compared to net non-operating expenses in December 2014 of $\$ 22.7$ million. The negative difference of $\$ 21.7$ million is primarily due to $\$ 24.3$ million decrease in the change in the swaps fair value and $\$ 0.1$ million decrease in federal, state and local grants, offset by increase in investment gains of $\$ 2.0$ million and interest expenses of $\$ 0.7$ million.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of January 2015 were $\$ 6.0$ million compared to ( $\$ 19.4$ ) million in December 2014. The $\$ 25.3$ million increase is mostly due to an increase of $\$ 33.0$ million in other capital property contributed and an increase of $\$ 2.8$ million in passenger facility charges offset by a $\$ 10.5$ million decrease in federal, state and local grants.
$\rightarrow$ There is a decrease in net position (i.e. net loss) for the Aviation Enterprise Fund for the month of January 2015 of $\$ 31.4$ million as compared to a decrease in net position for the prior month of $\$ 50.1$ million.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 2.7$ million as of January 31, 2015, a decrease of $35.8 \%$ from December 31, 2014. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage was $1.34 x$ in January 2015 compared to $1.44 x$ in December 2014.

|  | Actuals |  |  |  | $\begin{gathered} \text { Percent } \\ \text { Change CY to } \\ \text { PY } \end{gathered}$ | Pro-Rated Annual Budget |  | Percent Change CY to Budget | $\begin{gathered} \text { Seasonalized } \\ \text { Budget } \end{gathered}$ |  | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD <br> Compared to <br> Seasonalized <br> Budget |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | rent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |  |  |  |  |
| Airline rents | \$ | 22,506,031 | \$ | 21,078,864 | 6.8\% | \$ | 25,405,399 | (11.4\%) | \$ | 24,829,740 | (9.4\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Landing fees |  | 8,925,610 |  | 8,808,509 | 1.3\% | \$ | 8,496,417 | 5.1\% |  | 8,865,144 | 0.7\% | $\Delta$ | $\triangle$ | - |
| International arrival fees |  | 1,796,637 |  | 1,650,277 | 8.9\% | \$ | 1,452,833 | 23.7\% |  | 1,266,445 | 41.9\% | $\Delta$ | - | $\Delta$ |
| Pass conveyance fees (mobile lounge) |  | 584,846 |  | 588,652 | (0.6\%) | \$ | 878,333 | (33.4\%) |  | 864,040 | (32.3\%) | - | $\nabla$ | $\nabla$ |
| Total Airline Revenue | \$ | 33,813,124 | \$ | 32,126,302 | 5.3\% | \$ | 36,232,982 | (6.7\%) | \$ | 35,825,369 | (5.6\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Security fees (TSA) |  | 76,650 |  | - | 0.0\% |  | 76,650 | 0.0\% |  | 76,650 | 0.0\% | - | - | - |
| Utility sales |  | 1,191,534 |  | 1,228,191 | (3.0\%) |  | 1,003,548 | 18.7\% |  | 928,870 | 28.3\% | $\nabla$ | $\Delta$ | $\Delta$ |
| Parking permits and miscellaneous |  | 743,115 |  | 854,413 | (13.0\%) |  | 591,544 | 25.6\% |  | 527,246 | 40.9\% | $\nabla$ | A | $\Delta$ |
| Non-airlines rents |  | 3,284,201 |  | 3,151,887 | 4.2\% |  | 2,946,947 | 11.4\% |  | 2,887,172 | 13.8\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Food and beverage |  | 1,656,849 |  | 1,548,096 | 7.0\% |  | 1,624,583 | 2.0\% |  | 1,532,894 | 8.1\% | $\Delta$ | A | $\Delta$ |
| Retail and newsstand |  | 995,973 |  | 1,100,014 | (9.5\%) |  | 1,016,833 | (2.1\%) |  | 1,077,475 | (7.6\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Hotel and gas station |  | 249,847 |  | 299,900 | (16.7\%) |  | 276,215 | (9.5\%) |  | 264,634 | (5.6\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Duty free |  | 1,074,638 |  | 357,650 | 200.5\% |  | 1,074,638 | 0.0\% |  | 1,081,078 | (0.6\%) | $\Delta$ | - | - |
| Other concessions (Capital One) |  | 144,611 |  | 100,966 | 43.2\% |  | 94,333 | 53.3\% |  | 94,333 | 53.3\% | - | $\Delta$ | $\Delta$ |
| Advertising |  | 735,112 |  | 734,862 | 0.0\% |  | 781,917 | (6.0\%) |  | 740,359 | (0.7\%) | - | $\nabla$ | - |
| Foreign currency |  | 333,333 |  | 333,333 | 0.0\% |  | 391,667 | (14.9\%) |  | 333,333 | 0.0\% | - | $\nabla$ | - |
| Ground transportation (taxi, flyer) |  | 974,613 |  | 910,115 | 7.1\% |  | 766,607 | 27.1\% |  | 727,178 | 34.0\% | $\Delta$ | - | $\Delta$ |
| Hotel shuttle |  | 30,708 |  | 21,980 | 39.7\% |  | 50,042 | (38.6\%) |  | 48,141 | (36.2\%) | - | $\nabla$ | $\nabla$ |
| Rental cars ${ }^{4}$ |  | 2,806,793 |  | 2,870,672 | (2.2\%) |  | 3,068,667 | (8.5\%) |  | 3,125,973 | (10.2\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| In flight kitchen |  | 921,270 |  | 1,013,459 | (9.1\%) |  | 1,100,000 | (16.2\%) |  | 1,043,496 | (11.7\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Parking |  | 9,509,072 |  | 8,595,991 | 10.6\% |  | 9,504,386 | 0.0\% |  | 8,936,755 | 6.4\% | $\Delta$ | - | $\Delta$ |
| FBO |  | 1,470,800 |  | 1,221,105 | 20.4\% |  | 1,325,000 | 11.0\% |  | 1,297,840 | 13.3\% | - | $\Delta$ | $\Delta$ |
| Miscellaneous |  | 83,204 |  | 233,123 | (64.3\%) |  | 42,500 | 95.8\% |  | 42,500 | 95.8\% | $\nabla$ | $\triangle$ | $\Delta$ |
| Total Non-Airline Revenue | \$ | 26,282,323 | \$ | 24,575,757 | 6.9\% | \$ | 25,736,076 | 2.1\% | \$ | 24,765,927 | 6.1\% | $\triangle$ | $\Delta$ | $\Delta$ |
| Total Revenues | \$ | 60,095,447 | \$ | 56,702,059 | 6.0\% | \$ | 61,969,058 | (3.0\%) | \$ | 60,591,296 | (0.8\%) | $\triangle$ | V | - |
| Personnel compensation ${ }^{1}$ | \$ | 10,267,180 | \$ | 10,666,167 | (3.7\%) | \$ | 10,671,823 | (3.8\%) | \$ | 11,873,412 | (13.5\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Employee Benefits ${ }^{1}$ |  | 3,521,720 |  | 3,927,066 | (10.3\%) |  | 3,165,347 | 11.3\% |  | 3,514,301 | 0.2\% | $\nabla$ | - | - |
| Services ${ }^{1}$ |  | 11,916,628 |  | 8,870,566 | 34.3\% |  | 12,243,562 | (2.7\%) |  | 12,765,656 | (6.7\%) | - | $\nabla$ | $\nabla$ |
| Materials and supplies ${ }^{1}$ |  | 2,133,698 |  | 2,762,470 | (22.8\%) |  | 1,849,885 | 15.3\% |  | 2,595,899 | (17.8\%) | $\nabla$ | $\Delta$ | $\nabla$ |
| Lease from U.S. Government ${ }^{1}$ |  | 447,750 |  | 440,250 | 1.7\% |  | 441,449 | 1.4\% |  | 441,483 | 1.4\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Lease and rental expenses ${ }^{1}$ |  | 19,301 |  | 8,896 | 117.0\% |  | 18,735 | 3.0\% |  | 33,309 | (42.1\%) | $\triangle$ | $\Delta$ | $\nabla$ |
| Utilities ${ }^{1}$ |  | 2,506,050 |  | 2,496,122 | 0.4\% |  | 2,362,307 | 6.1\% |  | 2,805,586 | (10.7\%) | - | - | $\nabla$ |
| Telecommunications ${ }^{1}$ |  | 406,274 |  | 411,933 | (1.4\%) |  | 426,856 | (4.8\%) |  | 426,856 | (4.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Travel ${ }^{1}$ |  | 41,335 |  | 14,892 | 177.6\% |  | 74,172 | (44.3\%) |  | 59,440 | (30.5\%) | $\triangle$ | $\nabla$ | $\nabla$ |
| Insurance ${ }^{1}$ |  | 660,133 |  | 534,781 | 23.4\% |  | 732,083 | (9.8\%) |  | 699,573 | (5.6\%) | - | $\nabla$ | $\nabla$ |
| Project expenses ${ }^{1}$ |  | - |  | - | 0.0\% |  | 80,103 | (100.0\%) |  | 417 | (100.0\%) | - | $\nabla$ | $\nabla$ |
| Non-cash expenses (gains) ${ }^{1}$ |  | $(15,555)$ |  | $(2,731)$ | 469.6\% |  | - | N/A |  | - | N/A | - | $\Delta$ | - |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 31,904,514 |  | 30,130,412 | 5.9\% |  | 32,066,322 | (0.5\%) |  | 35,215,932 | (9.4\%) | - | - | $\nabla$ |
| Operating Income (Loss) before Deprec. \& Non Airport Expenses |  | 28,190,933 |  | 26,571,647 | 6.1\% |  | 29,902,736 | (5.7\%) |  | 25,375,364 | 11.1\% | - | $\nabla$ | - |
| Depreciation and amortization |  | 19,268,697 |  | 19,180,200 | 0.5\% |  |  | N/A |  |  | N/A | - | N/A | N/A |
| Non-Airport Expenses |  | 1,951,010 |  | 522,762 | 273.2\% |  |  | N/A |  |  | N/A | $\Delta$ | N/A | N/A |
| Total Expenses | \$ | 53,124,221 | \$ | 49,833,374 | 6.6\% |  |  | N/A |  |  | N/A | $\triangle$ | N/A | N/A |
| Operating Income (Loss) | \$ | 6,971,227 | \$ | 6,868,684 | 1.5\% |  |  | N/A |  |  | N/A | $\Delta$ | N/A | N/A |


| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underline{2015}$ |  | $\underline{2014}$ | Percent Change |  | Budget | Percent Change | $\begin{gathered} \text { Seasonalized } \\ \text { Budget } \end{gathered}$ | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD Compared to Seasonalized Budget |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 20,810,387 |  | 20,415,085 | 1.9\% |  | 22,690,448 | (8.3\%) |  | N/A | $\triangle$ | $\nabla$ | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 21,572,233 |  | 21,947,065 | (1.7\%) |  | 20,710,030 | 4.2\% |  | N/A | $\nabla$ | A | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 2,121 |  | 1,902 | 11.5\% |  |  | N/A |  | N/A | $\Delta$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 267,753 |  | 253,361 | 5.7\% |  |  | N/A |  | N/A | - | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.34 |  | 1.29 | 3.9\% |  | 1.54 | (13.0\%) |  | N/A | $\Delta$ | $\nabla$ | N/A |
| Investment Income (Loss) (Year-to-Date) ${ }^{5}$ | \$ | 2,967,934 | \$ | 1,618,455 | 83.4\% | \$ | 1,302,500 | 127.9\% |  | N/A | A | $\Delta$ | N/A |
| Interest Expense (Year-to-Date) | \$ | 15,425,637 | \$ | 17,546,291 | (12.1\%) | \$ | 14,861,167 | 3.8\% |  | N/A | $\nabla$ | $\Delta$ | N/A |
| PFC (Year-to-Date) | \$ | 7,894,465 | \$ | 6,255,624 | 26.2\% | \$ | 7,250,000 | 8.9\% | \$6,268,167 | 25.9\% | - | A | A |
|  |  | 01/31/15 |  | 12/31/14 |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{3}$ | \$ | 2,729,276 | \$ | 4,251,884 | (35.8\%) |  |  | N/A |  | N/A | $\nabla$ | N/A | N/A |

1. Excludes COMIP and Bond Fund expenses
2. 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.
3. 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.
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## 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
Land and other non-deprec
Building, systems and equipment
Less: accumulated depreciation
Capital Assets, Net
Total Non-Current Assets
Total Assets
DEFERRED OUTFLOWS OF RESOURCES
Loss on debt refundings
Total Deferred Outflows of Resources

As of Jan-15
As of Adj1-14
$55,103,371$
$221,555,976$
$55,846,319$
$498,319,703$
$7,178,101$
$5,695,630$
-----10

234,825,522
41,734,273
428,136,674 $(221,555,976)$

483,140,492

| 423,328 |
| ---: |
| $63,331,766$ |
| $3,797,361$ |
| $7,052,233$ |
| $3,650,187$ |
| $------18,254,875$ |

182,708,088
182, $317,947,382$
7,027,135,744 $7,027,135,744$
$(2,818,231,999)$ 4,709,559,214 5,270,954,582 \$ 6,114,653,684

\$ 78,264,642
205,196,266
205,196,266
48,014,296
433,042,016 7, 796,618 6,614,290
778,928,128

194,586,795
40,619,482 446,425,420 $(205,196,266)$
476,435,431
845,296
$95,988,252$
$3,797,361$
$8,805,261$
$3,678,812$
$--------13,114,983$

182,708,088
310,272,324
7,027,138,059
$(2,798,946,939)$
4,721,171,532
5, 310, 721,945
\$ 6,089,650,073
$\begin{array}{lr}70,987,218 \\ ----------18 \\ \$ & 70,987,218\end{array}$

