# Aviation Enterprise November 2012 Financial Report 

Prepared by the Office of Finance
December 2012

# Aviation Enterprise November 2012 Financial Report 

## Revenue

- Year-to-date revenues of \$588.1 million*
- Increase of 4.8\% compared to prior year
- $90.2 \%$ of budgeted revenues at $91.7 \%$ through year


## Expenses

- Year-to-date expenses of $\$ 515.7$ million*
- Increase of $2.4 \%$ compared to prior year
- 84.6\% of budgeted expenses at 91.7\% through year


## Aviation Enterprise November 2012 Financial Report

## Operating Income

- \$72.4 million year-to-date operating income
- Prior year operating income was $\$ 57.7$ million


## Debt Service Coverage

-1.33x as of November 2012

- $1.35 x$ as of October 2012
-1.37x as of December 2011
-1.31x as of October 2011


## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## AVIATION ENTERPRISE FUND

## FINANCIAL REPORT

NOVEMBER 2012

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# Metropolitan Washington Airports Authority Financial Statements <br> November 2012 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for November 2012 were $\$ 56.0$ million. Operating revenues decreased from October 2012 by $\$ 1.5$ million mostly due to decreases in international arrival fees of $\$ 1.7$ million and utility sales of $\$ 0.3$ million offset by an increase in rents of $\$ 0.4$ million.

7 Year-to-date operating revenues through November 2012 were $\$ 625.8$ million, which is an increase of $\$ 31.1$ million over 2011 totals. Increases in revenues are due primarily to higher rates, represented by increases in rent revenues of $\$ 30.0$ million, landing fees of $\$ 1.7$ million and international arrival fees of $\$ 1.6$ million, offset by a decreases in passenger conveyance fees of $\$ 1.2$ million, concessions of $\$ 0.7$ million and utility sales of $\$ 0.3$ million
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of November 2012 were $\$ 52.9$ million, which is $\$ 3.3$ million higher than for October 2012 mostly due to increases in depreciation and amortization of $\$ 1.5$ million, salaries and related benefits of $\$ 0.8$ million, materials and supplies of $\$ 0.5$ million, services of $\$ 0.4$ million and utilities of $\$ 0.3$ million offset by decreases in insurance of $\$ 0.2$ million and project expenses of $\$ 0.1$ million.
$\rightarrow$ Year-to-date operating expenses through November 2012 were $\$ 553.5$ million, which is higher than 2011 by $\$ 16.4$ million primarily due to increases in services of $\$ 5.1$ million, depreciation and amortization expense of $\$ 4.9$ million, materials and supplies of $\$ 3.1$ million, salaries and related benefits of $\$ 3.0$ million, utilities of $\$ 1.3$ million, insurance of $\$ 0.8$ million and telecommunication of $\$ 0.7$ million offset by decreases in project expenses of $\$ 2.6$ million and travel of $\$ 0.2$ million.
$\rightarrow$ Operating income for the Aviation Enterprise Fund in November 2012 was $\$ 3.2$ million compared to operating income of $\$ 7.9$ million in October 2012.
$\rightarrow$ Year-to-date through November 2012, the operating income was $\$ 72.3$ million compared to the operating income of $\$ 57.7$ million through November 2011.
$\rightarrow$ Net non-operating expenses in November 2012 were $\$ 17.8$ million compared to net non-operating expenses in October 2012 of $\$ 19.8$ million. This is a decrease in net non-operating expenses of $\$ 1.9$ million primarily due to increases in investment gains of $\$ 4.9$ million, a $\$ 4.4$ million decrease in the change in the swaps fair value and a decrease in interest expense of $\$ 1.4$ million.

