Prepared by the Office of Finance<br>May 2014

## Aviation Enterprise April 2014 Financial Report

## Revenue

- Year-to-date revenues of $\$ 214.7$ million*
- Revenue 4.2\% lower than prior year-to-date
- 32.0\% of annual budgeted revenues at 33.3\% through year


## Expenses

- Year-to-date expenses of $\$ 194.1$ million*
- Expenses $4.4 \%$ higher than prior year-to-date
- $33.8 \%$ of annual budgeted expenses at $33.3 \%$ through year



## Operating Income

- $\$ 20.7$ million year-to-date operating income
- Prior year operating income was $\$ 38.4$ million

Debt Service Coverage Estimate
-1.30x as of April 2014
-1.39x Forecasted as of December 2014
-1.22x as of March 2014
-1.35x as of April 2013


METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY AVIATION ENTERPRISE <br> <br> FINANCIAL REPORT - APRIL 2014 <br> <br> FINANCIAL REPORT - APRIL 2014 <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
Account Receivable and Billing Reports
Aviation Enterprise Aging Report

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

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for April 2014 were $\$ 61.7$ million. Operating revenues increased from March 2014 by $\$ 4.4$ million mostly due to increases in rents of $\$ 2.9$ million, concession fees of $\$ 1.4$ million, international arrival fees of $\$ 0.6$ million, security fees of $\$ 0.4$ million, other revenues of $\$ 0.4$ million and passenger conveyance fees of $\$ 0.3$ million offset by decreases in landing fees of $\$ 1.4$ million and utility sales of $\$ 0.2$ million.
$\rightarrow$ Year-to-date operating revenues through April 2014 were $\$ 229.1$ million, which is a decrease of $\$ 6.6$ million below 2013 totals. Rent revenue decreases of $\$ 5.6$ million, and landing fees of $\$ 4.5$ million were lower primarily due to lower rates. In addition, international arrival fees decreased by $\$ 1.1$ million. The decreases are offset by increases in concessions of $\$ 3.5$ million, passenger conveyance fees of $\$ 0.3$ million, security fees of $\$ 0.3$ million, utility sales of $\$ 0.2$ million and other revenues of $\$ 0.2$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of April 2014 were $\$ 50.3$ million, which is $\$ 1.5$ million lower than for March 2014 mostly due to decreases in services of $\$ 2.4$ million, utilities of $\$ 0.6$ million, salaries and related benefits of $\$ 0.3$ million and materials and supplies of $\$ 0.3$ million offset by increases in depreciation and amortization of $\$ 0.8$ million, insurance of $\$ 0.6$ million, project expenses of $\$ 0.4$ million, and telecommunication of $\$ 0.2$ million.
$\rightarrow$ Year-to-date operating expenses through April 2014 were $\$ 208.5$ million, which is $\$ 11.1$ million higher than 2013 primarily due to increases in services of $\$ 5.1$ million, salaries and related benefits of $\$ 2.7$ million, materials and supplies of $\$ 2.4$ million, insurance of $\$ 0.8$ million and project expenses of $\$ 0.7$ million, telecommunication of $\$ 0.3$ million offset by decreases in depreciation and amortization of $\$ 0.7$ million, travel of $\$ 0.1$ million, and non-cash expenses of $\$ 0.1$ million.
$\rightarrow$ Operating income for the Aviation Enterprise Fund in April 2014 was $\$ 11.4$ million compared to operating income of \$5.4 million in March 2014.
$\rightarrow$ Year-to-date through April 2014, operating income was $\$ 20.7$ million compared to operating income of \$38.4 million through April 2013.

7 In April 2014 there was a net non-operating loss of $\$ 22.6$ million compared to a net non-operating loss in March 2014 of $\$ 14.8$ million. The negative difference of $\$ 7.8$ million is primarily due to a $\$ 7.7$ million decrease in the change in the swaps fair value, investment gains of $\$ 0.3$ million and an increase in interest expense of $\$ 0.4$ million.
$\rightarrow$ Through April 2014, year-to-date net non-operating expenses were $\$ 86.3$ million compared to net non-operating expenses of $\$ 60.6$ million in 2013. The negative difference of $\$ 25.8$ million is mostly comprised of a $\$ 27.6$ million negative difference in the change in the swaps fair value and a decrease in federal, state and local grants of $\$ 0.5$ million offset by a decrease in interest expense of $\$ 1.3$ million and investment gains of $\$ 1.0$ million.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of April 2014 were $\$ 13.7$ million compared to $\$ 11.3$ million in March 2014. The $\$ 2.5$ million increase is mostly due to a $\$ 2.3$ million increase in grants revenue and a $\$ 0.2$ million increase in passenger facility charges. Year-to-date capital contributions were $\$ 44.7$ million, an increase of $\$ 6.3$ million from 2013, due to increases of $\$ 4.6$ million in grant revenue and $\$ 1.7$ million decrease in passenger facility charges.
$\rightarrow$ There is an increase in net position for the Aviation Enterprise Fund for the month of April 2014 of $\$ 2.5$ million compared to an increase of $\$ 1.9$ million for the prior month.
$\rightarrow$ The year-to-date decrease in net position through April 2014 was $\$ 20.9$ million compared to a year-to-date increase of $\$ 16.2$ million through April 2013.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 2.3$ million as of April 30, 2014, a decrease of $14.8 \%$ from March 31, 2014. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage increased from 1.22x in March 2014 to 1.30x in April 2014.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL INDICATORS <br> PERIOD ENDED 4/30/2014