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## LIABILITIES

Current Liabilities
Accounts payable and accrued expenses
Due to (due from) other funds
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
Gain 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 Jan-15 As of Adj1-14
$\left.\begin{array}{r}\text { \$ } \\ 71,988,287 \\ 31,261,165 \\ 788,893 \\ 26,846,021 \\ 64,811,979 \\ 140,121,932 \\ ------18\end{array}\right)$

| $5,711,747$ |
| ---: |
| $21,000,000$ |
| $198,045,833$ |
| $4,875,604,801$ |
| $--100,362,381$ |
| $\$ 5,436,180,658$ |


| \$------------ |
| :---: |
| \$ |

\$ 209,977,277
$52,446,292$
$87,645,581$
$, 645,581$
562,247 562,247
$, 617,038$
401,482,701
\$ 757,731,136


|  |  |
| :--- | ---: |
| ------------- |  |
| $\$$ | 127,946 |

\$ 227,299,960
40,727,712
,034,246
533,271
533,271
$5,597,567$
431,597,567
\$ 789,162,619

Currency: USD
Fund=01 (Aviation Enterprise Fund

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
rity fees
other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
ease from U.S. Government
Utilities
Travel
Insuranc
Project expenses
(gains)
Depreciation and amortization
Total operating expenses

## OPERATING INCOME

NON-OPERATING REVENUES (EXPENSES) Investment gains (losses)
Interest expense
ederal, state and local grants
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 | Current Month Prior Year |
| :---: | :---: | :---: | :---: |
| 20,999,796 | 22,357,930 | $(1,358,134)$ | 19,192,645 |
| 25,777,260 | 26,176,456 | $(399,196)$ | 24,379,374 |
| 8,925,610 | 9,440,659 | $(515,048)$ | 8,808,509 |
| 1,191,534 | 1,265,036 | $(73,503)$ | 1,228,191 |
| 1,796,637 | 1,046,182 | 750,455 | 1,650,277 |
| 584,846 | 650,564 | $(65,718)$ | 588,652 |
| 76,650 | 153,240 | $(76,590)$ |  |
| 743,115 | 723,771 | 19,344 | 854,413 |
| 60,095,448 | 61,813,838 | $(1,718,389)$ | 56,702,061 |
| 13,788,901 | 15,039,571 | $(1,250,671)$ | 14,593,233 |
| 13,808,917 | 14,471,279 | $(662,362)$ | 9,212,230 |
| 2,154,335 | 3,004,695 | $(850,360)$ | 2,837,752 |
| 447,750 | 447,750 |  | 440,250 |
| 2,506,050 | 2,607,109 | $(101,058)$ | 2,496,122 |
| 406,274 | 616,897 | $(210,623)$ | 411,933 |
| 41,335 | 39,367 | 1,968 | 14,892 |
| 660,133 | 561,573 | 98,560 | 534,781 |
| 57,385 | 248,830 | $(191,446)$ | 114,712 |
| $(15,555)$ | 7,982,456 | $(7,998,011)$ | $(2,731)$ |
| 19,268,697 | 24,908,034 | $(5,639,337)$ | 19,180,201 |
| 53,124,221 | 69,927,561 | $(16,803,340)$ | 49,833,376 |
| 6,971,227 | $(8,113,723)$ | 15,084,950 | 6,868,684 |
| 2,967,934 | 1,001,606 | 1,966,329 | 1,618,455 |
| $(15,425,637)$ | $(16,139,109)$ | 713,472 | $(17,546,291)$ |
| $\begin{array}{r} 28,972 \\ (31,931,842) \end{array}$ | $\begin{gathered} 94,302 \\ (7,608,518) \end{gathered}$ | $\begin{array}{r} (65,330) \\ (24,323,324) \end{array}$ | $(16,540,522)$ |
| $(44,360,574)$ | $(22,651,719)$ | $(21,708,854)$ | $(32,468,358)$ |
| $(37,389,346)$ | $(30,765,443)$ | $(6,623,904)$ | $(25,599,674)$ |
| 7,894,465 | 5,143,652 | 2,750,813 | 6,255,624 |
|  | 10,450,509 | $(10,450,509)$ | 3,851,394 |
| $(1,936,602)$ | $(34,956,171)$ | 33,019,570 |  |
| 5,957,863 | $(19,362,010)$ | 25,319,874 | 10,107,018 |
| $(31,431,483)$ | $(50,127,453)$ | 18,695,970 | $(15,492,656)$ |

Variance Year-to-Date

|  |  |
| ---: | ---: |
| $1,807,151$ | $20,999,796$ |
| $1,397,887$ | $25,777,260$ |
| 117,101 | $8,925,610$ |
| $(36,658)$ | $1,191,534$ |
| 146,360 | $1,796,637$ |
| $(3,805)$ | 584,846 |
| 76,650 | 76,650 |
| $(111,297)$ | 743,115 |


| $3,393,387$ | $60,095,448$ |
| ---: | ---: |
| $(804,332)$ | $13,788,901$ |
| $4,596,687$ | $13,808,917$ |
| $(683,417)$ | $2,154,335$ |
| 7,500 | 447,750 |
| 9,928 | $2,506,050$ |
| $(5,659)$ | 406,274 |
| 26,443 | 41,335 |
| 125,352 | 660,133 |
| $(57,328)$ | 57,385 |
| $(12,824)$ | $(15,555)$ |
| 88,496 | $19,268,697$ |
| $3,290,845$ | $53,124,221$ |
| 102,543 | $6,971,227$ |


| $1,349,479$ | $2,967,934$ |
| ---: | ---: |
| $2,120,654$ | $(15,425,637)$ |
| 28,972 | 28,972 |
| $(15,391,320)$ | $(31,931,842)$ |
| $(11,892,215)$ | $(44,360,574)$ |
| $(11,789,672)$ | $(37,389,346)$ |
|  |  |
| $1,638,841$ | $7,894,465$ |
| $(3,851,394)$ | $(1,936,602)$ |
| $(1,936,602)$ | $5,957,863$ |
| $(4,149,154)$ |  |
| $-15,938,827)$ | $(31,431,483)$ |


| $\begin{aligned} & \text { Year-to-Date } \\ & \text { Prior Year } \end{aligned}$ | Variance |
| :---: | :---: |
| 19,192,645 | 1,807,151 |
| 24,379,374 | 1,397,887 |
| 8,808,509 | 117,101 |
| 1,228,191 | $(36,658)$ |
| 1,650,277 | 146,360 |
| 588,652 | $(3,805)$ |
|  | 76,650 |
| 854,413 | $(111,297)$ |
| 56,702,061 | 3,393,387 |
| 14,593,233 | $(804,332)$ |
| 9,212,230 | 4,596,687 |
| 2,837,752 | $(683,417)$ |
| 440,250 | 7,500 |
| 2,496,122 | 9,928 |
| 411,933 | $(5,659)$ |
| 14,892 | 26,443 |
| 534,781 | 125,352 |
| 114,712 | $(57,328)$ |
| $(2,731)$ | $(12,824)$ |
| 19,180,201 | 88,496 |
| 49,833,376 | 3,290,845 |
| 6,868,684 | 102,543 |
| 1,618,455 | 1,349,479 |
| $(17,546,291)$ | 2,120,654 |
| $(16,540,522)$ | $28,972$ |
|  |  |
| $(32,468,358)$ | $(11,892,215)$ |
| $(25,599,674)$ | $(11,789,672)$ |
| 6,255,624 | 1,638,841 |
| 3,851,394 | $(3,851,394)$ |
|  | $(1,936,602)$ |
| 10,107,018 | $(4,149,154)$ |
| $(15,492,656)$ | $(15,938,827)$ |

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)
Passenger facility charges, financing costs 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 $0 \& M$
YTD Jan-15

| $20,999,796$ |
| ---: |
| $25,777,260$ |
| $8,925,610$ |
| $1,191,534$ |
| $1,796,637$ |
| 584,846 |
| 76,650 |
| 743,115 |
| ---------1095 |


| 13,788,901 |
| :---: |
| 11,916,628 |
| 2,133,698 |
| 447,750 |
| 19,301 |
| 2,506,050 |
| 406,274 |
| 41,335 |
| 660,133 |
| ) |
| $(15,555)$ |
| 332,128 |
| 32,236,642 |
| 27,858,806 |


$28,939,548$
COMIP
YTD Jan-15
-----------------

| CCP |
| :---: |
| YTD Jan-15 |


| Total |
| :---: |
| YTD Jan-15 |
| 20,999,796 |
| 25,777,260 |
| 8,925,610 |
| 1,191,534 |
| 1,796,637 |
| 584,846 |
| 76,650 |
| 743,115 |
| 60,095,448 |


| 0 | 13,788,901 |
| :---: | :---: |
| 487,193 | 13,808,917 |
| 0 | 2,135,034 |
| 0 | 447,750 |
| 0 | 19,301 |
| 0 | 2,506,050 |
| 0 | 406,274 |
| 0 | 41,335 |
| 0 | 660,133 |
| 46,149 | 57,385 |
| 0 | $(15,555)$ |
| 17,888,967 | 19,268,697 |
| 18,422,309 | 53,124,221 |
| $(18,422,309)$ | 6,971,227 |


| 0 | 0 |
| :---: | :---: |
| 966,496 | 986,232 |
| 1,901,038 | 1,981,702 |
| $(16,377,008)$ | $(15,425,637)$ |
| 0 | 28,972 |
| $(31,931,842)$ | $(31,931,842)$ |
| $(45,441,316)$ | $(44,360,574)$ |
| $(63,863,625)$ | $(37,389,346)$ |
| 7,894,465 | 7,894,465 |
|  |  |
| $(1,936,602)$ | $(1,936,602)$ |
| 5,957,863 | 5,957,863 |
| $(57,905,761)$ | $(31,431,483)$ |

    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
ease and rental expenses
Utilities
Telecommunication
Travel
Insurance
Project expenses
roject expenses (gains)
Depreciation and amortization
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
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

Current Month

| 20,999,796 |
| :---: |
| 25,777,260 |
| 8,925,610 |
| 1,191,534 |
| 1,796,637 |
| 584,846 |
| 76,650 |
| 743,115 |
| 60,095,448 |

Variance

| nth | Variance | Current Month Prior Year |
| :---: | :---: | :---: |
| 7,930 | $(1,358,134)$ | 19,192,645 |
| 6,456 | $(399,196)$ | 24,379,374 |
| 0,659 | $(515,048)$ | 8,808,509 |
| 5,036 | $(73,503)$ | 1,228,191 |
| 6,182 | 750,455 | 1,650,277 |
| 0,564 | $(65,718)$ | 588,652 |
| 3,240 | $(76,590)$ |  |
| 3,771 | 19,344 | 854,413 |
| 3,838 | $(1,718,389)$ | 56,702,061 |


| $(1,250,671)$ | 14,5 |
| ---: | ---: |
| 751,678 | 8,8 |
| 169,421 | 2,7 |
| $(755,982)$ | 4 |

-------

| Variance | Year-to-Date |
| ---: | ---: |
|  |  |
| $1,807,151$ | $20,999,796$ |
| $1,397,887$ | $25,777,260$ |
| 117,101 | $8,925,610$ |
| $(36,658)$ | $1,191,534$ |
| 146,360 | $1,796,637$ |
| $(3,805)$ | 584,846 |
| 76,650 | 76,650 |
| $(111,297)$ | 743,115 |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 19,192,645 | 1,807,151 |
| 24,379,374 | 1,397,887 |
| 8,808,509 | 117,101 |
| 1,228,191 | $(36,658)$ |
| 1,650,277 | 146,360 |
| 588,652 | $\begin{aligned} & (3,805) \\ & 76,650 \end{aligned}$ |
| 854,413 | $(111,297)$ |
| 56,702,061 | 3,393,387 |
| 14,593,233 | $(804,332)$ |
| 8,870,566 | 3,046,062 |
| 2,762,470 | $(628,772)$ |
| 440,250 | 7,500 |
| 8,896 | 10,405 |
| 2,496,122 | 9,928 |
| 411,933 | $(5,659)$ |
| 14,892 | 26,443 |
| 534,781 | 125,352 |
| $(2,731)$ | $(12,824)$ |
| 338,092 | $(5,964)$ |
| 30,468,506 | 1,768,137 |
| 26,233,555 | 1,625,251 |
| $\begin{gathered} (335,845) \\ 100,618 \end{gathered}$ | $\begin{aligned} & 355,581 \\ & (19,954) \end{aligned}$ |
| $(277,113)$ | $\begin{array}{r} 1,228,484 \\ 28,972 \end{array}$ |
| $(512,340)$ | 1,593,083 |
| 25,721,215 | 3,218,334 |
| 25,721,215 | 3,218,334 |

MWAA Corporate Ledger
curre Income Statement
Fund=10 (O\&M - Av
OPERATING REVENUES
Concessions

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 equipmen Other materials and supplies
ease from U.S. Government
tires
elecommunication
Insurance
Insurance premiums
Insurance claim
Depreciation and amortization
locations
alaries and benefits
Materials and supplies
Utilities
relecommunications
Travel
Insurance
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)


2,7
3
1,48
--------------1

Vistration
Variance
Department=D0
Prior Month
-
-

Current Month Prior Year
-------
--------------10,074
$\square$

Variance
Year-to-Date

| 1,229 | 9,303 |
| :---: | :---: |

$-$
-------

Year-to-Date Prior Year

Variance

| 8,074 | 1,229 |
| :---: | :---: |
| 8,074 | 1,229 |
| 2,199,762 | 513,127 |
| 742,989 | $(1,944)$ |
| 774,597 | $(426,175)$ |
| 1,347,777 | 142,575 |
| 189,967 | $(81,210)$ |
| 36,335 | $(7,523)$ |
| 6,462 | 11,176 |
| $(23,037)$ | 48,146 |
| 120,845 | 66,638 |
| 34,953 | $(4,200)$ |
| 440,250 | 7,500 |
| 180 | (139) |
| 437,041 | $(8,139)$ |
| 9,016 | 18,233 |
| 467,954 | $(19,087)$ |
| 66,904 | 144,362 |
| 59,310 | $(45,446)$ |
| $(419,871)$ | 45,980 |
| $(77,102)$ | $(38,111)$ |
| $(10,686)$ | 1,321 |
| (25, (17) | ${ }^{5}$ |
| $(25,102)$ | 2,028 |
| $(2,846)$ | 612 |
| $(77)$ $(449)$ | 77 |
| 6,375,155 | 369,798 |
| $(6,367,081)$ | $(368,569)$ |