7 Through November 2012, year-to-date net non-operating expenses were $\$ 190.0$ million compared to net non-operating expenses of $\$ 276.6$ million in 2011. The positive difference of $\$ 87.0$ million is mostly comprised of a $\$ 78.8$ million positive difference in the change in the swaps fair value, a reduction in interest expense of $\$ 20.5$ million, and a $\$ 12.3$ million negative change in unrealized investment gains/losses.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of November 2012 were $\$ 9.1$ million compared to $\$ 10.9$ million in October 2012. The $\$ 1.8$ million decrease is mostly due to a decrease of $\$ 1.9$ million in federal, state and local grants offset by a $\$ 0.1$ million increase in passenger facility charges. Year-todate capital contributions were $\$ 119.6$ million, down $\$ 5.7$ million from $\$ 125.4$ million in 2011, due to increases of $\$ 3.8$ million in passenger facility charges offset by decreases of $\$ 6.5$ million in grants and $\$ 3.0$ million in other capital property contributed.
$\rightarrow$ There is a decrease in net assets for the Aviation Enterprise Fund for the month of November 2012 of $\$ 5.6$ million as compared to an decrease in net assets for the prior month of $\$ 1.0$ million.
$\rightarrow$ The year-to-date increase in net assets through November 2012 was $\$ 2.4$ million, compared to a year-to-date decrease in net position of $\$ 93.6$ million through November 2011.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 3.5$ million as of November 30, 2012, an increase of $13 \%$ from October 31, 2012. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage decreased from 1.35x in October 2012 to1.33x in November 2012.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL INDICATORS <br> PERIOD ENDED 11/30/2012

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | Percent Change CY to PY | Pro-Rated Budget |  | Percent Change CY to Budget | Actual YTD <br> Compared to Prior YTD | Actual YTD Compared to Budget |
|  |  | rrent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |
| Rents ${ }^{8}$ | \$ | 295,981,384 | \$ | 265,481,900 | 11.5\% | \$ | 297,819,500 | (0.6\%) | - | - |
| Landing Fees |  | 97,112,630 |  | 95,455,073 | 1.7\% |  | 112,930,583 | (14.0\%) | - | $\nabla$ |
| Parking (net) |  | 69,106,471 |  | 72,951,911 | (5.3\%) |  | 67,685,750 | 2.1\% | $\nabla$ | $\Delta$ |
| Rental cars ${ }^{9}$ |  | 33,035,243 |  | 36,106,068 | (8.5\%) |  | 29,956,667 | 10.3\% | $\nabla$ | $\Delta$ |
| Terminal Concessions ${ }^{1}$ |  | 27,630,911 |  | 26,839,415 | 2.9\% |  | 27,820,833 | (0.7\%) | - | - |
| Services ${ }^{2}$ |  | 16,563,957 |  | 17,453,991 | (5.1\%) |  | 16,188,333 | 2.3\% | $\nabla$ | A |
| FBO |  | 13,815,614 |  | 12,936,624 | 6.8\% |  | 10,553,583 | 30.9\% | $\Delta$ | - |
| Inflight caterers |  | 7,210,408 |  | 6,615,180 | 9.0\% |  | 6,745,750 | 6.9\% | - | - |
| All Other Concession Revenue ${ }^{3}$ |  | 10,393,503 |  | 9,293,972 | 11.8\% |  | 12,869,083 | (19.2\%) | - | $\nabla$ |
| Utility Revenue |  | 5,796,193 |  | 6,727,085 | (13.8\%) |  | 7,575,333 | (23.5\%) | $\nabla$ | $\nabla$ |
| Non-Airport Revenues ${ }^{4}$ |  | 11,427,080 |  | 11,331,154 | 0.8\% |  | 7,721,083 | 48.0\% | - | - |
| Total Revenue | \$ | 588,073,394 | \$ | 561,192,373 | 4.8\% | \$ | 597,866,500 | (1.6\%) | - | $\nabla$ |
| Material Supplies and Services | \$ | 105,234,643 | \$ | 101,736,949 | 3.4\% | \$ | 112,400,750 | (6.4\%) | - | $\nabla$ |
| Salaries and Benefits |  | 138,296,175 |  | 135,210,492 | 2.3\% |  | 145,932,417 | (5.2\%) | A | $\nabla$ |
| Utilities |  | 24,212,860 |  | 22,845,639 | 6.0\% |  | 27,822,667 | (13.0\%) | $\Delta$ | $\nabla$ |
| Other Airport Expense ${ }^{5}$ |  | 13,489,833 |  | 12,807,643 | 5.3\% |  | 18,392,917 | (26.7\%) | - | $\nabla$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 281,233,511 |  | 272,600,723 | 3.2\% |  | 304,548,750 | (7.7\%) | - | $\nabla$ |
| Operating Income (Loss) before Deprec. \& Non-Airport Expenses |  | 306,839,883 |  | 288,591,650 | 6.3\% |  | 293,317,750 | 4.6\% | A | A |
| Depreciation |  | 213,320,987 |  | 209,030,646 | 2.1\% |  |  | N/A | A | N/A |
| Non-Airport Expenses |  | 21,166,820 |  | 21,900,231 | (3.3\%) |  |  | N/A | $\nabla$ | N/A |
| Total Expenses | \$ | 515,721,318 | \$ | 503,531,600 | 2.4\% |  |  | N/A | $\triangle$ | N/A |
| Operating Income (Loss) | \$ | 72,352,076 | \$ | 57,660,773 | 25.5\% |  |  | N/A | - | N/A |
| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |
|  |  | $\underline{2012}$ |  | $\underline{2011}$ | Percent Change |  | Budget | Percent Change |  |  |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 16,399,439 |  | 15,825,462 | 3.6\% |  | 19,310,000 | (15.1\%) | - | $\nabla$ |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 19,045,451 |  | 19,540,112 | (2.5\%) |  | 23,630,000 | (19.4\%) | $\nabla$ | $\nabla$ |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 4,975 |  | 5,230 | (4.9\%) |  |  | N/A | $\nabla$ | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 222,454 |  | 251,978 | (11.7\%) |  |  | N/A | $\nabla$ | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.33 |  | 1.31 | 1.5\% |  | 1.31 | 1.5\% | - | - |
| Investment Income (Year-to-Date) ${ }^{10}$ | \$ | 12,649,048 | \$ | 24,934,250 | (49.3\%) | \$ | 18,236,167 | (30.6\%) | $\nabla$ | $\nabla$ |
| Interest Expense (Year-to-Date) | \$ | 195,798,152 |  | 216,256,322 | (9.5\%) | \$ | 177,505,167 | 10.3\% | $\nabla$ | - |
| PFC (Year-to-Date) | \$ | 78,200,910 | \$ | 74,438,833 | 5.1\% | \$ | 78,760,000 | (0.7\%) | - | - |
| - ${ }^{\text {c }}$ |  |  |  |  |  |  |  |  |  |  |
|  |  | 11/30/12 |  | 10/31/12 |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{7}$ | \$ | 3,483,325 | \$ | 3,073,219 | 13.3\% |  |  | N/A | - | N/A |