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | Percent Change CY to PY | Pro-Rated Annual Budget |  | Percent Change CY to Budget | Seasonalized Budget | 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 |
|  |  | urrent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |  |  |  |
| Rents ${ }^{8}$ | \$ | 108,556,346 | \$ | 114,791,642 | (5.4\%) |  | 108,057,667 | 0.5\% | \$ 107,450,458 | 1.0\% | $\nabla$ | - | $\Delta$ |
| Landing Fees |  | 34,302,697 |  | 38,754,889 | (11.5\%) |  | 44,745,333 | (23.3\%) | 43,304,507 | (20.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Parking (net) |  | 23,745,165 |  | 25,483,646 | (6.8\%) |  | 24,644,667 | (3.6\%) | 24,545,438 | (3.3\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Rental cars ${ }^{9}$ |  | 11,303,031 |  | 11,561,469 | (2.2\%) |  | 12,175,667 | (7.2\%) | 12,123,055 | (6.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Terminal Concessions ${ }^{1}$ |  | 9,760,488 |  | 9,918,041 | (1.6\%) |  | 10,013,667 | (2.5\%) | 9,328,451 | 4.6\% | $\nabla$ | $\nabla$ | $\Delta$ |
| Services ${ }^{2}$ |  | 5,521,478 |  | 5,199,394 | 6.2\% |  | 6,933,333 | (20.4\%) | 6,028,746 | (8.4\%) | $\Delta$ | $\nabla$ | $\nabla$ |
| FBO |  | 5,306,084 |  | 4,980,217 | 6.5\% |  | 4,162,333 | 27.5\% | 3,965,403 | 33.8\% | $\triangle$ | $\Delta$ | $\Delta$ |
| Inflight caterers |  | 3,534,935 |  | 2,632,045 | 34.3\% |  | 2,843,667 | 24.3\% | 2,301,199 | 53.6\% | $\Delta$ | $\Delta$ | $\Delta$ |
| All Other Concession Revenue ${ }^{3}$ |  | 5,646,166 |  | 3,932,496 | 43.6\% |  | 4,835,000 | 16.8\% | 4,638,110 | 21.7\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Utility Revenue |  | 2,692,411 |  | 2,763,027 | (2.6\%) |  | 2,556,000 | 5.3\% | 2,544,283 | 5.8\% | $\nabla$ | $\Delta$ | $\Delta$ |
| Non-Airport Revenues ${ }^{4}$ |  | 4,373,490 |  | 4,253,730 | 2.8\% |  | 2,756,667 | 58.7\% | 2,733,895 | 60.0\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Total Revenue | \$ | 214,742,291 | \$ | 224,270,596 | (4.2\%) |  | 223,724,000 | (4.0\%) | \$ 218,963,545 | (1.9\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Material Supplies and Services | \$ | 44,913,413 | \$ | 39,468,235 | 13.8\% |  | 42,166,333 | 6.5\% | \$ 39,548,443 | 13.6\% | - | $\triangle$ | - |
| Salaries and Benefits |  | 53,807,767 |  | 51,103,383 | 5.3\% |  | 54,042,333 | (0.4\%) | \$ 54,810,922 | (1.8\%) | - | - | $\nabla$ |
| Utilities |  | 9,382,635 |  | 9,461,184 | (0.8\%) |  | 9,091,000 | 3.2\% | \$ 10,317,881 | (9.1\%) | - | - | $\nabla$ |
| Other Airport Expense ${ }^{5}$ |  | 5,171,222 |  | 4,446,916 | 16.3\% |  | 6,506,667 | (20.5\%) | \$ 5,772,107 | (10.4\%) | - | $\nabla$ | $\nabla$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 113,275,037 |  | 104,479,718 | 8.4\% |  | 111,806,333 | 1.3\% | 110,449,353 | 2.6\% | - | $\Delta$ | - |
| Operating Income (Loss) before Deprec. \& Non-Airport Expenses |  | 101,467,254 |  | 119,790,878 | (15.3\%) |  | 111,917,667 | (9.3\%) | 108,514,192 | (6.5\%) | V | $\nabla$ | $\nabla$ |
| Depreciation |  | 77,413,258 |  | 78,125,277 | (0.9\%) |  |  | N/A |  | N/A | - | N/A | N/A |
| Non-Airport Expenses |  | 3,386,251 |  | 3,272,954 | 3.5\% |  |  | N/A |  | N/A | $\Delta$ | N/A | N/A |
| Total Expenses | \$ | 194,074,546 | \$ | 185,877,949 | 4.4\% |  |  | N/A |  | N/A | $\Delta$ | N/A | N/A |
| Operating Income (Loss) | \$ | 20,667,745 | \$ | 38,392,647 | (46.2\%) |  |  | N/A |  | N/A | $\nabla$ | N/A | N/A |

Additional Aviation Enterprise Fund Information

| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\underline{2014}$ |  | $\underline{2013}$ | Percent Change |  | Budget | Percent Change |  | easonalized Budget | Percent Change CY to Seasonalized Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget | Actual YTD <br> Compared to Seasonalized Budget |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 20,277,771 |  | 20,111,937 | 0.8\% |  | 20,920,000 | (3.1\%) |  |  | N/A | - | $\nabla$ | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 21,720,525 |  | 22,292,167 | (2.6\%) |  | 22,540,000 | (3.6\%) |  |  | N/A | $\nabla$ | $\nabla$ | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 1,961 |  | 5,026 | (61.0\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 255,352 |  | 262,062 | (2.6\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.30 |  | 1.35 | (3.7\%) |  | 1.36 | (4.4\%) |  |  | N/A | $\nabla$ | $\nabla$ | N/A |
| Investment Income (Loss) (Year-to-Date) ${ }^{10}$ | \$ | 4,904,658 | \$ | 3,878,314 | 26.5\% | \$ | 4,900,667 | 0.1\% |  |  | N/A | $\Delta$ | - | N/A |
| Interest Expense (Year-to-Date) | \$ | 70,200,723 | \$ | 71,502,693 | (1.8\%) | \$ | 61,960,667 | 13.3\% |  |  | N/A | $\nabla$ | $\triangle$ | N/A |
| PFC (Year-to-Date) | \$ | 28,510,517 | \$ | 26,829,425 | 6.3\% | \$ | 28,533,333 | (0.1\%) | \$ | 28,336,004 | 0.6\% | $\triangle$ | - | - |
| - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 04/30/14 |  | 03/31/14 |  |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{7}$ | \$ | 2,275,646 | \$ | 2,671,702 | (14.8\%) |  |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |

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

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## ASSETS

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

As of Apr-14
\$
$47,048,320$
$172,238,134$
$46,351,182$
$125,747,066$
$6,525,766$
$7,903,756$
$---------14,224$
405,814

259,752,596
41,490,855
137,923,455
9, 1005,494
490,159,754

321,656,302
49,736,633 (259, 752,596)

471,916,900
$4,172,592$
$304,618,150$
$3,797,361$
$13,072,899$
$2,264,004$
$327,925,006$

183,051,181
401, 261, 247
401,261,247 6,865,092,966 $(2,642,958,212$
---------1

$$
5,631,976,574
$$

$63,921,107$

$-\quad$| $63,921,107$ |
| ---: |

## As of Mar-14

| $238,370,606$ | $321,656,302$ |
| ---: | ---: |
| $54,247,560$ | $49,736,633$ |
| $377,224,356$ | $360,276,560$ |
| $(172,238,134)$ | $(259,752,596)$ |
| $----------------197,604,387$ | $471,916,900$ |

4,582,513
329,821,861
$3,797,361$
$13,246,575$
$13,246,515$
$3,567,603$
355,015,913

183,051,181 398,033,594 $6,855,677,641$
$(2,622,981,524)$ $(2,622,981,524$
-----------1 $4,813,780,891$
$--6,640,713,704$

$$
\$ 6,037,790,798
$$

\$ 6,130,873,458

| \$ | 64,428,732 |
| :---: | :---: |

Fund=01 (Aviation Enterprise Fund )

## LIABILITIES

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

As of Apr-14

| \$ | 58,906,435 |
| :---: | :---: |
|  | $(7,426,184)$ |
|  | 2,107,140 |
|  | 24,807,566 |
|  | 18,781,107 |
|  | 137,695,000 |
|  | 234,871,064 |

6,656,556
21,000,000
133,082,905 4,899,202,073

5,059,941,534
$\$ 5,294,812,598$

|  | 160,668 |
| :---: | :---: |
| \$ | 160,668 |

\$ 236,702,166
85,961,774
8, 486, 927
433,219
5,682,661
379,471,891
\$ $806,738,639$

As of Mar-14
$73,372,833$
$(6,507,704)$
$1,665,140$
$26,779,193$
$102,133,979$
$137,695,000$
$------138,442$
335,138

| 6,656,556 |  |
| :---: | :---: |
|  | 21,000,000 |
|  | 127,305,136 |
|  | 4,900,783,339 |
|  | 5,055,745,030 |
| \$ | 5,390,883,472 |


|  | 164,759 |
| :---: | :---: |
| \$ | 164,759 |

\$ $242,336,302$
74,779,106
$, 053,974$
436,179
436,179
$5,692,351$
$5,692,351$
$393,956,047$
\$ 804,253,959

Fund=01 (Aviation Enterprise Fund

OPERATING REVENUES
Concessions
Rents
Landing fees
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
nsurance
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
Fair value gain (loss) on swaps
Total non-operating revenues (expenses)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
Passenger facility charges
Federal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