# MWAA Corporate Ledger <br> Comparative Income Statement <br> Current Period: Jan-15 

Currency: USD 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
Setail
Advertising
Other terminal concessions
Rents
Landing fees
tility sales
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
mployee benefits
Services
Repairs and maintenance services Professional services
Contract services
nvironmental services
Meeting and business Other services
Materials and supplies Repairs and maintenance materials
Non-capitalized furniture and equipmen Fuel
ther materials and supplies
Utilities
ravel
epreciation and amortization
Allocations
Salaries and benefits Services
aterials and supplies

Total operating expenses
OPERATING INCOME (LOSS)
$4,572,019$
$1,448,062$
139,549
122,618
552,056
812,567
509,927
57,789
414,528
65,409
$9,133,819$
$4,572,248$
211,541
87,918
47,450
189,167
$22,936,667$

Prior Month $\qquad$

|  |  |  |
| ---: | ---: | ---: |
| $4,560,277$ | 11,742 | $4,058,182$ |
| $1,509,189$ | $(61,128)$ | $1,502,783$ |
| 155,596 | $(16,047)$ | 63,378 |
| $1,017,890$ | $(895,272)$ | 126,945 |
| 549,397 | 2,659 | 417,109 |
| 884,360 | $(71,793)$ | 733,244 |
| $1,245,516$ | $(735,589)$ | 495,563 |
| 58,235 | $(446)$ | 42,114 |
| 675,539 | $(261,011)$ | 396,669 |
| 40,687 | 24,722 | 50,518 |
| $7,112,632$ | $2,021,188$ | $6,539,488$ |
| $4,002,982$ | 569,266 | $3,687,329$ |
| 220,705 | $(9,163)$ | 279,210 |
| 89,115 | $(1,197)$ | 72,937 |
| 94,900 | $(47,450)$ | 340,741 |
| 180,891 | 8,277 | 340,74 |
| $22,397,909$ | 538,758 | $18,806,211$ |


| Variance | Year-to-Date |
| :---: | :---: |
| 513,837 | 4,572,019 |
| $(54,721)$ | 1,448,062 |
| 76,171 | 139,549 |
| $(4,328)$ | 122,618 |
| 134,947 | 552,056 |
| 79,322 | 812,567 |
| 14,364 | 509,927 |
| 15,676 | 57,789 |
| 17,859 | 414,528 |
| 14,890 | 65,409 |
| 2,594,331 | 9,133,819 |
| 884,920 | 4,572,248 |
| $(67,669)$ | 211,541 |
| 14,981 | 87,918 |
| 47,450 | 47,450 |
| $(151,574)$ | 189,167 |
| 4,130,456 | 22,936,667 |
| $(274,403)$ | 1,717,416 |
| $(77,427)$ | 644,020 |
| 733,689 | 580,061 |
| 103,628 | 140,199 |
| $(137,267)$ | 2,038,760 |
| $(15,076)$ | 100,732 |
| 2,454 | 2,839 |
| 1,689 | 2,089 |
| 10,461 |  |
| $(345,926)$ | 180,225 |
| 17,651 | 26,375 |
| 12,710 | 23,824 |
| $(182,046)$ | 299,415 |
| 36,971 | 924,551 |
| 2,853 | 7,521 |
| 10,617 | 72,316 |
| 2,710 | $(6,412)$ |
| $(1,269)$ | $(8,626)$ |
| $\begin{gathered} 52 \\ (885) \end{gathered}$ | $\begin{gathered} (727) \\ (3,036) \end{gathered}$ |
| $(98,813)$ | 6,741,542 |
| 4,229,269 | 16,195,125 |

# MWAA Corporate Ledger <br> Comparative Income Statement 

Currency: USD
Fund=10 (O\&M - Aviation Operations and Maint

OPERATING REVENUES
Concessions
Parking
Rental cars
Fixed based operator
In-flight kitchen
Other non-terminal concessions
Food and Beverage
Retail
Services
Advertising
Other terminal concessions
Rents
Landing fees
Utility sales
Telecommunications
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
Environmental services
Training and licenses
Meeting and business expenses
Other services
Materials and supplies
Repairs and maintenance materials
Non-capitalized furniture and equipment
Fuel
Environmental materials and supplies
other materials and supplies
Utilities
Telecommunication
Travel
Insurance
Depreciation and amortization
Allocations
Salaries and benefits
Services
Materials and supplies
Travel
Total operating expenses
OPERATING INcomE (LOSS)

Telecommunication
Insurance
Depreciation and amortization
salaries and benefits
Materials and supplies
Total operating expense
OPERATING INCOME (LOSS)

Current Month


$$
\begin{array}{r}
4,937,053 \\
1,358,732 \\
1,331,251 \\
798,652 \\
554,201 \\
844,282 \\
486,046 \\
1,600,029 \\
320,585 \\
79,202 \\
16,643,441 \\
453,362 \\
657,451 \\
235,144 \\
1,796,637 \\
584,846 \\
29,200 \\
498,185 \\
\hline--108,300
\end{array}
$$

$3,257,375$
$1,151,966$
1,400,197
141,993
$5,247,590$
$5,247,590$
277,180
277,180
3,355
13,482
$(9,280)$
327,817 10,866
127,368 254
845,709 1,584,506
$(31,983)$
$(31,983)$
$(1,800)$
$(689)$
$(58)$
$14,581,273$
$-----12,527,027$
$==============-1$

3,107,983
1,442,180
$(290,214)$
Prior Month

4,913,742
893,053 1,229, 600 1, 868,703 492,425
803,698 803,698
487,841 487,841
$1,634,502$ $1,634,502$
325,121 36,787
$19,063,824$ $19,063,824$
$5,437,677$ 5,437,677 721,919
$1,046,182$
650,564 650,564
58,340
$39,383,798$
$1,678,486$
271,624
3,621,520
$(278,289)$
$1,629,631)$
$1,626,070$
$1,626,718)$
156
82,492
(14,504)
23,282
$(173,886)$
$(173,886)$
$(440)$
23,793
$(142,305)$
23,793
$142,305)$
$(601)$
45,196
130,57
26,87
2,80
36,871
2,806
327


Washington Dulles International Airport)
Variance Current Month Prior Year

|  |  |
| ---: | ---: |
| 23,311 | $4,537,809$ |
| 465,679 | $1,367,890$ |
| 101,650 | $1,157,727$ |
| $(70,051)$ | 886,514 |
| 61,775 | 551,822 |
| 40,584 | 814,852 |
| $(1,795)$ | 604,451 |
| $(34,472)$ | 948,770 |
| $(4,536)$ | 338,193 |
| 42,415 | 50,448 |
| $(2,420,383)$ | $17,839,885$ |
| $(1,084,315)$ | $5,121,181$ |
| $(64,468)$ | 644,345 |
| 1,317 | 227,293 |
| 750,455 | $1,650,277$ |
| $(65,718)$ | 588,652 |
| $(29,140)$ | 481,200 |
| 12,193 | -18 |

$3,665,058$
$1,275,986$
965,114
169,618
$2,933,071$
$2,933,071$
264,596
6,420
28,925
6,420
28,925
2,539
414,490
7,469
66,353
66,353
1,371
$1,081,492$
$1,610,530$
262
212,600
Variance
Year-to-Date

|  |  |
| ---: | ---: |
|  |  |
| 399,244 | $4,937,053$ |
| $(9,158)$ | $1,358,732$ |
| 173,524 | $1,331,251$ |
| $(87,862)$ | 798,652 |
| 2,378 | 554,201 |
| 29,430 | 844,282 |
| $(118,404)$ | 486,046 |
| 651,260 | $1,600,029$ |
| $(17,608)$ | 320,585 |
| 28,754 | 79,202 |
| $(1,196,444)$ | $16,643,441$ |
| $(767,819)$ | $4,353,362$ |
| 13,106 | 657,451 |
| 7,851 | 235,144 |
| 146,360 | $1,796,637$ |
| $(3,805)$ | 584,846 |
| 29,200 | 29,200 |
| 16,985 | 498,185 |
| $(703,007)$ | $37,108,300$ |

(407,683)
$(124,021)$
435,082


2, 31
2, 314,
12,
(3,
(15,
(13,
$\begin{array}{lr}1,400,197 \\ 12,584 & 5,247,593 \\ (3,065) & 277,180 \\ 15,642) & 3,355\end{array}$
$\begin{array}{rr}(3,065) & 277,180 \\ (15,442) & 3,355 \\ (11,819) & (9,280)\end{array}$
$(86,67$
$(86,6$
3,3
$(86,6$
3,
61,
6
61,
6
$(1,1$
$\begin{array}{rr}327,817 \\ (1,014 & 10,866 \\ (127,368\end{array}$
$\begin{array}{rr}(1,117) & 127,368 \\ (235,783) & 254 \\ (26,025) & 845,709\end{array}$
$\begin{array}{cr}(26,025) & 845,709 \\ 399 & 1,584,506 \\ (795) & \end{array}$
$1,584,506$
399
$(533)$
22,958 235,558
$(6,885)$
$(2,014)$
$(2,014)$
$(148)$
$(148)$
$(20)$
(31,983)
$31,983)$
$(1,800)$ $1,889)$
$(58)$
$\begin{array}{rr}1,083,790 & 12,680,434 \\ -13,359,289) & 25,130,873 \\ ===========================\end{array}$


Year-to-Date Prior Year

| 4,537,809 | 399,244 |
| :---: | :---: |
| 1,367,890 | $(9,158)$ |
| 1,157,727 | 173,524 |
| 886,514 | $(87,862)$ |
| 551,822 | 2,378 |
| 814,852 | 29,430 |
| 604,451 | $(118,404)$ |
| 948,770 | 651,260 |
| 338,193 | $(17,608)$ |
| 50,448 | 28,754 |
| 17,839,885 | $(1,196,444)$ |
| 5,121,181 | $(767,819)$ |
| 644,345 | 13,106 |
| 227,293 | 7,851 |
| 1,650,277 | 146,360 |
| 588,652 | $(3,805)$ |
| 481,200 | 29,200 16,985 |
| 37,811,307 | $(703,007)$ |

(407,683
435,082
$(27,626)$
$2,314,520$
214,520
12,584
$(3,065$
$(3,065)$
$(15,442)$
$(11,819)$
$(86,673)$
3,397
61,014
$(1,117)$
$235,783)$
$(235,783)$
$(26,025)$
399
$(795)$
22,958
$(6,885)$
$(2,014$
$(2,014)$
$(148)$
$12,680,434$
$------130,873$
25,130



MWAA Corporate Ledger
Comparative Income Statement
OPERATING REVENUES
Concessions
Parking
Other
$\quad$ Total operating revenues

OPERATING EXPENSES
Salaries and related benefits Salaries
Repairs and maintenance services
Professional services Contract services
Other service
Materials and supplies
Repairs and maintenance materials Non-capitalized furniture and equipment Other materials and supplies
tilities
Insurance
Salaries and benefits
rotal operating expenses
OPERATING INCOME (LOSS)

Current Month
Prior Month
Variance
Current Month Prior Year

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

Variance
$\qquad$
--------------- 84
9,509,1
53,35
177,7
220 220,665
$2,261,550$ 2,261,550

12,896
70,146
21,948
21,165
1,165

| $\begin{array}{r} 9,474,019 \\ 76 \end{array}$ |
| :---: |
| 9,474,095 |


| $\begin{array}{r} 35,053 \\ 8 \end{array}$ | $\begin{array}{r} 8,595,991 \\ 75 \end{array}$ |
| :---: | :---: |
| 35,061 | 8,596,066 |


| $\begin{array}{r} 913,081 \\ 9 \end{array}$ | 9,509,072 |
| :---: | :---: |
| 913,090 | 9,509,156 |

$8,595,991$
75
$8,596,066$

| $913,081$ |
| :---: |
| 913,090 |

28,051
25,304
89,556
11,876
540,707 540,707

3,322
70,183
11,948 11,948
$(10,401)$

| (48) | (108) | 60 | (49) | 1 | (48) | (49) | 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 2,819,460 | 2,835,531 | $(16,071)$ | 2,076,963 | 742,497 | 2,819,460 | 2,076,963 | 742,497 |
| 6,689,696 | 6,638,564 | 51,132 | 6,519,103 | 170,593 | 6,689,696 | 6,519,103 | 170,593 |

Fund=10 (O\&M - Avi
OPERATING REVENUES
Concessions
Telecommunication
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries and related benefits
Services
Repairs and maintenance services
professional services
Materials and supplies
Telecommunication
Insurance
Allocations
Services
Telecommunications
Total operating expenses
OPERATING INCOME (LOSS)

## Year-to-Date

 Prior Year Prior Year

| 323,062 | 322,942 |
| :---: | :---: |


| 120 | 300,230 |
| ---: | ---: |
| 120 | 300,230 |


| 22,832 | 323,0 |
| :---: | :---: |
| 22,832 | 323,062 |


| 300,230 |
| :---: |


| 22,832 |  |
| :---: | :---: |
| 22,832 | 22,832 |

13
13
35,764
$(35,764)$
13
35,764
$(35,764)$
13
418,162
487,097
$(68,934)$
437,041
$(18,878)$
418, 162
437,041
$(18,878)$
$(27)$
$(21,561)$


| $\begin{array}{r} 350 \\ 9,636 \end{array}$ | $\begin{array}{r} (2) \\ (23,452) \end{array}$ |
| :---: | :---: |
| $(58,935)$ | 449,351 |
| 59,055 | $(149,121)$ |


| $\begin{array}{r} (26) \\ 1,891 \end{array}$ | $\begin{array}{r} (27) \\ (21,561) \end{array}$ |
| :---: | :---: |
| $(52,764)$ | 396,587 |
| 75,596 | $(73,525)$ |


| $\begin{array}{r} (2) \\ (23,452) \end{array}$ | $\begin{array}{r} (26) \\ 1,891 \end{array}$ |
| :---: | :---: |
| 449,351 | $(52,764)$ |
| $(149,121)$ | 75,596 |