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

Currency: USD
Fund=01 (Aviation Enterprise Fund )

## ASSETS

Current Assets
Unrestricted cash and cash equivalents
Current portion of restricted assets
Accounts receivable, net
Investments
Inventory
Prepaid expenses and other current assets
Total Current Assets
Non-Current Assets
Restricted Assets
Cash and cash equivalents
Receivables
Investments
Less: current portion of restricted assets
Total Restricted Assets
Unrestricted Assets
Note receivable
Investments
Net pension and other post-employment benefits Bond Issuance Costs
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 Total Deferred Outflows of Resources

As of Nov-12
As of Oct-12
\$ 109,182,897
197,374, 834 $197,374,834$
$29,525,954$ 29,525,954
109,916,914 9,536,611

463,573,988

| 294,339,537 | 244,672,334 |
| :---: | :---: |
| 27,814,110 | 28,080,058 |
| 361,550,632 | 365,166,607 |
| $(197,374,834)$ | $(180,222,513)$ |
| 486,329,444 | 457,696,485 |

$9,161,310$
$178,103,769$
$3,198,077$
$47,786,897$
613,537
---------1

182, 685, 100
345,923, 969
$345,923,969$
$6,745,145,563$ $6,745,145,563$
$(2,290,240,838$ 4,983,513,794 5,708,706,829
\$ 6,172,280,817
$==============$
\$
\$ 93,944,148
$93,944,148$
$180,222,513$ 180, 222,513 32,785,478
144,595,676 9,183, 776 469,917,913

244,672,334 28,080,058 $(180,222,513)$

457,696,485

178,232,265
178,232,876 48,198,077 $8,052,265$
613,537 239,519,019 $182,685,100$
$358,736,654$ 6,717,910,166 $6,717,910,166$
$(2,269,768,284)$ 4,989,563,636 5,686,779,141
$\$ 6,156,697,054$
$===============$
\$

Fund=01 (Aviation Enterprise Fund )

## LIABILITIES

Current Liabilities
Accounts payable and accrued expenses
Due to (due from) other funds
Operating lease obligations
Accrued interest payable
Current portion of long-term liabilities
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 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 Nov-12
\$ 61,479,216 $(9,297,804)$ 2,557,890 12,770,453 39,039,425 137,405,000
243,954,180
$4,781,378$
$21,000,000$
$207,710,669$
$4,930,334,732$
$---163,826,779$
$5,-----1$
\$
\$ $480,164,496$
26,080,469
52,643,429
643,429
361,256
361,256
$6,228,574$
199,021,634
\$ 764,499,858