Current Month
Current Month Prior Month

Variance
Current Month
Prior Year

Prior Year 2,435,596
$2,893,730$ $(216,496)$
554,546 554,546
 413,71
434,79

| 434,795 |
| :---: |
| 4,443,657 |

---------
$12,863,148$
$10,930,464$
$1,454,073$
442,000
$2,179,682$
598,124
65,017
$1,362,358$
419,148
$(5,585)$
$20,025,070$
$50,333,499$
$---\quad 11,356,194$

| $\begin{array}{r} 906,398 \\ (17,727,196) \\ 2,540 \\ (5,777,769) \end{array}$ | $\begin{gathered} 597,804 \\ (17,387,648) \\ 27,228 \\ 1,939,730 \end{gathered}$ |
| :---: | :---: |
| $(22,596,028)$ | $(14,822,885)$ |
| $(11,239,834)$ | $(9,390,900)$ |
| 7,800,483 | 7,647,669 |
| 5,924,031 | 3,611,746 |
| 13,724,514 | 11,259,415 |
| 2,484,680 | 1,868,515 |



| $(305,046)$ | 13,993,802 |
| :---: | :---: |
| $(2,438,307)$ | 10,219,188 |
| $(280,238)$ | 1,717,942 |
| 0 | 448,000 |
| $(567,054)$ | 2,549,441 |
| 221,147 | 426,176 |
| 32,299 | 73,614 |
| 646,472 | 904,384 |
| 406,318 | $(3,073)$ |
| 3,956 | 3,740 |
| 799,902 | 19,238,636 |
| $(1,480,551)$ | 49,571,849 |
| 5,924,208 | 10,048,244 |

Varianc Yea

|  |  |  |
| :---: | ---: | ---: |
|  |  |  |
|  | $1,114,353$ | $76,757,439$ |
| 54 | $2,188,483$ | $100,714,402$ |
| 30 | $(1,660,532)$ | $34,302,697$ |
| 17 | $(51,174)$ | $4,553,134$ |
| 35 | $(513,948)$ | $6,590,621$ |
| 97 | 439,708 | $2,631,403$ |
| 89 | 413,376 | 605,340 |
| 21 | 139,332 | $2,976,982$ |
| - | $2,069,600$ | $229,132,017$ |


| $(1,130,654)$ | 54,005,879 |
| :---: | :---: |
| 711,276 | 50,707,535 |
| $(263,869)$ | 8,053,225 |
| $(6,000)$ | 1,766,000 |
| $(369,759)$ | 9,595,240 |
| 171,948 | 1,947,530 |
| $(8,597)$ | 164,100 |
| 457,974 | 3,091,956 |
| 422,221 | 1,523,243 |
| $(9,325)$ | $(13,967)$ |
| 786,434 | 77,623,531 |
| 761,650 | 208,464,271 |
| 1,307,949 | 20,667,746 |
| $(488,353)$ | 4,904,658 |
| 151,747 | $(70,200,723)$ |
| $(72,652)$ | 76,813 |
| 5,758,743 | $(21,125,432)$ |
| 5,349,486 | $(86,344,684)$ |
| 6,657,435 | $(65,676,938)$ |


| 152,815 | 5,653,765 | 2,146,719 | 28,510,517 |
| :---: | :---: | :---: | :---: |
| 2,312,285 | 3,632,546 | 2,291,485 | 16,217,965 |
| 2,465,100 | 9,286,311 | 4,438,203 | 44,728,481 |
| 616,165 | $(8,610,958)$ | 11,095,639 | $(20,948,457)$ |

Year-to-Date Prior Year

| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 73,212,308 | 3,545,131 |
| 106,320,398 | $(5,605,995)$ |
| 38,754,889 | $(4,452,192)$ |
| 4,381,785 | 171,349 |
| 7,641,212 | $(1,050,591)$ |
| 2,311,374 | 320,029 |
| 307,956 | 297,384 |
| 2,807,621 | 169,361 |
| 235,737,543 | $(6,605,526)$ |
| 51,334,523 | 2,671,356 |
| 45,630,679 | 5,076,856 |
| 5,626,154 | 2,427,071 |
| 1,790,000 | $(24,000)$ |
| 9,620,029 | $(24,789)$ |
| 1,673,942 | 273,588 |
| 236,662 | $(72,562)$ |
| 2,258,636 | 833,320 |
| 806,368 | 716,874 |
| 41,957 | $(55,924)$ |
| 78,325,946 | $(702,415)$ |
| 197,344,896 | 11,119,375 |
| 38,392,647 | $(17,724,901)$ |
| 3,878,314 | 1,026,344 |
| $(71,502,693)$ | 1,301,970 |
| 612,543 | $(535,730)$ |
| 6,430,973 | $(27,556,405)$ |
| $(60,580,863)$ | $(25,763,821)$ |
| $(22,188,216)$ | $(43,488,722)$ |

Variance

3,545,131
$(4,505,995)$
$(4,45,192)$
171,349
$(1,050,591)$ $1,050,591)$
320,029 297, 384 169,361
$2,671,356$
$5,076,856$ 427,071
$(24,000)$
$(24,789)$ 273,588 $(72,562)$
833,320 716,874 $(702,415)$
$1,026,344$
$1,301,970$ (535,730)
$(25,763,821)$
$(43,488,722)$

| 38,435,676 |
| :---: |

Currency: USD
No specific Ledger requested

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

| Aviation O\&M <br> Month of Apr-14 | COMIP <br> Month of Apr-14 | $\begin{gathered} \text { CCP } \\ \text { Month of Apr-14 } \end{gathered}$ | ```Total Month of Apr-14``` |
| :---: | :---: | :---: | :---: |
| 20,870,907 | 0 | 0 | 20,870,907 |
| 27,547,034 | 0 | 0 | 27,547,034 |
| 8,059,098 | 0 | 0 | 8,059,098 |
| 1,008,743 | 0 | 0 | 1,008,743 |
| 1,926,088 | 0 | 0 | 1,926,088 |
| 905,805 | 0 | 0 | 905,805 |
| 490,365 | 0 | 0 | 490,365 |
| 881,653 | 0 | 0 | 881,653 |
| 61,689,693 | 0 | 0 | 61,689,693 |
| 12,863,148 | 0 | 0 | 12,863,148 |
| 9,809,649 | 964,565 | 156,250 | 10,930,464 |
| 1,391,976 | 40,323 | 0 | 1,432,300 |
| 442,000 | 0 | 0 | 442,000 |
| 21,773 | 0 | 0 | 21,773 |
| 2,179,682 | 0 | 0 | 2,179,682 |
| 568,718 | 0 | 29,407 | 598,124 |
| 65,017 | 0 | 0 | 65,017 |
| 1,362,358 | 0 | 0 | 1,362,358 |
| 28,114 | 25,634 | 365,400 | 419,148 |
| $(5,585)$ | 0 | 0 | $(5,585)$ |
| 348,384 | 1,130,930 | 18,545,756 | 20,025,070 |
| 29,075,234 | 2,161,452 | 19,096,813 | 50,333,499 |
| 32,614,458 | $(2,161,452)$ | $(19,096,813)$ | 11,356,194 |
| $(152,112)$ | 0 | 174,134 | 22,023 |
| $(172,370)$ | 0 | 1,056,746 | 884,375 |
| $(403,829)$ | 0 | $(17,323,367)$ | $(17,727,196)$ |
| 2,540 | 0 | (5,777, 0 | 2,540 |
| 0 | 0 | $(5,777,769)$ | $(5,777,769)$ |
| $(725,771)$ | 0 | $(21,870,257)$ | $(22,596,028)$ |
| 31,888,688 | $(2,161,452)$ | $(40,967,070)$ | $(11,239,834)$ |
| 0 | 0 | 7,800,483 | 7,800,483 |
| 0 | 0 | 5,924,031 | 5,924, 031 |
| 0 | 0 | 13,724,514 | 13,724,514 |
| 31,888,688 | $(2,161,452)$ | $(27,242,556)$ | 2,484,680 |