OPERATING REVENUES
Concessions In-flight kitchen Food and Beverage
Rents
Jtility sales
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
ervices
Repairs and maintenance services Professional services
Contract services
Repairs and maintenance materials Utilities
Insurance
Depreciation and amortization
ocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
Funding Sourc
Prior Month
Variance
Current Month Prior Year

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

Variance
$\qquad$

26,836
26,836
$(5,503)$
$(5,503$
116,042
47
$--------------\quad 137$
137,422

5,352

|  | $\begin{gathered} 26,836 \\ (5,503) \\ 116,042 \\ 47 \\ \hline \end{gathered}$ | 51,207 7 | 26,836 $(5,503)$ <br> 64,835 <br> 40 |
| :---: | :---: | :---: | :---: |
| 86,208 | 137,422 | 51,214 | 86,208 |

$$
(8,913)
$$

$$
5,352
$$

$$
14,265
$$

$$
(8,913)
$$

$(6,566)$

$$
(11,401)
$$

$$
\begin{gathered}
5,352 \\
(6,566)
\end{gathered}
$$

1,386

$$
\begin{aligned}
& 4,835 \\
& 1.386
\end{aligned}
$$

$$
(11,401)
$$

21,616

$$
6,453
$$

$$
\begin{gathered}
(6,566) \\
1,386 \\
21,616
\end{gathered}
$$

794
3,268

$$
\begin{array}{r}
1,616 \\
794
\end{array}
$$

$$
\begin{array}{r}
1,386 \\
15,163
\end{array}
$$

$$
\begin{array}{r}
794 \\
23,268
\end{array}
$$

$$
\begin{array}{r}
977 \\
15,813
\end{array}
$$




| (666) | 612 | (17) |
| :---: | :---: | :---: |
| 129,654 | $(31,282)$ | 104,995 |
| $(58,263)$ | 97,313 | $(53,781)$ |

52,575
$===============$
$=====$

$$
\begin{aligned}
& \\
& \text {---- } \\
& =-=-=-1
\end{aligned}
$$

| $(6,623)$ | 98,3 |
| :---: | :---: |
| 92,831 | 39,050 |

[^0]OPERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Contract services
Materials and supplies
Insurance
Salaries and benefits
rotal operating expenses
OPERATING INCOME (LOSS)
294,57
18,16
312,73

| 294,571 |
| ---: |
| 14,575 |
| --------146 |


|  | 293,813 | 758 | 294,571 |
| ---: | ---: | ---: | ---: |
| 3,592 | 16,111 | 2,055 | 18,166 |
| 3,592 | 309,924 | 2,813 | 312,737 |
|  |  |  |  |
| 593 | 2,950 | 3,806 | 6,756 |
| $(13,369)$ | 3,398 | $(2,036)$ | 1,362 |
| $(493)$ | 7,310 | $(564)$ | 6,747 |


| $\begin{array}{r} 293,813 \\ 16,111 \end{array}$ |
| :---: |
| 309,924 |


| $\begin{array}{r} 758 \\ 2,055 \end{array}$ |
| :---: |
| 2,813 |
| 3,806 |
| $\begin{array}{r} (2,036) \\ (564) \end{array}$ |


| (9) | (77) | 68 | (9) | 0 | (9) | (9) | 0 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 14,856 | 28,057 | $(13,201)$ | 13,649 | 1,207 | 14,856 | 13,649 | 1,207 |
| 297,882 | 281,089 | 16,793 | 296,275 | 1,607 | 297,882 | 296,275 | 1,607 |

## OPERATING REVENUES <br> Concessions

Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
urity 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 | MTD-Budget | MTD Variance | YTD-Actual |
| :---: | :---: | :---: | :---: |
| 20,999,796 | 20,304,355 | 695,441 | 20,999,796 |
| 25,777,260 | 27,716,911 | $(1,939,650)$ | 25,777,260 |
| 8,925,610 | 11,103,971 | $(2,178,361)$ | 8,925,610 |
| 1,191,534 | 928,870 | 262,663 | 1,191,534 |
| 1,796,637 | 1,266,445 | 530,192 | 1,796,637 |
| 584,846 | 864,040 | $(279,193)$ | 584,846 |
| 76,650 | 72,716 | 3,934 | 76,650 |
| 743,115 | 527,245 | 215,870 | 743,115 |
| 60,095,448 | 62,784,552 | $(2,689,104)$ | 60,095,448 |
| 13,788,901 | 15,387,806 | $(1,598,905)$ | 13,788,901 |
| 11,916,628 | 12,765,656 | $(849,028)$ | 11,916,628 |
| 2,133,698 | 2,595,899 | $(462,202)$ | 2,133,698 |
| 447,750 | 441,483 | 6,267 | 447,750 |
| 19,301 | 33,309 | $(14,008)$ | 19,301 |
| 2,506,050 | 2,805,586 | $(299,536)$ | 2,506,050 |
| 406,274 | 426,856 | $(20,582)$ | 406,274 |
| 41,335 | 59,440 | $(18,105)$ | 41,335 |
| 660,133 | 699,573 | $(39,440)$ | 660,133 |
| 0 | 417 | (417) |  |
| $(15,555)$ | 0 | $(15,555)$ | $(15,555)$ |
| 332,128 | 34,942 | 297,186 | 332,128 |
| 32,236,642 | 35,250,968 | $(3,014,326)$ | 32,236,642 |
| 27,858,806 | 27,533,584 | 325,222 | 27,858,806 |
| 19,736 | 0 | 19,736 | 19,736 |
| 80,664 | 0 | 80,664 | 80,664 |
| 951,371 | $(17,556)$ | 968,927 | 951,371 |
| 28,972 | 0 | 28,972 | 28,972 |
| 1,080,742 | $(17,556)$ | 1,098,298 | 1,080,742 |
| 28,939,548 | 27,516,028 | 1,423,520 | 28,939,548 |
| 0 | 0 | 0 |  |
| 0 | 0 | 0 |  |
| 28,939,548 | 27,516,028 | 1,423,520 | 28,939,548 |


| YTD-Budget |
| :---: |
| 20,304,355 |
| 27,716,911 |
| 11,103,971 |
| 928,870 |
| 1,266,445 |
| 864,040 |
| 72,716 |
| 527,245 |
| 62,784,552 |
| 15,387,806 |
| 12,765,656 |
| 2,595,899 |
| 441,483 |
| 33,309 |
| 2,805,586 |
| 426,856 |
| 59,440 |
| 699,573 |
| 417 |
| 0 |
| 34,942 |
| 35,250,968 |
| 27,533,584 |
| 0 |
| (17, ${ }^{0} 5^{0}$ |
| $(17,556)$ |


| YTD Variance | Annual Budget |
| :---: | :---: |
| 695,441 | 253,408,645 |
| $(1,939,650)$ | 340,225,146 |
| $(2,178,361)$ | 141,957,000 |
| 262,663 | 12,042,573 |
| 530,192 | 17,434,000 |
| $(279,193)$ | 10,540,000 |
| 3,934 | 919,800 |
| 215,870 | 7,098,531 |
| $(2,689,104)$ | 783,625,695 |

$$
\begin{array}{r}
(17,556) \\
----\quad 27,516,028 \\
\hline
\end{array}
$$



27,516,028

Annual Budget Remaining

369,260,307

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

THE AIRPORTS
NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET
AS OF JANUARY 31, 2015

|  | CY 2015 BUDGET |  |  |  | BUDGET <br> TO DATE |  | $\begin{gathered} \text { ESTIMATED } \\ 2014 \\ \hline \end{gathered}$ |  | Coverage Year to Date |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NATIONAL |  | DULLES | TOTAL |  |  |  |  |  |
| TOTAL REVENUES W/ TRANSFERS | \$ 265,359,000 | \$ | 495,743,000 | \$ 761,102,000 |  | 63,425,167 | \$ | 67,030,552 |  |
| O \& M EXPENSES LESS DEPRECIATION | 147,113,000 |  | 199,361,000 | 346,474,000 |  | 28,872,833 |  | 34,098,603 |  |
|  |  |  |  |  |  |  |  |  | $\begin{aligned} & 34,913,651 \quad \text { I } \\ & 26,105,633= \end{aligned}$ |
| NET OPERATING REVENUES | 118,246,000 |  | 296,382,000 | 414,628,000 |  | 34,552,333 |  | 32,931,949 | 1.34 |
|  |  |  |  |  |  |  |  |  | Coverage at DCA |
| DEBT SERVICE | $(73,159,000)$ |  | $(236,475,000)$ | $(309,634,000)$ |  | $(25,802,833)$ |  | $(26,105,633)$ | 2.19 |
| O \& M RESERVE | $(1,490,000)$ |  | $(2,041,000)$ | $(3,531,000)$ |  | $(294,250)$ |  | $(294,250)$ | Coverage at IAD |
| INTEREST INCOME | 2,633,000 |  | 12,997,000 | 15,630,000 |  | 1,302,500 |  | 1,981,702 |  |
| NET REMAINING REVENUES | \$ 46,230,000 | \$ | 70,863,000 | \$ 117,093,000 |  | 9,757,750 | \$ | 8,513,768 |  |



At the end of January, the estimated Net Remaining Revenue (NRR) is $\$ 8,513,768$. At $8.3 \%$ year-to-date, the Airports Authority has earned $7.3 \%$ of the budgeted NRR.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND PERIOD ENDED 01/31/2015

NOTE: 8.3\% OF THE YEAR COMPLETED



The year-to-date construction spending is at $\$ 4.0$ million. The 2015 budget for Capital Construction Program expenditures totals $\$ 248.8$ million.
Short-Term Liquidity Forecast: As of January 31, 2015 the Authority had $\$ 312.2$ million available in construction funds, which includes $\$ 179.0$ million on the shelf in Commercial Paper Series 2 fund. Of the funds on hand as of the end of January, \$61.1 millions were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as AMT bond funds.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable
As of January 31, 2015
Delinquent accounts receivables invoices over 30 days past due for Ronald Reagan Washington National Airport as of January 31, 2015 total $\$ 580,410$. Delinquent accounts receivables decreased by a net amount of $\$ 737,156(-55.9 \%)$ during the month. The composition of the January 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 <br> 30 DAYS PAST <br> DUE AS OF <br> JANUARY 31, 2015 | CREDITS ON ACCOUNT AS OF JANUARY 31, 2015 | NET <br> DELINQUENT BALANCE AS OF JANUARY 31, 2015 | NET BALANCE AS OF DECEMBER 31, 2014 | Change in BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | \$ 819,138 | \$ 1,154,644 | \$ 315,483 | \$ 1,109,132 | \$ (793,649) | -71.6\% |
| Non-Airline | 251,461 | 1,018,548 | 142,136 | 91,865 | 50,271 | 54.7\% |
| Government | 162,977 | 78,466 | 84,511 | 78,292 | 6,219 | 7.9\% |
| Telecommunications | 38,280 | - | 38,280 | 38,277 | 3 | 0.0\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 1,271,856 | \$ 2,251,658 | \$ 580,410 | \$ 1,317,566 | \$ $(737,156)$ | -55.9\% |

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

- The largest decrease for Airline delinquencies is primarily due to several payments from JetBlue Airlines for rent and signatory passenger fees which totaled \$510,572.
- The largest increase for Non-Airlines delinquencies is attributed to Dulles Duty Free, LLC for several back billings in the amount of $\$ 45,135$ for rent.
- The largest increase for Government Delinquencies is primarily due to several utility invoices for TSA which total $\$ 25,373$.
- Telecommunications delinquency had no percentage increase.

We have been unable to bill the following due to unsigned lease agreements:

- OTG DCA Venture, LLC has 9 new leaseholds since June 2014 resulting in approximately $\$ 830,471$ in unbilled percentage rent.

Metropolitan Washington Airports Authority
Analysis of Delinquent Accounts Receivable
As of January 31, 2015

Delinquent accounts receivables invoices over 30 days past due for Washington Dulles International Airport as of January 31, 2015 total $\$ 2,148,866$. Delinquent accounts decreased by a net amount of $\$ 803,931(-27.2 \%)$ during the month. The composition of the January 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 JANUARY 31, 2015 | CREDITS ON ACCOUNT AS OF JANUARY 31, 2015 | NET DELINQUENT bALANCE AS Of JANUARY 31, 2015 | Net balance as OF DECEMBER 31, 2014 | CHANGE IN baLance | PERCENTAGE <br> CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | \$ 2,045,877 | \$ 1,929,801 | 1,369,713 | \$ 1,786,473 | \$ (416,760) | -23.3\% |
| Non-Airline | 2,625,951 | 4,187,778 | 724,833 | 859,414 | $(134,581)$ | -15.7\% |
| Government | 23,351 | - | 23,351 | 264,811 | $(241,460)$ | -91.2\% |
| Telecommunications | 37,454 | 6,684 | 30,769 | 41,899 | $(11,130)$ | -26.6\% |
| Other | N/A | N/A | N/A | N/A | N/A | 0.0\% |
| Bankruptcies | 200 | - | 200 | 200 | - | 0.0\% |
| Total | \$ 4,732,833 | \$ 6,124,263 | \$ 2,148,866 | \$ 2,952,797 | \$ $(803,931)$ | -27.2\% |

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

- The largest decrease in Airline delinquencies is primarily due to payments from Southwest and Frontier Airlines for a total amount of $\$ 286,212$ these payments are for Signatory Passenger fees.
- The largest decrease of Non-Airline delinquencies is attributed to a payment from Air Serv Corp in the amount of $\$ 135,000$ which covers a parking permit invoice.
- The Government had a decrease of $91.2 \%$ which is due to a delinquent Parking Permit for TSA in the amount of $\$ 212,500$.
- Telecommunications had a decrease of $26.6 \%$ which is attributed to a payment from Etihad Airways for $\$ 11,130$.