As of Oct-12
\$ $\quad 58,679,035$
$(8,456,644)$
$2,113,890$
13,276,583
22,476,372
137,405,000
225,494,236

| 4,422,828 |  |
| :---: | :---: |
|  | 21,000,000 |
|  | 204,423,666 |
|  | 4,931,266,760 |
|  | 5,161,113,254 |
| \$ | 5,386,607,489 |

\$ 0
\$ 473,149,587
15,057,779
7, 813,998
360,538
$5,908,707$
227,798,955
\$ 770,089,565

Rents
Landing fees
International arrival fees
Passenger conveyance fees
fity fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
ease from U.S. Government
elecommunication
Travel
nsurance
Project expenses
cash expenses (gains)
Depreciation and amortization
Total operating expenses

## OPERATING INCOME

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

Current Month


Currency: USD
No specific Ledger requested

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

## CAPITAL CONTRIBUTIONS

Passenger facility charges
Federal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION
Aviation O\&M
Month of Nov-12
COMIP
Month of Nov-12
CCP
Month of Nov-12
Total
Month of Nov-12

0
611,359
11,780
0
0
0
50,000
0
0
0
0
$1,219,333$
$---------1,892,472$
$(1,892,472)$

| 0 0 0 0 0 |
| :---: |
| 0 |
| $(1,892,472)$ |
| 0 |
| 0 |
| $(1,892,472)$ |



331,694
1,112,399
$(16,241,123)$
$(3,287,003)$
$(18,084,033)$
$(18,084,033)$
$(35,066,283)$

| 19,260,482 |
| :---: |
| 25,247,754 |
| 8,735,908 |
| 893,121 |
| 502,823 |
| 542,247 |
| 91,418 |
| 745,752 |
| 56,019,505 |
| 13,805,935 |
| 12,269,081 |
| 1,570,709 |
| 444,000 |
| $(4,060)$ |
| 2,249,782 |
| 550,989 |
| 28,124 |
| 849,226 |
| 236,931 |
| 42,062 |
| 20,814,120 |
| 52,856,899 |
| 3,162,606 |
| 202,587 |
| 1,186,964 |
| $(15,878,735)$ |
| 5,658 |
| $(3,359,503)$ |
| $(17,843,029)$ |
| $(14,680,423)$ |
| 7,394,667 |
| 1,695,988 |
| 9,090,655 |
| $(5,589,768)$ |

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 Nov-12 | COMIP <br> YTD Nov-12 | $\begin{gathered} \text { CCP } \\ \text { YTD Nov-12 } \end{gathered}$ | Total <br> YTD Nov-12 |
| :---: | :---: | :---: | :---: |
| 209,480,569 | 0 | 0 | 209,480,569 |
| 273,116,731 | 0 | 0 | 273,116,731 |
| 97,112,630 | 0 | 0 | 97,112,630 |
| 10,787,636 | 0 | 0 | 10,787,636 |
| 21,157,602 | 0 | 0 | 21,157,602 |
| 5,720,123 | 0 | 0 | 5,720,123 |
| 972,300 | 0 | 0 | 972,300 |
| 7,499,926 | 0 | 0 | 7,499,926 |
| 625,847,517 | 0 | 0 | 625,847,517 |
| 138,926,191 | 0 | 0 | 138,926,191 |
| 123,167,712 | 7,569,855 | 4,508,717 | 135,246,284 |
| 13,357,338 | 1,637,185 | 593,322 | 15,587,845 |
| 4,856,686 | 0 | 0 | 4,856,686 |
| 93,688 | 0 | 0 | 93,688 |
| 24,654,290 | 0 | 0 | 24,654,290 |
| 4,877,754 | 50,000 | 0 | 4,927,754 |
| 756,880 | 706 | 0 | 757,586 |
| 7,514,455 | 0 | (225) | 7,514,230 |
| 192,948 | 1,899,385 | 4,907,874 | 7,000,207 |
| 76,192 | 0 | 0 | 76,192 |
| 3,613,076 | 13,508,366 | 196,777,868 | 213,899,310 |
| 322,087,209 | 24,665,498 | 206,787,556 | 553,540,263 |
| 303,760,308 | $(24,665,498)$ | $(206,787,556)$ | 72,307,254 |
| $(171,701)$ | 0 |  | $(2,184,006)$ |
| 1,168,500 |  | 13,664,554 | 14,833,054 |
| $(3,553,734)$ | $(22,296)$ | $(192,222,123)$ | $(195,798,152)$ |
| 933,854 | 0 |  | 933,854 |
| $(72,500)$ | 0 | $(7,295,266)$ | $(7,367,766)$ |
| $(1,695,581)$ | $(22,296)$ | $(187,865,140)$ | $(189,583,016)$ |
| 302,064,727 | $(24,687,794)$ | $(394,652,696)$ | $(117,275,763)$ |
| 0 | 0 | 78,200,910 | 78,200,910 |
| 0 | 0 | 41,429,180 | 41,429,180 |
| 0 | 0 | 119,630,089 | 119,630,089 |
| 302,064,727 | $(24,687,794)$ | $(275,022,607)$ | 2,354,327 |