Currency: USD
No specific Ledger requested

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

| Aviation O\&M <br> YTD Apr-14 | $\begin{gathered} \text { COMIP } \\ \text { YTD }{ }_{\text {Apr }}-14 \end{gathered}$ | $\begin{gathered} \text { CCP } \\ \text { YTD Apr-14 } \end{gathered}$ | Total <br> YTD Apr-14 |
| :---: | :---: | :---: | :---: |
| 76,757,439 | 0 | 0 | 76,757,439 |
| 100,714,402 | 0 | 0 | 100,714,402 |
| 34,302,697 | 0 | 0 | 34,302,697 |
| 4,553,134 | 0 | 0 | 4,553,134 |
| 6,590,621 | 0 | 0 | 6,590,621 |
| 2,631,403 | 0 | 0 | 2,631,403 |
| 605,340 | 0 | 0 | 605,340 |
| 2,976,982 | 0 | 0 | 2,976,982 |
| 229,132,017 | 0 | 0 | 229,132,017 |
| 54,005,879 | 0 | 0 | 54,005,879 |
| 49,155,450 | 1,368,339 | 183,746 | 50,707,535 |
| 7,714,494 | 250,193 | 32,498 | 7,997,185 |
| 1,766,000 |  | 0 | 1,766,000 |
| 56,040 | 0 | 0 | 56,040 |
| 9,595,240 | 0 | 0 | 9,595,240 |
| 1,848,165 | 0 | 99,366 | 1,947,530 |
| 164,100 | 0 | 0 | 164,100 |
| 3,091,956 | 0 | 0 | 3,091,956 |
| 71,134 | 102,814 | 1,349,295 | 1,523,243 |
| $(13,967)$ | 0 | 0 | (13,967) |
| 1,382,164 | 4,449,161 | 71,792,206 | 77,623,531 |
| 128,836,654 | 6,170,507 | 73,457,110 | 208,464,271 |
| 100,295,363 | $(6,170,507)$ | $(73,457,110)$ | 20,667,746 |
| (932,984) | 0 | 224,270 | $(708,714)$ |
| 1,399,546 | 0 | 4,213,827 | 5,613,372 |
| $(1,255,924)$ | 0 | $(68,944,799)$ | $(70,200,723)$ |
| 76,813 | 0 | 0 | 76,813 |
| 0 | 0 | $(21,125,432)$ | $(21,125,432)$ |
| $(712,550)$ | 0 | $(85,632,134)$ | $(86,344,684)$ |
| 99,582,813 | $(6,170,507)$ | (159, 089, 244 ) | $(65,676,938)$ |
| 0 | 0 | 28,510,517 | 28,510,517 |
| 0 | 0 | 16,217,965 | 16,217,965 |
| 0 | 0 | 44,728,481 | 44,728,481 |
| 99,582,813 | $(6,170,507)$ | $(114,360,763)$ | $(20,948,457)$ |

    Rents
    Landing fees
    Utility sales
    International arrival fees
    International arrival fees
    Security fees
    Other
        Total operating revenues
    OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
Materials and supplies
Lease 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 CONTRIBUTION
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| 20,870,907 | 19,435,310 | 1,435,596 | 19,756,554 |
| :---: | :---: | :---: | :---: |
| 27,547,034 | 24,653,304 | 2,893,730 | 25,358,550 |
| 8,059,098 | 9,469,026 | $(1,409,928)$ | 9,719,630 |
| 1,008,743 | 1,225,239 | $(216,496)$ | 1,059,917 |
| 1,926,088 | 1,371,541 | 554,546 | 2,440,035 |
| 905,805 | 568,107 | 337,698 | 466,097 |
| 490,365 | 76,650 | 413,715 | 76,989 |
| 881,653 | 446,858 | 434,795 | 742,321 |
| 61,689,693 | 57,246,036 | 4,443,657 | 59,620,093 |
| 12,863,148 | 13,168,195 | $(305,046)$ | 13,993,802 |
| 9,809,649 | 13,349,082 | $(3,539,433)$ | 9,613,186 |
| 1,391,976 | 1,712,928 | $(320,952)$ | 1,530,822 |
| 442,000 | 442,000 | 0 | 448,000 |
| 21,773 | $(10,026)$ | 31,799 | 38,141 |
| 2,179,682 | 2,746,736 | $(567,054)$ | 2,549,441 |
| 568,718 | 376,978 | 191,740 | 386,176 |
| 65,017 | 32,718 | 32,299 | 73,614 |
| 1,362,358 | 715,885 | 646,472 | 904,384 |
| 28,114 | 43,020 | $(14,906)$ | 86 |
| $(5,585)$ | $(9,541)$ | 3,956 | 3,740 |
| 348,384 | 347,724 | 660 | 290,932 |
| 29,075,234 | 32,915,699 | $(3,840,464)$ | 29,832,324 |
| 32,614,458 | 24,330,337 | 8,284,121 | 29,787,769 |
| $(152,112)$ | $(1,106,356)$ | 954,244 | $(262,374)$ |
| $(172,370)$ | 1,375,085 | $(1,547,455)$ | 102,973 $(335,832)$ |
| $\begin{gathered} (403,829) \\ 2,540 \end{gathered}$ | $\begin{gathered} (297,879) \\ 27.228 \end{gathered}$ | $\begin{gathered} (105,950) \\ (24,688) \end{gathered}$ | $(335,832)$ 75,192 |
| $(725,771)$ | $(1,922)$ | $(723,849)$ | $(420,041)$ |
| 31,888,688 | 24,328,415 | 7,560,273 | 29,367,728 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 31,888,688 | 24,328,415 | 7,560,273 | 29,367,728 |

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

OPERATING REVENUES
Concessions

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

| $(3,167)$ | 8,074 | $(11,241)$ | 55,308 |
| :---: | :---: | :---: | :---: |
| $(3,167)$ | 8,074 | $(11,241)$ | 55,308 |


| $(58,475)$ | 21,056 |
| ---: | ---: |
| $-\quad(58,475)$ | 21,056 |

$\begin{array}{rr}1,862,010 \\ 32,149 & 874,414\end{array}$
$(179,274)$
1,126,144
126,14
$(62,06$ (27,06
$1,745,998$
$1,133,574$
168,895
745,9
133,5
168,8
35,32 168,895
35,327
54,449
(1, 464, 25
1623,623
(107,701
$(2,382)$
$(12,533)$
3,34
20,58
$(16,963)$
$(6,000)$
$(6,000)$
$(78)$
186,458
55,708
402, 343
(60,458
$(60,458)$
76,924
76,924
$(7,967)$
$(4)$
$\left.\begin{array}{r}(4,338 \\ (233\end{array}\right)$
(86)