We have been unable to bill the following due to unsigned lease agreements:

- Tug Technologies, no signed contract as of $1 / 31 / 15$.

Aviation Enterprise February 2015 Financial Report

Prepared by the Office of Finance March 2015

## Aviation Enterprise February 2015 Financial Report

## Revenue

- Year-to-date revenues of $\$ 118.0$ million
- Revenue $7.1 \%$ higher than prior year-to-date
- $15.9 \%$ of annual budgeted revenues at $16.7 \%$ through year


## Expenses

- Year-to-date expenses of $\$ 103.1$ million
- Expenses $3.0 \%$ higher than prior year-to-date
- $16.0 \%$ of annual budgeted expenses at $16.7 \%$ through year


## Aviation Enterprise February 2015 Financial Report

Operating Income

- $\$ 14.9$ million year-to-date operating income
- Prior year operating income was $\$ 3.9$ million

Debt Service Coverage Estimate

|  | 2015 <br> Current Year | 2014 <br> Prior Year |
| :--- | :---: | :---: |
| January | 1.34 x | 1.29 x |
| February | 1.34 x | 1.17 x |
| December | 1.54 x | 1.45 x |
|  |  |  |



> METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE <br> FINANCIAL REPORT - FEBRUARY 2015 <br> Table of Contents

Financial Statement Highlights
Aviation Enterprise Highlights
Aviation Enterprise Analysis of Financial Indicators
Aviation Enterprise Statement of Net Position
Income Statements
Aviation Enterprise Comparative Income Statement
Income Statements by Programs
Aviation Enterprise Income Statement: Month-to-Date
Aviation Enterprise Income Statement: Year-to-Date
Comparative Analysis of Operating Revenues \& Expenses
Operations \& Maintenance (O\&M) Comparative
Administration (CF) Comparative
Ronald Reagan National Airport (DCA) Comparative
Washington Dulles International Airport (IAD) Comparative
Public Safety (PSD) Comparative
Other Comparative Analysis of Revenues \& Expenses
Parking Comparative Income Statement
Telecommunications Comparative Income Statement
FAA Air Traffic Control Tower Comparative Income Statement
45025 Aviation Drive Comparative Income Statement
Operations and Maintenance Programs
Operations \& Maintenance (O\&M) Month/Year/Budget
Net Remaining Revenue
Aviation Enterprise Estimate of Net Remaining Revenue \& Graph
Cash Report
Aviation Enterprise Construction Summary
Accounts Receivable and Billing Reports
Aviation Enterprise Aging Report

# Metropolitan Washington Airports Authority Financial Statements February 2015 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for February 2015 were $\$ 57.9$ million. Operating revenues decreased from January 2015 by $\$ 2.2$ million mostly due to decreases in concessions of $\$ 1.1$ million, landing fees of $\$ 0.7$ million, rents of $\$ 0.2$ million, utility sales of $\$ 0.1$ million and international arrival fees of $\$ 0.1$ million

7 Year-to-date operating revenues through February 2015 were $\$ 118.0$ million, which is an increase of $\$ 7.8$ million from 2014 totals. Concessions increased by $\$ 4.4$ million, rents increased by $\$ 2.9$ million, landing fees increased by $\$ 0.3$ million, international arrival fees increased by $\$ 0.2$ million and security fees increased by $\$ 0.1$ million offset by a decrease in other revenues of $\$ 0.1$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of February 2015 were $\$ 50.0$ million, which is $\$ 3.2$ million lower than for January 2015 mostly due to decreases in services of $\$ 1.6$ million, salaries and related benefits of $\$ 1.3$ million, utilities of $\$ 0.2$ million, telecommunications of $\$ 0.2$ million offset by an increase in materials and supplies of $\$ 0.1$ million.
$\rightarrow$ Year-to-date operating expenses through February 2015 were $\$ 103.1$ million, which is $\$ 3.2$ million lower than 2014 primarily due to decreases in salaries and related benefits of $\$ 1.7$ million, project expenses of $\$ 0.9$ million, materials and supplies of $\$ 0.5$ million, services of $\$ 0.4$ million and telecommunications of $\$ 0.3$ million offset by increases in insurance of $\$ 0.2$ million, utilities of $\$ 0.2$ million, and depreciations and amortization of $\$ 0.1$ million.
$\rightarrow$ Operating income for the Aviation Enterprise Fund in February 2015 was $\$ 7.9$ million compared to operating income of $\$ 7.0$ million in January 2015.
$\rightarrow$ Year-to-date through February 2015, operating income was $\$ 14.9$ million compared to operating income of \$3.9 million through February 2014.
$\rightarrow$ In February 2015 there was a net non-operating gain of $\$ 5.8$ million compared to a net non-operating loss in January 2015 of $\$ 44.4$ million. The positive difference of $\$ 50.2$ million is primarily due to a $\$ 53.2$ million increase in swaps fair value offset by a decrease in investment income of $\$ 2.6$ million and an increase in interest expense of $\$ 0.5$ million.
$\rightarrow$ Through February 2015, year-to-date net non-operating expenses were $\$ 38.6$ million compared to net non-operating expenses of $\$ 48.9$ million in 2014 . The positive difference of $\$ 10.4$ million is mostly comprised of a $\$ 6.7$ million increase in the swaps fair value and a decrease in interest expense of $\$ 3.8$ million.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of February 2015 were $\$ 6.1$ million compared to $\$ 6.0$ million in January 2015. The $\$ 0.1$ million increase is due to an increase to federals, state and local grants of $\$ 0.9$ million and an increase in other capital property contributed of $\$ 0.5$ million offset by a decrease in passenger facility charges of $\$ 1.3$ million. Year-to-date capital contributions were $\$ 12.0$ million, a decrease of $\$ 7.7$ million from 2014 due to decreases of $\$ 3.3$ million in other capital property contributed and grant revenue of $\$ 5.8$ million offset by increases to passenger facilities charges of $\$ 1.4$ million.
$\rightarrow$ There is an increase in net position for the Aviation Enterprise Fund for the month of February 2015 of $\$ 19.8$ million compared to a decrease of $\$ 31.4$ million for the prior month.
$\rightarrow$ The year-to-date decrease in net position through February 2015 was $\$ 11.7$ million compared to a year-to-date decrease of 25.3 million through February 2014.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 2.6$ million as of February 28, 2015, a decrease of $3.0 \%$ from January 31, 2015. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage remained consistent at 1.34 x for February 2015 and January 2015. Debt service coverage is estimated to be at $1.54 x$ for the full year at December 31, 2015.

|  | Actuals |  |  |  | $\begin{gathered} \text { Percent } \\ \text { Change CY to } \\ \text { PY } \end{gathered}$ | Pro-Rated Annual Budget |  | Percent Change CY to Budget | $\begin{gathered} \text { Seasonalized } \\ \text { Budget } \end{gathered}$ |  | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD <br> Compared to Budget | Actual YTD <br> Compared to Seasonalized Budget |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | rrent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |  |  |  |  |
| Airline rents | \$ | 45,019,296 | \$ | 42,125,639 | 6.9\% | \$ | 49,419,911 | (8.9\%) | \$ | 48,347,515 | (6.9\%) | - | $\nabla$ | $\nabla$ |
| Landing fees |  | 17,101,998 |  | 16,774,573 | 2.0\% | \$ | 16,992,833 | 0.6\% |  | 16,409,031 | 4.2\% | $\Delta$ | - | - |
| International arrival fees |  | 3,512,243 |  | 3,292,992 | 6.7\% | \$ | 4,296,053 | (18.2\%) |  | 3,804,381 | (7.7\%) | $\triangle$ | $\nabla$ | $\nabla$ |
| Pass conveyance fees (mobile lounge) |  | 1,163,901 |  | 1,157,491 | 0.6\% | \$ | 1,756,667 | (33.7\%) |  | 1,716,038 | (32.2\%) | - | $\nabla$ | $\nabla$ |
| Total Airline Revenue | \$ | 66,797,438 | \$ | 63,350,695 | 5.4\% | \$ | 72,465,464 | (7.8\%) | \$ | 70,276,965 | (5.0\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Security fees (TSA) |  | 153,300 |  | 38,325 | 300.0\% |  | 153,300 | 0.0\% |  | 153,300 | 0.0\% | - | - | - |
| Utility sales |  | 2,282,128 |  | 2,319,152 | (1.6\%) |  | 2,007,096 | 13.7\% |  | 2,041,470 | 11.8\% | $\nabla$ | $\Delta$ | $\Delta$ |
| Parking permits and miscellaneous |  | 1,501,147 |  | 1,648,470 | (8.9\%) |  | 1,183,089 | 26.9\% |  | 1,212,686 | 23.8\% | $\nabla$ | - | $\Delta$ |
| Non-airlines rents |  | 6,383,987 |  | 6,412,689 | (0.4\%) |  | 5,893,894 | 8.3\% |  | 5,780,049 | 10.4\% | - | - | - |
| Food and beverage |  | 3,098,061 |  | 2,977,508 | 4.0\% |  | 3,249,167 | (4.7\%) |  | 2,879,532 | 7.6\% | $\Delta$ | $\nabla$ | - |
| Retail and newsstand |  | 1,924,050 |  | 1,870,888 | 2.8\% |  | 2,033,667 | (5.4\%) |  | 2,003,430 | (4.0\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Hotel and gas station |  | 513,219 |  | 520,489 | (1.4\%) |  | 552,430 | (7.1\%) |  | 478,127 | 7.3\% | $\nabla$ | $\nabla$ | $\triangle$ |
| Duty free |  | 2,149,276 |  | 661,039 | 225.1\% |  | 2,149,276 | 0.0\% |  | 2,152,799 | (0.2\%) | $\Delta$ | - | - |
| Other concessions (Capital One) |  | 205,547 |  | 175,440 | 17.2\% |  | 188,667 | 8.9\% |  | 188,667 | 8.9\% | - | A | - |
| Advertising |  | 1,250,000 |  | 1,372,688 | (8.9\%) |  | 1,563,833 | (20.1\%) |  | 1,366,597 | (8.5\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Foreign currency |  | 666,667 |  | 666,667 | 0.0\% |  | 783,333 | (14.9\%) |  | 728,070 | (8.4\%) | - | $\nabla$ | $\nabla$ |
| Ground transportation (taxi, flyer) |  | 1,902,920 |  | 1,750,159 | 8.7\% |  | 1,533,213 | 24.1\% |  | 1,440,010 | 32.1\% | $\Delta$ | A | $\Delta$ |
| Hotel shuttle |  | 89,300 |  | 42,795 | 108.7\% |  | 100,083 | (10.8\%) |  | 87,888 | 1.6\% | $\Delta$ | $\nabla$ | $\Delta$ |
| Rental cars ${ }^{4}$ |  | 6,179,803 |  | 5,617,185 | 10.0\% |  | 6,137,333 | 0.7\% |  | 5,918,838 | 4.4\% | - | - | A |
| In flight kitchen |  | 1,621,146 |  | 1,846,217 | (12.2\%) |  | 2,200,000 | (26.3\%) |  | 1,922,322 | (15.7\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Parking |  | 18,405,961 |  | 16,513,405 | 11.5\% |  | 19,008,773 | (3.2\%) |  | 17,631,509 | 4.4\% | $\Delta$ | $\nabla$ | A |
| FBO |  | 2,672,266 |  | 2,381,585 | 12.2\% |  | 2,650,000 | 0.8\% |  | 2,292,061 | 16.6\% | $\Delta$ | - | - |
| Miscellaneous |  | 172,477 |  | 30,894 | 458.3\% |  | 85,000 | 102.9\% |  | 85,000 | 102.9\% | $\Delta$ | A | - |
| Total Non-Airline Revenue | \$ | 51,171,255 | \$ | 46,845,594 | 9.2\% | \$ | 51,472,152 | (0.6\%) | \$ | 48,362,353 | 5.8\% | $\triangle$ | - | A |
| Total Revenues | \$ | 117,968,693 | \$ | 110,196,289 | 7.1\% | \$ | 123,937,616 | (4.8\%) |  | 118,639,318 | (0.6\%) | - | $\nabla$ | - |
| Personnel compensation ${ }^{1}$ | \$ | 21,174,814 | \$ | 20,334,087 | 4.1\% | \$ | 21,343,646 | (0.8\%) | \$ | 22,274,562 | (4.9\%) | - | - | $\nabla$ |
| Employee Benefits ${ }^{1}$ |  | 5,055,955 |  | 7,640,450 | (33.8\%) |  | 6,330,693 | (20.1\%) |  | 6,792,837 | (25.6\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Services ${ }^{1}$ |  | 23,083,348 |  | 25,996,720 | (11.2\%) |  | 24,487,124 | (5.7\%) |  | 25,135,729 | (8.2\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Materials and supplies ${ }^{1}$ |  | 4,402,672 |  | 4,609,589 | (4.5\%) |  | 3,699,770 | 19.0\% |  | 4,965,488 | (11.3\%) | $\nabla$ | - | $\nabla$ |
| Lease from U.S. Government ${ }^{1}$ |  | 895,500 |  | 882,000 | 1.5\% |  | 882,898 | 1.4\% |  | 883,466 | 1.4\% | - | - | - |
| Lease and rental expenses ${ }^{1}$ |  | 23,327 |  | 44,293 | (47.3\%) |  | 37,471 | (37.7\%) |  | 64,879 | (64.0\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Utilities ${ }^{1}$ |  | 4,843,808 |  | 4,668,822 | 3.7\% |  | 4,724,614 | 2.5\% |  | 5,238,593 | (7.5\%) | - | - | $\nabla$ |
| Telecommunications ${ }^{1}$ |  | 629,156 |  | 902,469 | (30.3\%) |  | 853,713 | (26.3\%) |  | 853,713 | (26.3\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Travel ${ }^{1}$ |  | 91,972 |  | 66,365 | 38.6\% |  | 148,345 | (38.0\%) |  | 120,532 | (23.7\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Insurance ${ }^{1}$ |  | 1,241,253 |  | 1,013,713 | 22.4\% |  | 1,464,165 | (15.2\%) |  | 1,496,645 | (17.1\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| Project expenses ${ }^{1}$ |  | - |  | - | 0.0\% |  | 160,206 | (100.0\%) |  | 833 | (100.0\%) | - | $\nabla$ | $\nabla$ |
| Non-cash expenses (gains) ${ }^{1}$ |  | $(3,204)$ |  | 1,159 | (376.4\%) |  | - | N/A |  | - | N/A | $\nabla$ | - | $\triangle$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 61,438,600 |  | 66,159,667 | (7.1\%) |  | 64,132,645 | (4.2\%) |  | 67,827,278 | (9.4\%) | $\nabla$ | $\nabla$ | V |
| Operating Income (Loss) before Deprec. \& Non Airport Expenses |  | 56,530,093 |  | 44,036,622 | 28.4\% |  | 59,804,971 | (5.5\%) |  | 50,812,040 | 11.3\% | $\Delta$ | $\nabla$ | A |
| Depreciation and amortization |  | 38,487,746 |  | 38,373,293 | 0.3\% |  |  | N/A |  |  | N/A | - | N/A | N/A |
| Non-Airport Expenses |  | 3,158,598 |  | 1,783,762 | 77.1\% |  |  | N/A |  |  | N/A | - | N/A | N/A |
| Total Expenses | \$ | 103,084,945 | \$ | 106,316,722 | (3.0\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Operating Income (Loss) | \$ | 14,883,749 | \$ | 3,879,567 | 283.6\% |  |  | N/A |  |  | N/A | - | N/A | N/A |


| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underline{2015}$ |  | $\underline{2014}$ | Percent Change |  | Budget | Percent Change | $\begin{gathered} \text { Seasonalized } \\ \text { Budget } \end{gathered}$ | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD Compared to Seasonalized Budget |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 20,856,981 |  | 20,415,933 | 2.2\% |  | 22,690,448 | (8.1\%) |  | N/A | $\triangle$ | $\nabla$ | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 21,533,578 |  | 21,866,947 | (1.5\%) |  | 20,710,030 | 4.0\% |  | N/A | $\nabla$ | A | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 2,186 |  | 1,867 | 17.1\% |  |  | N/A |  | N/A | $\Delta$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 267,782 |  | 253,889 | 5.5\% |  |  | N/A |  | N/A | - | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.34 |  | 1.17 | 14.5\% |  | 1.54 | (13.0\%) |  | N/A | $\triangle$ | $\nabla$ | N/A |
| Investment Income (Loss) (Year-to-Date) ${ }^{5}$ | \$ | 3,352,148 | \$ | 3,400,456 | (1.4\%) | \$ | 2,605,000 | 28.7\% |  | N/A | $\nabla$ | $\Delta$ | N/A |
| Interest Expense (Year-to-Date) | \$ | 31,332,869 | \$ | 35,085,878 | (10.7\%) | \$ | 29,722,333 | 5.4\% |  | N/A | $\nabla$ | $\Delta$ | N/A |
| PFC (Year-to-Date) | \$ | 14,441,928 | \$ | 13,062,365 | 10.6\% | \$ | 14,500,000 | (0.4\%) | \$13,591,853 | 6.3\% | - | - | A |
|  |  | 02/28/15 |  | 01/31/15 |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{3}$ | \$ | 2,647,699 | \$ | 2,729,276 | (3.0\%) |  |  | N/A |  | N/A | $\nabla$ | N/A | N/A |

1. Excludes COMIP and Bond Fund expenses
2. 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.
3. 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.
.

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## ASSETS

Current Assets
Unrestricted cash and cash equivalents
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
Loss on debt refundings
Total Deferred Outflows of Resources

As of Feb-15
As of Jan-15

860,475,781

| 265,143,302 | 234,825,522 |
| :---: | :---: |
| 42,841,868 | 43,249,173 |
| 424,696,451 | 428,136,674 |
| $(236,693,464)$ | $(222,267,443)$ |
| 495,988,157 | 483,943,926 |


| 0 | 423,328 |
| ---: | ---: |
| $63,351,526$ | $63,331,766$ |
| $3,784,908$ | $3,783,068$ |
| $7,008,245$ | $7,052,233$ |
| $3,867,004$ | $3,650,187$ |
| $78,011,682$ | $--------18,240,582$ |

182,708,088 $\quad 182,708,088$
182,708,088
-322,452,519
$7,027,161,144$
$(2,837,345,707)$
$(2,837,345,707)$
$--694,976,044$
4,694,976,044
5,268,975,883
\$ 6,129,451,66

--------------
$844,770,020$
\$ $\quad 55,102,971$ 222,267,443 56,206,627 498,319,703 7,177,64 5,695,630

318,701,223
7,027,292,867 $(2,818,257,329)$

$$
4,710,444,848
$$

$$
5,272,629,357
$$

$$
\$ 6,117,399,377
$$

| \$ | 79,381,967 |
| :---: | :---: |

# MWAA Corporate Ledger Statement of Net Position - Aviation Enterprise Current Period: Feb-15 

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## LIABILITIES

Current Liabilities
Accounts payable and accrued expenses
Due to (due from) other funds
Advance billings and payments received in advance
Advance billings and payn
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
Gain on debt refundings
Total Deferred Inflows of Resources
NET POSITION
Net Investment in Capital Assets
Restricted for:
Debt service
Construction
Public Safety
Unrestricted
Total Net Position

As of Feb-15
As of Jan-15
\$ $71,346,686$
$31,827,330$
31,827,330
1,236,650
27,011,802 81,060,424
$352,604,823$
-

| $6,155,634$ |
| ---: |
| $21,000,000$ |
| $176,739,720$ |
| $4,873,191,799$ |
| $--077,087,153$ |
| 5,077 |
| $5,429,691,976$ |


|  |  |
| :--- | ---: |
| -------------- |  |
| \$ | 119,766 |

\$ 192,542,671
64,060,323
64,060,323
+128,
5491
549,161
$5,639,991$
$426,490,061$
\$ $778,410,426$
\$ 73,405,210
31,236,583 788, 893 26,846,021 64,801,190 140,121,932
337,199,829

6,155,634 21,000,000 4, 875,604,801

5,100,806,268
\$ 5,438,006,097

|  | 123,856 |
| :---: | :---: |
| \$ | 123,856 |

\$ 210,140,655
52,456,613
$89,160,950$
562,247
562,247
$5,617,038$
400,713,888
\$ 758,651,391

Fund=01 (Aviation Enterprise Fund

OPERATING REVENUES
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
Telecommunication
Travel
Insurance
Project 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
air 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
$\stackrel{1}{\text { Cur }}$

| Current Month | Prior Month | Variance | Current Month - <br> Prior Year |
| :---: | :---: | :---: | :---: |
| 19,876,700 | 20,999,796 | $(1,123,095)$ | 17,258,576 |
| 25,600,220 | 25,777,260 | $(177,040)$ | 24,134,691 |
| 8,176,388 | 8,925,610 | $(749,223)$ | 7,966,063 |
| 1,090,595 | 1,191,534 | $(100,939)$ | 1,090,960 |
| 1,715,607 | 1,796,637 | $(81,030)$ | 1,642,715 |
| 579,054 | 584,846 | $(5,792)$ | 568,840 |
| 76,650 | 76,650 |  | 38,325 |
| 758,031 | 743,115 | 14,916 | 794,058 |
| 57,873,245 | 60,095,448 | $(2,222,203)$ | 53,494,228 |
| 12,441, 868 | 13,788,901 | $(1,347,032)$ | 13,381,303 |
| 12,243, 055 | 13,808,917 | $(1,565,862)$ | 17,196,069 |
| 2,258,148 | 2,154,335 | 103,813 | 2,027,090 |
| 447,750 | 447,750 |  | 441,750 |
| 2,337,758 | 2,506,050 | $(168,293)$ | 2,172,700 |
| 222,882 | 406,274 | $(183,392)$ | 560,495 |
| 50,637 | 41,335 | 9,302 | 51,473 |
| 581,120 | 660,133 | $(79,013)$ | 478,932 |
| 146,105 | 57,385 | 88,720 | 976,553 |
| 12,351 | $(15,555)$ | 27,906 | 3,890 |
| 19,219,049 | 19,268,697 | $(49,648)$ | 19,193,091 |
| 49,960,723 | 53,124,221 | $(3,163,498)$ | 56,483,345 |
| 7,912,522 | 6,971,227 | 941,295 | $(2,989,117)$ |
| 384,214 | 2,967,934 | $(2,583,720)$ | 1,782,001 |
| $(15,907,232)$ | $(15,425,637)$ | $(481,596)$ | $(17,539,587)$ |
| 81,8,820 | 28,972 | $(20,152)$ | 47,044 |
| 21,306,113 | $(31,931,842)$ | 53,237,956 | $(746,871)$ |
| 5,791,915 | $(44,360,574)$ | 50,152,488 | $(16,457,413)$ |
| 13,704,437 | $(37,389,346)$ | 51,093,783 | $(19,446,530)$ |
| 6,547,463 | 7,894,465 | (1,347, 002) | 6,806,741 |
| (1, 915,060 |  | 915,060 | 2,830,794 |
| (1,407,925) | $(1,936,602)$ | 528,676 |  |
| 6,054,598 | 5,957,863 | 96,735 | 9,637,535 |
| 19,759,035 | $(31,431,483)$ | 51,190,518 | $(9,808,996)$ |

Variance Year-to-Date

| $\begin{aligned} & \text { Year-to-Date } \\ & \text { Prior Year } \end{aligned}$ | Variance |
| :---: | :---: |
| 36,451,222 | 4,425,275 |
| 48,514,064 | 2,863,415 |
| 16,774,573 | 327,425 |
| 2,319,152 | $(37,024)$ |
| 3,292,992 | 219,252 |
| 1,157,491 | 6,409 |
| 38,325 | 114,975 |
| 1,648,470 | $(147,324)$ |
| 110,196,289 | 7,772,404 |
| 27,974,536 | $(1,743,767)$ |
| 26,408,299 | $(356,327)$ |
| 4,864,841 | $(452,359)$ |
| 882,000 | 13,500 |
| 4,668,822 | 174,986 |
| 972,428 | $(343,272)$ |
| 66,365 | 25,607 |
| 1,013,713 | 227,540 |
| 1,091,266 | $(887,776)$ |
| 1,159 | $(4,363)$ |
| 38,373,293 | 114,453 |
| 106,316,721 | $(3,231,778)$ |
| 3,879,567 | 11,004,182 |
| 3,400,456 | $(48,308)$ |
| $(35,085,878)$ | 3,753,009 |
| (17, 47,044 | (9,253) |
| $(17,287,393)$ | 6,661,664 |
| $(48,925,771)$ | 10,357,113 |
| $(45,046,204)$ | 21,361,295 |
| 13,062,365 | 1,379,564 |
| 6,682,188 | $(5,767,128)$ |
|  |  |
| 19,744,553 | $(7,732,091)$ |
| $(25,301,652)$ | 13,629,204 |

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)
Passenger facility charges, financing costs 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
Month of Feb-15
COMIP
Month of Feb-15

Total
Total
Month of Feb-15

| 0 | 19,876,700 |
| :---: | :---: |
| 0 | 25,600,220 |
| 0 | 8,176,388 |
| 0 | 1,090,595 |
| 0 | 1,715,607 |
| 0 | 579,054 |
| 0 | 76,650 |
| 0 | 758,031 |
| 0 | 57,873,245 |
| 0 | 12,441,868 |
| 1,600,879 | 12,243,055 |
| 0 | 2,254,122 |
| 0 | 447,750 |
| 0 | 4,026 |
| 0 | 2,337,758 |
| 0 | 222,882 |
| 0 | 50,637 |
| 0 | 581,120 |
| 139,308 | 146,105 |
| 0 | 12,351 |
| 17,836,920 | 19,219,049 |
| 19,577,107 | 49,960,723 |
| $(19,577,107)$ | 7,912,522 |


| 0 | 0 |
| :---: | :---: |
| $(780,301)$ | $(760,541)$ |
| 1,013,250 | 1,144,754 |
| $(15,889,169)$ | $(15,907,232)$ |
| 0 | 8,820 |
| 21,306,113 | 21,306,113 |
| 5,649,894 | 5,791,915 |
| $(13,927,213)$ | 13,704,437 |


| $\begin{array}{r} 6,547,463 \\ 915,060 \\ (1,407,925) \end{array}$ | $\begin{array}{r} 6,547,463 \\ 915,060 \\ (1,407,925) \end{array}$ |
| :---: | :---: |
| 6,054,598 | 6,054,598 |
| $(7,872,615)$ | 19,759,035 |