$\qquad$
$(11,69$
$----\quad(229,879)$
$-171,40$

2,792,70
1,243,72
$4,944,9$
394,8
146 394,89
146,83 146,837
318,944

67,799

$$
17,28
$$

99,420
$1,766,000$
1,942, 139
$, 942,131$
116,425
1,897,038 $1,195,226$
238,857 238,857
$(1,679,485)$ $(309,092)$
$(42,744)$ $(62,744)$
$(100,407)$ $(11,385)$
$(309)$
(309)
0
$1,797)$
$(1,797)$

| 86 |
| ---: |
| 44,973 |
| $------168,000$ |
| $23,16-1$ |
| $(23,090,780)$ |

$(46,771)$
$---\quad 87,410$
$-\quad-\quad(143,573)$

Currency: USD
Fund=10 (O\&M - Aviation Operations and Maintenance Program), $\underset{\text { Current Month }}{ }$
OPERATING REVENUES
Concessions
Parking
Rental cars
In-flight kitchen
ther non-terminal concessions
ood and Beverage
Retail
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 equipment Fue
Environmental materials and supplies Other materials and supplies
tilities
Iravel
Iroject expenses
Pepreciation and amortization
Allocations
Salaries and benefits Services
Materials and supplies
Utilities
Total operating expenses
OPERATING INCOME (LOSS)

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

epartment=D200 (Ronald Reagan National Airport) Prior Month

Variance
Variance Current Month Prior Year

Variance

| 4,500,576 | 4,401,543 | 99,033 | 4,298,256 | 202,320 | 16,799,010 | 16,095,276 | 703,734 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1,567,916 | 1,429,960 | 137,957 | 1,494,698 | 73,219 | 5,885,217 | 5,686,996 | 198,221 |
| 166,667 | - | 166,667 | 100,269 | 66,397 | 199,599 | 341,017 | $(141,418)$ |
| 124,980 | 108,528 | 16,452 | 67,373 | 57,607 | 474,466 | 277,530 | 196,936 |
| 519,167 | 518,907 | 260 | 512,404 | 6,763 | 1,876,737 | 1,832,672 | 44,065 |
| 938,534 | 697,465 | 241,068 | 886,880 | 51,653 | 3,123,375 | 2,945,694 | 177,681 |
| 317,786 | 284,904 | 32,883 | 484,267 | $(166,481)$ | 1,424,587 | 1,866,489 | $(441,902)$ |
| 52,723 | 43,543 | 9,179 | 23,245 | 29,478 | 174,963 | 76,205 | 98,758 |
| 617,859 | 330,707 | 287,152 | 430,543 | 187,316 | 1,654,750 | 1,495,508 | 159,242 |
| 51,828 | 42,680 | 9,148 | 50,329 | 1,499 | 186,352 | 170,196 | 16,156 |
| 6,496,145 | 6,489,518 | 6,627 | 8,112,855 | $(1,616,710)$ | 25,970,539 | 33,988,454 | $(8,017,916)$ |
| 3,357,986 | 3,750,344 | $(392,359)$ | 4,162,389 | $(804,403)$ | 14,377,293 | 16,128,004 | $(1,750,711)$ |
| 205,073 | 250,622 | $(45,549)$ | 194,952 | 10,120 | 966,274 | 825,708 | 140,566 |
| 74,833 | 73,897 | 935 | 78,143 | $(3,310)$ | 297,683 | 306,415 | $(8,732)$ |
| 300,565 | 47,450 | 253,115 | 62,389 | 238,176 | 371,740 | 249,556 | 122,184 |
| 336,944 | 28,522 | 308,422 | 179,551 | 157,393 | 875,576 | 695,080 | 180,496 |
| 19,629,581 | 18,498,591 | 1,130,990 | 21,138,543 | $(1,508,962)$ | 74,658,161 | 82,980,802 | $(8,322,641)$ |
| 1,569,824 | 1,826,648 | $(256,825)$ | 1,625,073 | $(55,250)$ | 7,280,919 | 6,557,298 | 723,621 |
| 679,730 | 649,900 | 29,830 | 970,934 | $(291,203)$ | 2,759,987 | 2,831,182 | $(71,195)$ |
| 40,214 | 1,004,688 | $(964,473)$ | 46,858 | $(6,643)$ | 1,891,459 | 3,005,938 | $(1,114,479)$ |
| 189,600 | 121,012 | 68,588 | 153,664 | 35,936 | 568,907 | 558,464 | 10,443 |
| 2,070,528 | 1,941,363 | 129,166 | 1,137,218 | 933,310 | 8,086,321 | 7,026,508 | 1,059,813 |
| 123,139 | 135,620 | $(12,481)$ | $(14,930)$ | 138,070 | 484,552 | 384,468 | 100,084 |
| 12,857 | 6,799 | 6,058 | 20,668 | $(7,811)$ | 22,433 | 44,981 | $(22,548)$ |
| 5,513 | 14,264 | $(8,752)$ | 4,004 | 1,509 | 36,403 | 32,094 | 4,308 |
| 258 | 0 | 258 | 0 | 258 | $(9,574)$ | 1,260 | $(10,834)$ |
| 296,047 | $(246,353)$ | 542,400 | 248,872 | 47,175 | 728,344 | 761,907 | $(33,563)$ |
| 3,721 | 28,314 | $(24,593)$ | 5,859 | $(2,138)$ | 59,326 | 9,834 | 49,492 |
| 64,448 | 188,010 | $(123,562)$ | 84,449 | $(20,001)$ | 490,292 | 274,971 | 215,321 |
|  | 0 | 0 | 0 | 0 | 0 | 456 | (456) |
| 30,970 | $(75,721)$ | 106,691 | $(209,198)$ | 240,169 | 853,457 | 173,560 | 679,897 |
| 695,589 | 1,115,225 | $(419,636)$ | 1,074,432 | $(378,843)$ | 3,322,053 | 3,558,760 | $(236,708)$ |
| 7,702 | 8,284 | (582) | 10,513 | $(2,811)$ | 20,837 | 20,457 | 379 |
| 28,114 | 43,020 | $(14,906)$ | 0 | 28,114 | 71,134 | $(9,055)$ | 80,188 |
| 77,787 | 76,729 | 1,058 | 58,418 | 19,370 | 293,183 | 233,670 | 59,513 |
| $(9,122)$ | $(9,122)$ | 0 | $(3,683)$ | $(5,439)$ | $(36,488)$ | $(14,731)$ | $(21,758)$ |
| $(7,357)$ | $(7,357)$ | 0 | $(10,513)$ | 3,157 | $(29,427)$ | $(42,054)$ | 12,627 |
| $(779)$ $(2,151)$ | (779) | 0 | (262) | $(418)$ 393 | $(3,117)$ $(8,603)$ | $(1,447)$ | $(1,670)$ |
| 5,876,633 | 6,818,393 | $(941,761)$ | 5,199,730 | 676,903 | 26,882,396 | 25,398,349 | 1,484,047 |
| 13,752,948 | 11,680,197 | 2,072,751 | 15,938,813 | $(2,185,865)$ | 47,775,765 | 57,582,453 | $(9,806,688)$ |

198,221 $(141,418)$
196,936 44,065
177,681 $(441,902)$
98,758 159,242
16,156
$(8,017,916)$ 140,566 $(8,732)$
122,184 $(8,322,641)$
(1,114, 479) , 059, 813
$\qquad$ 4,308
$(10,834)$
$(33,563)$ 215, 321 679,897 379

80,188
59,513
$(21,758)$
12,627 $(1,670)$
1,571
(Washington Dulles International Airport)
Fund=10 (O\&M - Av

OPERATING REVENUES
oncession
Parking
Rental cars
n-flight kitchen
ther non-terminal concessions
ood and Beverage
Setail
Advertising
Other terminal concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Employee benefits
Services
Repairs and maintenance services Professional services
Contract services
Training and licenses
Meeting and business expenses Other services
Materials and supplies
Repairs and maintenance material Non-capitalized furniture and equipmen Fuel
Environmental materials and supplies other materials and supplies
Utilities
elecommunication
ravel
Insurance
roject expenses
Allocations and amortization Salaries Services
Material Materia ravel
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month Current Month

5,084,638
 Prior Month
$5,185,094$
$1,365,454$
$1,402,750$
604,772
504,490
749,602
486,577
911,705
329,836
40,858
$18,163,786$
$5,718,682$
673,097
228,178
$1,371,541$
568,107
29,200
392,076
$38,725,804$

Variance Prior Year Variance

| $(100,456)$ | $5,074,804$ |
| ---: | ---: |
| $(42,937)$ | $1,479,870$ |
| $(47,668)$ | $1,340,331$ |
| 245,667 | 586,686 |
| 59,827 | 370,961 |
| 128,034 | 828,503 |
| 73,012 | 598,321 |
| 84,520 | 711,634 |
| 21,494 | 369,516 |
| 14,878 | 51,948 |
| $2,887,103$ | $17,245,696$ |
| $1,017,570)$ | $5,557,241$ |
| $(176,403)$ | 540,285 |
| 4,387 | 246,979 |
| 554,546 | $2,440,035$ |
| 337,698 | 466,097 |
| 160,600 | 14,600 |
| 123,928 | 482,721 |
| $3,310,662$ | $38,406,228$ |

2,807,184
1,202,148
1,195,357
361,824
$3,324,782$
, 324, 782
264,596 264,596
12,830 12,830
21,219
1,704
1,219
1,704
553,389
$(5,303)$ $(5,303)$
236,440 236,440
1,734 13, 964 $1,486,112$
1,000

5,563
204, 727
$(25,098)$ $\begin{array}{r}215 \\ \hline(51)\end{array}$
-------------1
$11,663,809$
$30,372,657$

3,264,689
1,220,634
7,491,012
$\mathbf{4 9 1 , 0 1 2}$
272,610
28,377
2,377
28,810
488,374
37
879 37,879
394,703 394,703
237
774,701 1,633,560

7,332

$$
\begin{array}{r}
0 \\
204,727
\end{array}
$$

$(25,098)$
215 )

75,311
$(25,278)$
270,957

## $(4,16$

4,166,
18
10
17
$\left.\begin{array}{l}(8,01 \\ 10,45 \\ (7,59\end{array}\right)$
$(7,453$
$1,104)$
65,015
$(43,182)$
$(158,263)$
$(43,182)$
$158,263)$
1,497
$(760,737)$
$(147,448)$
1,000
$(1,769)$
0
0

$$
\begin{array}{ll}
8) \\
5 \\
\text { 1) } \\
\text { 7) } \\
0 & \\
0 & --- \\
\frac{7}{7} & ---
\end{array}
$$

$\qquad$

2,947,516
$1,740,991$
1,310,761
237, 081
$3,346,800$
261,111
261,111
2,007
21,674
8,987
531,325
86,184
531,325
86,184
273,728
369,536
1, 4
477,338
16,90

$$
\begin{array}{r}
0 \\
216,555
\end{array}
$$

216,555
$(25,607)$
$(25,607)$
$(2,806)$
$(747)$

Year-to-Date Prior Year

Variance

| 18,893,370 | $(7,124)$ |
| :---: | :---: |
| 5,874,473 | $(456,659)$ |
| 4,639,200 | 467,285 |
| 2,354,515 | 705,954 |
| 1,358,116 | 728,359 |
| 2,952,601 | 164,768 |
| 2,153,257 | $(58,099)$ |
| 2,687,907 | 989,523 |
| 1,356,441 | $(8,772)$ |
| 170,656 | 9,535 |
| 72,331,943 | 2,411,920 |
| 22,626,885 | $(2,701,481)$ |
| 2,269,354 | 103,268 |
| 982,166 | $(63,606)$ |
| 7,641,212 | $(1,050,591)$ |
| 2,311,374 | 320,029 |
| 58,400 | 175,200 |
| 1,911,135 | 65,142 |
| 152,573,003 | 1,794,650 |

(7,124) (467, 285
705,954
728,359
728,359
164,768
$(58,099)$
989,523
$(8,772)$
9,535
2,411,920
103,268
$(63,606)$
$, 050,591)$
320,029
65,142
------

| 9,834 | $18,886,245$ |
| ---: | ---: |
| $(157,354)$ | $5,417,814$ |
| 14,751 | $5,106,485$ |
| 263,753 | $3,060,469$ |
| 193,356 | $2,086,475$ |
| 49,133 | $3,117,369$ |
| $(38,732)$ | $2,095,157$ |
| 284,592 | $3,677,430$ |
| $(18,186)$ | $1,347,669$ |
| 3,788 | 180,190 |
| $3,805,193$ | $74,743,863$ |
| $(856,129)$ | $19,925,404$ |
| $(43,592)$ | $2,372,622$ |
| $(14,414)$ | 918,559 |
| $(513,948)$ | $6,590,621$ |
| 439,708 | $2,631,403$ |
| 175,200 | 233,600 |
| 33,283 | $1,976,277$ |
| $3,630,238$ | $154,367,653$ |
| -1 |  |

13,158,205
$13,158,205$
$4,813,040$
4,954,282
$\begin{array}{r}946,631 \\ \hline 23 \\ \hline\end{array}$
$23,982,775$
$1,078,595$
78,595
24,594
78,805
24,594
78,805
7,142
$1,911,477$
38,396
38,396
$1,143,695$
4,402
4,402
$2,096,893$
$6,281,259$
1,500
13, 950
826,781

$12,220,633$
$5,094,557$
5,515,162
5157,798
$16,396,237$
1,033, 834
1
$(1,064)$
$(1,064)$
58,413
13,007
1,952,749
135,668
$, 031,322$
1,015
488,498
488,498
$, 070,921$
1,500
32,070
2,096
868,114
$(102,427)$
$(11,226)$
$(2,988)$


937,572
$(281,518)$
$(560,880)$
$(31,166)$
$7,586,538$
44,761
25,657
25,657
20,392
$(5,865)$
$(41,271)$
$(97,272)$
$(97,272)$
112,373
3,387
1, 608, 3, 385
210, 338
$(18,120)$
$(2,096)$
$(41,333)$

| 2,035 |
| :---: |
| 12,085 |
| 823 |
| 167 |
| 275 |
| 9,485,278 |
| $(7,690,628)$ |

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


MWAA Corporate Ledger
Comparative Income Statement
OPERATING REVENUES
Concessions
Parking
ther
Total operating revenues

OPERATING EXPENSES
Salaries and related benefits Salaries
ervices
Repairs and maintenance services Professional services
Contract services
Materials and supplies
Repairs and maintenance materials
Non-capitalized furniture and equipment
Other materials and supplies
Utilities
Insurance
Project expenses
Depreciation and amortization
Sacations
Total operating expenses