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)
Passenger facility charges, financing costs 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 YTD Feb-15 | COMIP <br> YTD Feb-15 | $\begin{gathered} \text { CCP } \\ \text { YTD } \stackrel{\text { Feb-15 }}{ } \end{gathered}$ | Total <br> YTD Feb-15 |
| :---: | :---: | :---: | :---: |
| 40,876,496 | 0 | 0 | 40,876,496 |
| 51,377,480 | 0 | 0 | 51,377,480 |
| 17,101,998 | 0 | 0 | 17,101,998 |
| 2,282,128 | 0 | 0 | 2,282,128 |
| 3,512,243 | 0 | 0 | 3,512,243 |
| 1,163,901 | 0 | 0 | 1,163,901 |
| 153,300 | 0 | 0 | 153,300 |
| 1,501,147 | 0 | 0 | 1,501,147 |
| 117,968,693 | 0 | 0 | 117,968,693 |
| 26,230,769 | 0 | 0 | 26,230,769 |
| 23,083,348 | 880,552 | 2,088,072 | 26,051,972 |
| 4,402,672 | $(13,516)$ | 0 | 4,389,156 |
| 895,500 | 0 | 0 | 895,500 |
| 23,327 | 0 | 0 | 23,327 |
| 4,843,808 | 0 | 0 | 4,843,808 |
| 629,156 | 0 | 0 | 629,156 |
| 91,972 | 0 | 0 | 91,972 |
| 1,241,253 | 0 | 0 | 1,241,253 |
| 0 | 18,033 | 185,457 | 203,490 |
| $(3,204)$ | 0 | - 0 | $(3,204)$ |
| 660,347 | 2,101,513 | 35,725,887 | 38,487,746 |
| 62,098,947 | 2,986,581 | 37,999,416 | 103,084,944 |
| 55,869,747 | $(2,986,581)$ | $(37,999,416)$ | 14,883,749 |
| 0 | 0 | 0 | 0 |
| 39,496 | 0 | 186,195 | 225,691 |
| 212,168 | 0 | 2,914,288 | 3,126,456 |
| 933,307 | 0 | $(32,266,176)$ | $(31,332,869)$ |
| 37,792 | 0 | 0 | 37,792 |
| 0 | 0 | $(10,625,729)$ | $(10,625,729)$ |
| 1,222,763 | 0 | $(39,791,422)$ | $(38,568,659)$ |
| 57,092,510 | $(2,986,581)$ | $(77,790,838)$ | $(23,684,909)$ |
| 0 | 0 | 14,441,928 | 14,441,928 |
| 0 | 0 | (315,060 | 915,060 |
| 0 | 0 | $(3,344,527)$ | $(3,344,527)$ |
| 0 | 0 | 12,012,462 | 12,012,462 |
| 57,092,510 | $(2,986,581)$ | $(65,778,376)$ | $(11,672,448)$ |

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
ecurity fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
ervices
Materials and supplies
ease from U.S. Government
ease and rental expenses
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
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


Prior Month

$12,441,868$
$11,166,720$
$\begin{array}{r}11,166,720 \\ 2,268,974 \\ 447,750 \\ 4,026 \\ 2,337,758 \\ 222,882 \\ 50,637 \\ 581,120 \\ 12,351 \\ 328,219 \\ \hline-----192,304\end{array}$

19,760
131,504
$(18,064)$
8,820
$--------\quad 1$

$\qquad$
Prior Month 25,777,260 8,925,610 $8,925,610$
$1,191,534$ 1, 796,637 584,846
76,650 76,650
743,115

| Variance | Current Month Prior Year |
| :---: | :---: |
| $(1,123,095)$ | 17,258,576 |
| $(177,040)$ | 24,134,691 |
| $(749,223)$ | 7,966,063 |
| $(100,939)$ | 1,090,960 |
| $(81,030)$ | 1,642,715 |
| $(5,792)$ | $568,840$ |
| 14,916 | 794,058 |
| $(2,222,203)$ | 53,494,228 |
| (1, 347, 032) | 13,381,303 |
| $(749,908)$ | 17,126,153 |
| 135,277 | 1,847,119 |
|  | 441,750 |
| $(15,275)$ | 35,397 |
| $(168,293)$ | 2,172,700 |
| $(183,392)$ | 490,536 |
| 9,302 | 51,473 |
| $(79,013)$ | 478,932 |
| $\begin{aligned} & 27,906 \\ & (3,909) \end{aligned}$ | $\begin{array}{r} 3,890 \\ 347,963 \end{array}$ |
| $(2,374,338)$ | 36,377,216 |
| 152,135 | 17,117,012 |
| 24 | 661,328 |
| 50,840 | 96,214 |
| $(969,435)$ | $(277,103)$ |
| $(20,152)$ | 47,044 |
| $(938,722)$ | 527,483 |
| $(786,587)$ | 17,644,495 |
| $(786,587)$ | 17,644,495 |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 36,451,222 | 4,425,275 |
| 48,514,064 | 2,863,415 |
| 16,774,573 | 327,425 |
| 2,319,152 | $(37,024)$ |
| 3,292,992 | 219,252 |
| 1,157,491 | 6,409 |
| 38,325 | 114,975 |
| 1,648,470 | $(147,324)$ |
| 110,196,289 | 7,772,404 |
| 27,974,536 | $(1,743,767)$ |
| 25,996,720 | $(2,913,372)$ |
| 4,609,589 | $(206,917)$ |
| 882,000 | 13,500 |
| 44,293 | $(20,966)$ |
| 4,668,822 | 174,986 |
| 902,469 | $(273,313)$ |
| 66,365 | 25,607 |
| 1,013,713 | 227,540 |
| $\begin{array}{r} 1,159 \\ 686,055 \end{array}$ | $\begin{array}{r} (4,363) \\ (25,709) \end{array}$ |
| 66,845,722 | $(4,746,775)$ |
| 43,350,567 | 12,519,179 |
| 325,483 | $(285,987)$ |
| 196,832 | 15,337 |
| $(554,216)$ | 1,487,523 |
|  |  |
| 15,143 | 1,207,620 |
| 43,365,710 | 13,726,800 |
| 43,365,710 | 13,726,800 |

MWAA Corporate Ledger
Curre
Fund=10 (O\&M - Av
OPERATING REVENUES
Concessions
Other

Total operating revenues
operating expenses
Salaries and related benefits Salaries
benefits
Services
Repairs and maintenance services Professional services Training and licenses Meeting and business expenses other services
Repairs and maintenance materials Non-capitalized furniture and equipmen Other materials and supplies
Lease from U.S. Government
tilities
elecommunication
Insurance
Insurance premium Insurance claim
depreciation and amortization
liocations
Salaries and benefits
Services
Itilities and supplies
Telecommunications
Travel
Insurance
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)


| $11,035$ |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |

$2,568,349$
368,372
275,827
751,714
38,972
26,138
92,331
77,438
38,421
23,743
447,750
47
248,614
39,378
463,602
117,518
13,864
$(384,302)$
$(99,121)$
$(9,643)$
$(12)$
$(26,130)$
$(1,800)$
$(459)$
9,303
9,303

2,712,889
741,045
348,423 108,758 28, 811 25,10 187,483 187,483
30,754
447,750 30,754
447,750 428,90 27,248
448,867 448,867
211,266 211,864
13,864 $(373,892)$
$(115,213)$
$(9,365)$ $(9,365)$
$(12)$
$23,074)$
$(2,234)$ $(23,074)$
$(2,234)$

$$
\begin{aligned}
& 800) \\
& 459)
\end{aligned}
$$

$(5,059,576)$

Department=D001 (Administration) Prior Month

Variance

Current Month Prior Year

Variance
Year-to-Date
$\qquad$

1,733

# MWAA Corporate Ledger <br> Comparative Income Statement <br> Current Period: Feb-15 

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

OpERATING REVENUES
Concessions
Parking
Rental cars
Fixed based operator
In-flight kitchen
Other non-terminal conce
Food and Beverage
Retail
Services
Advertising
Other terminal concessio
Rents
Landing fees
Utility sales
Telecommunications
Security fees
Other
Total operating revenues
OperATING EXpenSES
Salaries and related benef
Salaries
Employee benefits
Services
Repairs and maintenance
Professional services
Contract services
Environmental services
Training and licenses
Meeting and business exp
other services
Materials and supplies
Repairs and maintenance
Non-capitalized furnitur
Fuel
Environmental materials
Other materials and supp
Utilities
Travel
Insurance
Depreciation and amortizat
Alocations
Salaries and benefits
Services
Materials and supplies
Utilities

Total operating expenses
OPERATING INCOME (LOSS)
jalaries
benefits
professional services
Contract services
Training and service
eeting and business expenses
aterials and supplies
Repairs and maintenance materials
Environmental materials and supplies Other materials and supplies
ravel
Insurance
andion
locations
Salaries and benefits
terials and supplies
nance Program),
Current Month

| -------------- |
| ---: |
| $4,480,623$ |
| $1,996,013$ |
| 108,892 |
| 139,426 |
| 576,269 |
| 754,268 |
| 474,628 |
| 58,037 |
| 210,472 |
| 34,546 |
| $9,150,025$ |
| $4,566,916$ |
| 163,723 |
| 83,040 |
| 47,450 |
| 199,335 |
| $23,043,663$ |

Department=D200 (Ronald Reagan National Airport) Prior Month

Variance
Curior Year

3,043,663
s

Fuel
$2,013,894$
304,499
779,648 $\begin{array}{r}180,315 \\ 2 \\ \hline 468,233\end{array}$ 2,468,233 109,344 12,832
11,873 11,873

| 166,984 | 180,225 | $(13,240)$ | 152,499 |
| :---: | :---: | :---: | :---: |
| 6,738 | 26,375 | $(19,637)$ | 18,567 |
| 10,413 | 23,824 | $(13,411)$ | 226,720 |
| 1,403 |  | 1,403 |  |
| 336,509 | 299,415 | 37,095 | 416,747 |
| 674,097 | 924,551 | $(250,454)$ | 623,659 |
| (320) | 7,521 | $(7,840)$ | 183 |
| 72,317 | 72,316 | 0 | 76,968 |
| $(6,412)$ | $(6,412)$ |  | $(9,122)$ |
| $(8,626)$ | $(8,626)$ |  | $(7,357)$ |
| $\begin{gathered} (727) \\ (2,463) \end{gathered}$ | $\begin{array}{r} (727) \\ (3,036) \end{array}$ | 573 | 1779 $(2,151$ |
| 7,130,550 | 6,741,542 | 389,009 | 7,347,015 |
| 15,913,113 | 16,195,125 | $(282,012)$ | 10,376,764 |

Variance

| Variance | Year-to-Date |
| :---: | :---: |
| 641,914 | 9,052,642 |
| 611,455 | 3,444,075 |
| 139,337 | 248,441 |
| 25,413 | 262,044 |
| 154,714 | 1,128,325 |
| 136 | 1,566,835 |
| 148,295 | 984,555 |
| 21,454 | 115,827 |
| $(99,043)$ | 625,000 |
| $(6,779)$ | 99,955 $18,283,844$ |
| 2,704,638 | 18,283,844 |
| 985,282 | 9,139,164 |
| $(67,646)$ | 375,264 |
| 7,023 | 170,958 |
| 23,725 | 94,900 |
| 29,966 | 388,502 |
| 5,319,884 | 45,980,330 |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 7,896,891 | 1,155,751 |
| 2,887,342 | 556,733 |
| 32,933 | 215,509 |
| 240,958 | 21,086 |
| 838,663 | 289,662 |
| 1,487,377 | 79,458 |
| 821,897 | 162,658 |
| 78,697 | 37,130 |
| 706,185 | $(81,185)$ |
| 91,844 | 8,111 |
| 12,984,876 | 5,298,968 |
| 7,268,962 | 1,870,202 |
| 510,579 | $(135,315)$ |
| 148,953 | 22,005 |
| 23,725 | 71,175 |
| 510,110 | $(121,608)$ |
| 36,529,990 | 9,450,340 |
| 3,884,448 | $(153,137)$ |
| 1,430,356 | $(481,838)$ |
| 846,557 | 513,152 |
| 258,295 | 62,218 |
| 4,074,430 | 432,563 |
| 225,792 | $(15,716)$ |
| 2,777 | 12,894 |
| 16,626 | $(2,663)$ |
| $(9,832)$ | 9,832 |
| 678,650 | $(331,441)$ |
| 27,291 | 5,822 |
| 237,833 | $(203,597)$ |
| 898,208 | (262,284) |
| 1,511,239 | 87,410 |
| 4,851 | 2,350 |
| 138,667 | 5,966 |
| $(18,244)$ | 5,420 |
| $(14,713)$ | $(2,539)$ |
| $(4,302)$ | $(1,197)$ |
| 14,187,370 | $(315,278)$ |
| 22,342,620 | 9,765,618 |

# MWAA Corporate Ledger 

Currency: USD
Fund=10 (O\&M - Aviation Operations and Maintenance Program), $\begin{gathered}\text { Current Month }\end{gathered}$

OPERATING REVENUES
Concessions
Parking
Rental cars
n-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
ther
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 Fue
Environmental materials and supplies Other materials and supplies
Utilities
Telecommunication
ravel
Insurance
Allocation and amortization
Salaries and benefits Services
Materials and supplies
ravel
Total operating expenses
OPERATING INCOME (LOSS)


3,899,683
,
236,025
$4,249,874$
$4,249,874$
276,358 276,358
13,232 11,807
25,587

39
20
97
1,666

| 14,392,305 |
| :---: |
| 20,386,752 |

Department=D300 (Washington Dulles International Airport)
Prior Month
Variance

Year-to-Date Prior Month Prior Year
$\qquad$

| $(520,787)$ | 4,078,705 | 337,560 | 9,353,319 |
| :---: | :---: | :---: | :---: |
| 18,264 | 1,361,954 | 15, 042 | 2,735,728 |
| $(238,677)$ | 1,190,926 | $(98,352)$ | 2,423,825 |
| $(238,203)$ | 718,745 | $(158,295)$ | 1,359,102 |
| $(36,914)$ | 465,845 | 51,441 | 1,071,487 |
| $(157,337)$ | 675,279 | 11,665 | 1,531,227 |
| $(32,597)$ | 444,541 | 8,908 | 939,495 |
| 13,277 | 820,729 | 792,577 | 3,213,335 |
| $(16,170)$ | 328,310 | $(23,895)$ | 625,000 |
| $(52,812)$ | 33,148 | $(6,759)$ | 105,592 |
| $(193,246)$ | 17,689,303 | $(1,239,109)$ | 33,093,636 |
| $(743,890)$ | 4,384,429 | $(774,958)$ | 7,962,834 |
| $(49,434)$ | 558,486 | 49,531 | 1,265,468 |
| 1,134 | 230,523 | 5,755 | 471,422 |
| $(81,030)$ | 1,642,715 | 72,892 | 3,512,243 |
| $(5,792)$ | 568,840 | 10,215 | 1,163,901 |
|  | 14,600 | 14,600 | 58,400 |
| 4,974 | 586,997 | $(83,839)$ | 1,001,344 |
| $(2,329,242)$ | 35,794,076 | $(1,015,019)$ | 71,887,357 |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 8,616,514 | 736,805 |
| 2,729,843 | 5,885 |
| 2,348,653 | 75,172 |
| 1,605,259 | $(246,157)$ |
| 1,017,667 | 53,820 |
| 1,490,131 | 41,095 |
| 1,048,991 | $(109,496)$ |
| 1,769,498 | 1,443,837 |
| 666,503 | $(41,503)$ |
| 83,596 | 21,995 |
| 35,529,189 | $(2,435,553)$ |
| 9,505,610 | $(1,542,776)$ |
| 1,202,831 | 62,637 |
| 457,816 | 13,606 |
| 3,292,992 | 219,252 |
| 1,157,491 | 6,409 |
| 14,600 | 43,800 |
| 1,068,197 | $(66,854)$ |
| 73,605,383 | $(1,718,026)$ |