OPERATING INCOME (LOSS)

| Current Month | Prior Month | Variance | Current Month Prior Year | Variance | Year-to-Date | Year-to-Date Prior Year | Variance |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{r} 9,585,214 \\ 66 \end{array}$ | $\begin{array}{r} 9,586,637 \\ 70 \end{array}$ | $\begin{array}{r} (1,423) \\ (4) \end{array}$ | 9,373,060 | 212,154 | $\begin{array}{r} 35,685,255 \\ 275 \end{array}$ | 34,988, 646 | 696,610 10 |
| 9,585,280 | 9,586,706 | $(1,427)$ | 9,373,125 | 212,155 | 35,685,531 | 34,988,911 | 696,620 |
| 36,633 | 41,182 | $(4,549)$ | 46,890 | $(10,257)$ | 137,855 | 189,387 | $(51,532)$ |
| $\begin{aligned} & 237,182 \\ & 296,958 \end{aligned}$ | $\begin{aligned} & 123,491 \\ & 195,622 \end{aligned}$ | $\begin{aligned} & 113,691 \\ & 101,336 \end{aligned}$ | $\begin{aligned} & 290,776 \\ & 225,606 \end{aligned}$ | $\begin{aligned} & (53,594) \\ & 71,352 \end{aligned}$ | 928,981 897,348 | $1,021,769$ 806,516 | $(92,788)$ 90,832 |
| 1,729,559 | 2,443,414 | $(713,854)$ | 885,515 | 844,044 | 9,258,389 | 7,003,901 | 2,254,489 |
| 15,270 | 25,544 | $(10,274)$ | 7,260 | 8,010 | 54,968 | 36,479 | 18,489 |
| 0 | (267) | 267 | (578) | 578 | 4,518 | 4,186 | 332 |
| 135,086 | 209,261 | $(74,175)$ | 137,950 | $(2,864)$ | 458,852 | 322,796 | 136,057 |
| - 0 | 25,771 | $(25,771)$ | 0 | 0 | 63,329 | 29 | 63,301 |
| 34,511 | 48,167 | $(13,656)$ | 38,890 | $(4,379)$ | 136,072 | 127,843 | 8,229 |
| 0 | 0 | 0 | 2 | (2) | 0 | 2,098 | $(2,098)$ |
| (7) | (21) | 14 | $(28,890)$ | 28,883 | (28) | $(9,630)$ | 9,602 |
| (49) | (49) | 0 | (93) | 45 | (195) | (373) | 178 |
| 2,485,144 | 3,112,115 | $(626,971)$ | 1,603,328 | 881,816 | 11,940,090 | 9,505,000 | 2,435,090 |
| 7,100,136 | 6,474,591 | 625,545 | 7,769,797 | $(669,661)$ | 23,745,441 | 25,483,911 | $(1,738,470)$ |

MWAA Corporate Ledger
ations Comparative Income Statement Current Period: Apr-14

Current Month Prior Year

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

Variance
OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues

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


| $(17,724)$ | 1,216,242 |
| :---: | :---: |
| $(17,724)$ | 1,216,242 |

$1,288,581$
$-----1,288,581$

$\begin{array}{lllllll}(4,672) & (2,466) & (2,205) & 1,441 & 43,849 & 6,603\end{array}$ 530,904

402,085
128,819
406,367
124,537
1,849,975
1,626,057
223,918



- $\qquad$

| $(1)$ | $(6)$ |
| ---: | ---: |
| 13,063$)$ | $(93,809)$ |
| 15,360 | $1,800,008$ |


| $\begin{array}{r} (3) \\ (81,556) \end{array}$ |
| :---: |
| 1,551,101 |


| $\begin{array}{r} (4) \\ (12,253) \end{array}$ |
| :---: |
| 248,908 |
| $(321,246)$ |

## Year-to-Date

 Prior YearOPERATING REVENUES
Concessions
Rents
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Contract services
Materials and supplies
Repairs and maintenance materials

## Allocations

Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

| $\begin{array}{r} 293,813 \\ 14,285 \end{array}$ | $\begin{array}{r} 293,813 \\ 14,572 \end{array}$ | $\begin{gathered} 0 \\ (287) \end{gathered}$ | $\begin{array}{r} 293,076 \\ 15,587 \end{array}$ | $\begin{gathered} 737 \\ (1,302) \end{gathered}$ | $\begin{array}{r} 1,175,252 \\ 60,640 \end{array}$ | $\begin{array}{r} 1,172,304 \\ 63,726 \end{array}$ | $\begin{gathered} 2,948 \\ (3,086) \end{gathered}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 308,098 | 308,385 | (287) | 308,663 | (565) | 1,235,892 | 1,236,030 | (138) |
| 1,839 | 6,515 | $(4,676)$ | 2,514 | (675) | 12,812 | 19,334 | $(6,522)$ |
| 1,673 | 152 | 1,521 | 2,025 | (353) | 7,885 | 8,213 | (328) |
| 7,935 | 0 | 7,935 | 7,121 | 815 | 29,866 | 29,107 | 759 |
| 141 | 0 | 141 | 0 | 141 | 141 | 0 | 141 |
| (4) | (4) | 0 | (11) | 7 | (18) | (46) | 28 |
| 11,584 | 6,662 | 4,921 | 11,648 | (65) | 50,686 | 56,609 | $(5,923)$ |
| 296,515 | 301,723 | $(5,208)$ | 297,015 | (500) | 1,185,206 | 1,179,421 | 5,785 |

Funding Source=00095 (45025 Aviation Drive)
Prior Month

Current Month Prior Year

OPERATING REVENUES
Concessions
Rents
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services
Repairs and maintenance services
Professional services
Contract services
Materials and supplies
Repairs and maintenance materials
Other materials and supplies

## Insurance

Depreciation and amortization locations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)


| $\begin{array}{r} 51,207 \\ 23 \end{array}$ |  |
| :---: | :---: |
| 51,230 |  |


| 8,043 | 16,981 | $(8,938)$ | 5,921 |
| :---: | :---: | :---: | :---: |
| 6,973 | 31,495 | $(24,522)$ | 3,118 |
| 1,386 | 1,386 | 0 | 1,386 |
| 118,839 | 23,371 | 95,468 | 20,061 |
| 913 | 138 | 775 | 371 |
| 0 | 0 | 0 | 0 |
| 20,022 | 21,897 | $(1,875)$ | 0 |
| 52,575 | 52,575 | 0 | 52,575 |
| (9) | (9) | 0 | (10) |
| 208,743 | 147,835 | 60,908 | 83,422 |
| $(157,521)$ | $(96,604)$ | $(60,917)$ | $(5,132)$ |

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

Variance
Variance
Year-to-Date
$\qquad$

| 309,038 |
| ---: |
| 3,931 |
| $---------\quad$ |
| 312,969 |

$(104,209)$

| $\begin{array}{r} (26,170) \\ (899) \end{array}$ | $\begin{array}{r} 204,828 \\ 75 \end{array}$ |
| :---: | :---: |
| $(27,069)$ | 204,903 |

- 

$2.122 \quad 47,693$

47,693
48,485
48,485
5,544
3,855
0

| 8,779 | 207,958 |
| ---: | ---: |
| 541 | 2,463 |

20,022
0
76,533
210,299
$\qquad$

22, 87
15,644
15,644
5,544
64,641
32, 841
143,317
$(1,413)$
$(393)$
$(393)$
45,531
31,002


$$
\begin{array}{r}
(39) \\
354,237 \\
\hline-----141,268)
\end{array}
$$

## OPERATING REVENUES <br> Concessions

Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
ecurity fees
ther
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
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

| MTD-Actual | MTD-Budget |
| :---: | :---: |
| 20,870,907 | 22,589,759 |
| 27,547,034 | 23,529,803 |
| 8,059,098 | 11,834,092 |
| 1,008,743 | 861,273 |
| 1,926,088 | 1,748,768 |
| 905,805 | 478,557 |
| 490,365 | 11,730 |
| 881,653 | 44,943 |
| 61,689,693 | 61,098,925 |
| 12,863,148 | 14,579,286 |
| 9,809,649 | 11,619,896 |
| 1,391,976 | 1,614,697 |
| 442,000 | 452,417 |
| 21,773 | 14,197 |
| 2,179,682 | 2,201,511 |
| 568,718 | 425,810 |
| 65,017 | 81,305 |
| 1,362,358 | 732,073 |
| 28,114 | 15,403 |
| $(5,585)$ | 21,461 |
| 348,384 | 21,461 |
| 29,075,234 | 31,758,056 |
| 32,614,458 | 29,340,868 |
| $(152,112)$ |  |
| $(172,370)$ | 0 |
| $(403,829)$ | $(52,000)$ |
| 2,540 | 0 |
| $(725,771)$ | $(52,000)$ |
| 31,888,688 | 29,288,868 |
| 0 | 0 |
| 0 | 0 |

31,888,688

MTD Variance YTD-Actual
YTD-Budget YTD Variance Annual Budget

| YTD-Budget | YTD Variance | Annual Budget |
| :---: | :---: | :---: |

Annual Budget Remaining


| METROPOLITAN WASHINGTON AIRPORTS AUTHORITY THE AIRPORTS <br> NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET AS OF APRIL 30, 2014 |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | CY 2014 BUDGET |  |  |  | BUDGET <br> TO DATE | $\begin{gathered} \text { ESTIMATED } \\ 2014 \\ \hline \end{gathered}$ | Coverage Year to Date |
|  | NATIONAL |  | DULLES | TOTAL |  |  |  |
| TOTAL REVENUES W/ TRANSFERS | \$ 245,912,000 |  | 497,338,000 | \$ 743,250,000 | \$ 247,750,000 | \$ 240,055,187 |  |
| O \& M EXPENSES LESS DEPRECIATION | 127,793,000 |  | 209,351,000 | 337,144,000 | 112,381,333 | 112,527,655 | $\begin{aligned} & 133,140,905 \text { / } \\ & 102,527,655= \end{aligned}$ |
| NET OPERATING REVENUES | 118,119,000 |  | 287,987,000 | 406,106,000 | 135,368,667 | 127,527,532 | 1.30 |
|  |  |  |  |  |  |  | Coverage at DCA |
| DEBT SERVICE | $(75,820,000)$ |  | $(237,633,000)$ | $(313,453,000)$ | $(104,484,333)$ | $(102,527,655)$ | 1.81 |
| O \& M RESERVE | $(449,000)$ |  | $(1,277,000)$ | $(1,726,000)$ | $(575,333)$ | $(575,333)$ | Coverage at IAD |
| INTEREST INCOME | 3,015,000 |  | 11,688,000 | 14,703,000 | 4,901,000 | 5,613,373 | 1.12 |
| NET REMAINING REVENUES | \$ 44,865,000 | \$ | 60,765,000 | \$ 105,630,000 | \$ 35,210,000 | $\underline{\text { \$ 30,037,917 }}$ |  |

NET REMAINING REVENUE


At the end of April, the estimated Net Remaining Revenue (NRR) is $\$ 30,037,917$. At $33.3 \%$ year-to-date, the Airports Authority has earned $28.4 \%$ of the budgeted NRR.

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND PERIOD ENDED 04/30/2014 <br> NOTE: $33.3 \%$ OF THE YEAR COMPLETED 



The year-to-date construction spending is at $\$ 43.8$ million. The 2014 budget for Capital Construction Program expenditures totals $\$ 199.2$ million.

Short-Term Liquidity Forecast: As of April 30, 2014 the Authority had $\$ 338.6$ million available in construction funds, which includes $\$ 250.0$ million on the shelf in Commercial Paper Series 1 fund. Of the funds on hand as of the end of April, $\$ 18.2$ million were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as AMT bond funds. Included in the funds on hand as of April 30 were $\$ 3.9$ million of non-AMT bond funds, the majority of which is from the 2010A debt issuance.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of April 30, 2014

Delinquent accounts receivables invoices over 30 days past due for Ronald Reagan Washington National Airport as of April 30, 2014 total $\$ 735,112$. Delinquent accounts receivables decreased by a net amount of $\$ 24,163(-3.2 \%)$ during the month. The composition of the April 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 APRIL <br> 30,2014 | CREDITS ON account as of APRIL 30, 2014 | NET DELINQUENT BALANCE AS OF APRIL 30, 2014 | NET BALANCE AS OF MARCH 31, 2014 | CHANGE IN BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | \$ 513,938 | \$ 559,526 | \$ 425,213 | \$ 477,065 | \$ (51,852) | -10.9\% |
| Non-Airline | 289,571 | 446,009 | 91,355 | 40,425 | 50,930 | 126.0\% |
| Government | 142,518 | 211 | 142,306 | 116,937 | 25,369 | 21.7\% |
| Telecommunications | 76,238 | - | 76,238 | 124,848 | $(48,610)$ | -38.9\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | - | - | 0.0\% |
| Total | \$ 1,022,265 | \$ 1,005,746 | \$ 735,112 | \$ 759,275 | \$ $(24,163)$ | -3.2\% |

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

- The decrease for Airline delinquencies is primarily due to several payments from the following airlines: AirTran/Southwest in the amount of $\$ 116,511$ which was for a landing fee and the second largest payment came from Republic Airlines in the amount of $\$ 99,455$ which were for several landing fees.
- The increase in Non-Airlines delinquencies is primarily due to open balances for Marketplace. These are attributed to adjustments that need to be made and $\mathrm{A} / \mathrm{R}$ is working on them.
- Government delinquencies increased by $\$ 25,369$ which is due to outstanding TSA Public safety invoices in the amount of $\$ 23,668$.
- Telecommunications delinquency decreased by $38.9 \%$ which is attributed to a payment for $\$ 54,450$ from TSA.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable
As of April 30, 2014

Delinquent accounts receivables invoices over 30 days past due for Washington Dulles International Airport as of April 30, 2014 total $\$ 1,540,534$. Delinquent accounts decreased by a net amount of $\$ 378,201(-19.7 \%)$ during the month. The composition of the April 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 APRIL 30, 2014 | CREDITS ON ACCOUNT AS OF APRIL 30, 2014 | NET DELINQUENT BALANCE AS Of APRIL 30, 2014 | NET baLANCE AS OF MARCH 31, 2014 | CHANGE IN balance | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |
| Airline | 1,262,835 | \$ 1,059,710 | \$ 815,863 | \$ 1,193,654 | \$ (377,791) | -31.6\% |
| Non-Airline | 869,374 | 552,031 | 471,530 | 461,497 | 10,033 | 2.2\% |
| Government | 172,588 | - | 172,588 | 157,988 | 14,600 | 9.2\% |
| Telecommunications | 68,895 | 115 | 68,781 | 93,824 | $(25,043)$ | -26.7\% |
| Other | N/A | N/A | N/A | N/A | N/A | 0.0\% |
| Bankruptcies | 11,772 | - | 11,772 | 11,772 | - | 0.0\% |
| Total | 2,385,464 | \$ 1,611,856 | \$ 1,540,534 | \$ 1,918,735 | \$ $(378,201)$ | -19.7\% |

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

- The decrease in Airline delinquencies is primarily due to several payments. The first from Saudi Arabian Airlines in the amount of $\$ 314,226$ that cover rent, gate charges and landing fees. The second largest payment is from United Airlines in the amount of $\$ 206,654$ which covers rents.
- The increase in Non-Airline delinquencies is primarily due to balances for Gate Gourmet International that will be credited out in May.
- The Government delinquencies increased by $\$ 14,600$ which is a result of public safety invoices for TSA.
- Telecommunications had a decrease of $26.7 \%$ which is a result of several payments for $\$ 24,625$ from Cox Communications.