- 



MWAA Corporate Ledger
Comparative Income Statement

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

Current Month
Prior Month

8,896,976
53,355
53,355
266,544 $\begin{array}{r}263,265 \\ \hline\end{array}$ 1, 962,872 23,096 13, 052 77,993 51,265 61,575


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

Variance

| $\begin{array}{r} 979,475 \\ 23 \end{array}$ | $\begin{array}{r} 18,405,961 \\ 171 \end{array}$ |
| :---: | :---: |
| 979,497 | 18,406,132 |

$16,513,405$
140
$-\quad-\quad 16,513,544$
$1,892,556$
32
$-\quad 1,892,587$

60,040
26,684
$(123,982)$ 39,163
$(860,995)$ 23,096

11,794
$(4,785$
11,795
33,633
33,635
35,655
9,346
9,346 2
----1

Current Month Prior Year

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

Variance
$\qquad$
OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Repairs and maintenance services Professional services
Materials and supplies
Ielecommunication
Insurance
Allocations
Services
Telecommunication
Total operating expenses
OPERATING INCOME (LOSS)
 $\qquad$ 306,539
306,539

| 12,779 | 642,380 |
| ---: | ---: |
| 12,779 | 642,380 |

606,769
606,769
35,611
35,611
$(15,223)$

## (48)

(35)

653,146
916,985
$(50,987)$
$(35)$
$(244,961)$
(3)
$(263,839)$
$(27)$
$------124,417)$
210,492
--


Varianc
OPERATING REVENUES
Concessions
Rents
tility sales
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Contract services
Materials and supplie
nsurance
Salaries and benefits
Iotal operating expenses
OPERATING INCOME (LOSS)

294,571
14,903
309,474
18,166
309,474
$\begin{array}{cccc}16,687 & 6,756 & 9,931 & 1,507 \\ (9,856) & 1,362 & (11,218) & 1,663\end{array}$
$(9,856) \quad 1,362$
6,747
1, 088
(9)

$\qquad$
(9)

| (200) | 18,790 |
| :---: | :---: |
| 064) | 290,693 |



| 32,440 |
| :---: |
| 586,968 |


| $(2,928)$ |
| :---: |
| 5,731 |

OPERATING REVENUES
Concessions
In-flight kitchen Food and Beverage
Rents
Jtility sales
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services
Repairs and maintenance services Professional services
contract services
Repairs and maintenance materials
Utilities
Insurance
Depreciation and amortization ocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
Funding Sourc
Prior Month Variance

Current Mont Prior Year

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

Variance
$\qquad$

| $(26,836)$ |  |
| ---: | ---: |
| 30,548 | 25,045 |
| $(46,048)$ | 121,201 |
| 8 | 85 |
| $(42,329)$ | 146,331 |

102,414
37
$------------\quad 102,451$

25,045
18,787

| $\begin{aligned} & 26,836 \\ & (5,503) \end{aligned}$ |
| :---: |
| 116,042 |
| 47 |
| 137,422 |


| $\begin{gathered} (53,673) \\ 36,051 \end{gathered}$ |  |
| :---: | :---: |
| $(110,883)$ | 51,207 |
| (9) | 30 |
| $(128,514)$ | 51,237 |



| $(4,040)$ | 9,716 |
| :---: | ---: |
| 8,996 | 7,611 |
| $(24,897)$ | 2,772 |
| 307 | 47,304 |
| 5,334 | 1,537 |
|  | 47,404 |
|  | 105,150 |

22,669
$(12,953)$
0,016
$(2,405)$
2,772
65,748
1,413
34,614
$(18,444)$
124
12,790


| $(20,976)$ |
| :---: |
| 64,856 |

## OPERATING REVENUES <br> Concessions

Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
urity 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


28,152,961



27,089, 717
7,543, 88
1,112,600
1, 858, 871
851,998
76,650
76,650
685,440
58,048,022
13,679,68
$12,370,073$
$2,369,589$
$2,369,589$
441,983 441,983
31,569
$2,433,00$
426,85
61,092
797,072
797,072
417
0
34,942


| MTD Variance | YTD-Actual |
| :---: | :---: |
| 1,047,841 | 40,876,496 |
| $(1,489,497)$ | 51,377,480 |
| 632,501 | 17,101,998 |
| $(22,005)$ | 2,282,128 |
| $(143,264)$ | 3,512,243 |
| $(272,944)$ | 1,163,901 |
| 0 | 153,300 |
| 72,592 | 1,501,147 |
| $(174,777)$ | 117,968,693 |
| $(1,237,817)$ | 26,230,769 |
| $(1,203,353)$ | 23,083,348 |
| $(100,615)$ | 4,402,672 |
| 5,767 | 895,500 |
| $(27,544)$ | 23,327 |
| $(95,249)$ | 4,843,808 |
| $(203,974)$ | 629,156 |
| $(10,455)$ | 91,972 |
| $(215,952)$ | 1,241,253 |
| (417) | 0 |
| 12,351 | $(3,204)$ |
| 293,277 | 660,347 |
| $(2,783,982)$ | 62,098,947 |
| 2,609,205 | 55,869,747 |


| YTD-Budg |
| :---: |
| 39,174 |
| 54,127 |
| 16,409 |
| 2,041 |
| 3,804 |
| 1,716 |
| 153 |
| 1,212 |
| 118,639 |
| 29,067 |
|  |  |
|  |
| -883 |
|  |
| 5,238 |



| udget | YTD Vari |
| :---: | :---: |
| 174,849 | 1,70 |
| 127,564 | (2,75 |
| 409,031 | 69 |
| 041,470 | 24 |
| 804,381 | $(29$ |
| 716,038 | (55 |
| 153,300 |  |
| 212,685 | 28 |
| 639,318 | (6) |

067,3
$, 135,7$
465,4
883,4
64,
5,238,
853,
120,
1,496,


0
0
$(35,112)$
0

| 39,496 | 0 |
| ---: | ---: |
| 212,168 | 0 |
| 968,419 | $(210,670)$ |
| 37,792 | 0 |

$$
\begin{array}{r}
50,707,044 \\
\hline
\end{array}
$$



50,707,044
50,707,044


Annual Budge Remaining

$$
\begin{array}{r}
212,532,150 \\
280,505,349 \\
84,855,002 \\
9,760,445 \\
22,264,074 \\
9,376,099 \\
766,500 \\
5,597,384 \\
\hline 625,657,003 \\
\hline
\end{array}
$$

301,107,346

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

THE AIRPORTS

## NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET

AS OF FEBRUARY 28, 2015

|  | CY 2015 BUDGET |  |  |  | $\begin{aligned} & \text { BUDGET } \\ & \text { TO DATE } \\ & \hline \end{aligned}$ | ESTIMATED 2014 |  | Coverage Year to Date |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | NATIONAL |  | DULLES | TOTAL |  |  |  |  |
| TOTAL REVENUES W/ TRANSFERS | \$ 265,359,000 | \$ | 495,743,000 | \$ 761,102,000 | \$ 126,850,333 | \$ | 131,880,187 |  |
|  |  |  |  |  |  |  |  |  |
| O \& M EXPENSES LESS DEPRECIATION | 147,113,000 |  | 199,361,000 | 346,474,000 | 57,745,667 |  | 65,701,309 |  |
|  |  |  |  |  |  |  |  | $\begin{aligned} & 69,305,334 \\ & 51,594,687 \end{aligned}$ |
| NET OPERATING REVENUES | 118,246,000 |  | 296,382,000 | 414,628,000 | 69,104,667 |  | 66,178,878 | 1.34 |
|  |  |  |  |  |  |  |  | Coverage at DCA |
| DEBT SERVICE | $(73,159,000)$ |  | $(236,475,000)$ | $(309,634,000)$ | $(51,605,667)$ |  | $(51,594,687)$ | 2.24 |
| O \& M RESERVE | $(1,490,000)$ |  | $(2,041,000)$ | $(3,531,000)$ | $(588,500)$ |  | $(588,500)$ | Coverage at IAD |
|  |  |  |  |  |  |  |  | 1.06 |
| INTEREST INCOME | 2,633,000 |  | 12,997,000 | 15,630,000 | 2,605,000 |  | 3,126,456 |  |
| NET REMAINING REVENUES | \$ 46,230,000 | \$ | 70,863,000 | \$ 117,093,000 | \$ 19,515,500 | \$ | 17,122,147 |  |



At the end of February, the estimated Net Remaining Revenue (NRR) is $\$ 17,122,147$. At $16.7 \%$ year-to-date, the Airports Authority has earned $14.6 \%$ of the budgeted NRR.

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND

 PERIOD ENDED 02/28/2015NOTE: $16.7 \%$ OF THE YEAR COMPLETED


The year-to-date construction spending is at $\$ 10.2$ million. The 2015 budget for Capital Construction Program expenditures totals $\$ 248.8$ million.
Short-Term Liquidity Forecast: As of February 28, 2015 the Authority had $\$ 271.6$ million available in construction funds, which includes $\$ 179.0$ million on the shelf in Commercial Paper Series 2 fund. Of the funds on hand as of the end of February, $\$ 60.8$ millions were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as AMT bond funds.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable
As of February 28, 2015
Delinquent accounts receivables invoices over 30 days past due for Ronald Reagan Washington National Airport as of February 28, 2015 total $\$ 410,512$. Delinquent accounts receivables decreased by a net amount of $\$ 172,370(-29.6 \%)$ 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 OVER <br> 30 DAYS PAST <br> DUE AS OF <br> FEBRUARY 28, <br> 2015 | CREDITS ON ACCOUNT AS OF FEBRUARY 28, 2015 | NET DELINQUENT BALANCE AS OF FEBRUARY 28, 2015 | NET BALANCE AS OF JANUARY 31, 2015 | CHANGE IN BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > = \$2,500 |  |  |  |  |  |  |
| Airline | \$ 677,175 | \$ 749,973 | \$ 150,930 | \$ 315,246 | \$ (164,316) | -52.1\% |
| Non-Airline | 224,718 | 1,976,496 | 85,344 | 141,247 | $(55,903)$ | -39.6\% |
| Government | 214,008 | 76,005 | 138,002 | 85,870 | 52,132 | 60.7\% |
| Telecommunications | 36,236 | - | 36,236 | 40,519 | $(4,283)$ | -10.6\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 1,152,137 | \$ 2,802,474 | \$ 410,512 | \$ 582,882 | \$ (172,370) | -29.6\% |

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

- The largest decrease for Airline delinquencies is primarily due to several payments from Frontier Airlines for rent and landing fees which totaled $\$ 129,416$.
- The largest decrease for Non-Airlines delinquencies is attributed to payments for back billings for Dulles Duty Free, LLC in the amount of $\$ 45,135$.
- The largest increase for Government Delinquencies is primarily due to a rent invoice for University of DC which total $\$ 19,864$.
- Telecommunications delinquency had a decrease of $10.6 \%$ which is attributed to a TSA payment of $\$ 6,468$.

We have been unable to bill the following due to unsigned lease agreements:

- OTG DCA Venture, LLC has 9 new leaseholds since June 2014 resulting in approximately \$902,039 in unbilled percentage rent.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of February 28, 2015

Delinquent accounts receivables invoices over 30 days past due for Washington Dulles International Airport as of February 28, 2015 total $\$ 2,237,187$. Delinquent accounts increased by a net amount of $\$ 89,388(4.2 \%)$ 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 , 2015 | CREDITS ON account as of february 28, 2015 | NET DELINQUENT baLANCE AS Of FEBRUARY 28, 2015 | net balance as OF JANUARY 31, 2015 | CHANGE IN BALANCE | PERCENTAGE Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | \$ 1,880,607 | \$ 2,189,872 | \$ 1,333,122 | \$ 1,370,503 | \$ $(37,381)$ | -2.7\% |
| Non-Airline | 1,172,593 | 1,081,217 | 853,318 | 722,976 | 130,342 | 18.0\% |
| Government | 23,351 | - | 23,351 | 23,351 | - | 0.0\% |
| Telecommunications | 27,287 | 6,684 | 27,196 | 30,769 | $(3,573)$ | -11.6\% |
| Other | N/A | N/A | N/A | N/A | N/A | 0.0\% |
| Bankruptcies | 200 | - | 200 | 200 | - | 0.0\% |
| Total | \$ 3,104,038 | 3,277,773 | \$ 2,237,187 | \$ 2,147,799 | \$ 89,388 | 4.2\% |

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

- The largest decrease in Airline delinquencies is primarily due to a payment from Air France for a total amount of $\$ 167,449$ this payment is for landing fees.
- The largest increase of Non-Airline delinquencies is attributed to outstanding rent invoice for Sky Chefs in the amount of $\$ 140,387$.
- The Government had no change in their delinquency.
- Telecommunications had a decrease of $11.6 \%$ which is attributed to a payment from Air France for $\$ 3,675$.

We have been unable to bill the following due to unsigned lease agreements:

- Tug Technologies, no signed contract as of $2 / 28 / 15$ resulting in $\$ 26,029$ in unbilled rent.


[^0]:    "I