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

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
urity fees
other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
ease from U.S. Government
ease and rental expenses
elecommunication
Travel
nsurance
Project expenses
on-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
Fair val, state and local grants
Total non-operating revenues (expenses GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS CAPITAL CONTRIBUIIONS
ederal, state and local grants
ther capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION


Variance

| 431,075 | 209,480,569 |
| :---: | :---: |
| 3,039,670 | 273,116,731 |
| 551,847 | 97,112,630 |
| $(226,707)$ | 10,787,636 |
| $(1,199,812)$ | 21,157,602 |
| $(70,870)$ | 5,720,123 |
| $(14,291)$ | 972,300 |
| $(179,099)$ | 7,499,926 |
| 2,331,812 | 625,847,517 |
| 2,521,179 | 138,926,191 |
| 1,353,029 | 123,167,712 |
| 2,677,101 | 13,357,338 |
| 7,250 | 4,856,686 |
| $(19,863)$ | 93,688 |
| $(19,621)$ | 24,654,290 |
| 98,759 | 4,877,754 |
| $(108,153)$ | 756,880 |
| 77,198 | 7,514,455 |
| 150,716 | 192,948 |
| $(97,723)$ | 76,192 |
| $(3,447,207)$ | 3,613,076 |
| 3,192,664 | 322,087,209 |
| $(860,851)$ | 303,760,308 |
| 1,872 | $(171,701)$ |
| $(47,955)$ | 1,168,500 |
| $(2,654,746)$ | $(3,553,734)$ |
| $(252,605)$ | 933,854 |
| $(72,500)$ | $(72,500)$ |
| $(3,025,934)$ | $(1,695,581)$ |
| $(3,886,786)$ | 302,064,727 |

Year-to-Date
Prior Year

| 210,170,584 | $(690,015)$ |
| :---: | :---: |
| 243,087,117 | 30,029,615 |
| 95,455,073 | 1,657,557 |
| 11,113,279 | $(325,643)$ |
| 19,545,902 | 1,611,700 |
| 6,919,855 | $(1,199,732)$ |
| 1,141,083 | $(168,783)$ |
| 7,328,099 | 171,826 |
| 594,760,991 | 31,086,526 |
| 135,885,660 | 3,040,532 |
| 117,992,818 | 5,174,894 |
| 11,791,905 | 1,565,432 |
| 4,741,058 | 115,628 |
| 127,040 | $(33,353)$ |
| 23,369,889 | 1,284,401 |
| 4,211,582 | 666,172 |
| 955,213 | $(198,333)$ |
| 6,671,798 | 842,657 |
| 521,755 | $(328,806)$ |
| $(82,045)$ | 158,238 |
| 3,713,606 | $(100,531)$ |
| 309,900,277 | 12,186,932 |
| 284,860,714 | 18,899,594 |
| $(1,470,789)$ | 1,299,088 |
| 1,430,535 | $(262,036)$ |
| $(5,658,218)$ | 2,104,484 |
| 841,583 | 92,271 |
| 0 | $(72,500)$ |
| $(4,856,889)$ | 3,161,308 |
| 280,003,825 | 22,060,901 |

Currency: USD
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
elecommun
Telecommunication
nsuran
Insurance premiums
Insurance claim
Depreciation and amortization
Salarions
alaries and benefits
Material
Jtilities and supplies
Telecommunications
Travel
Project expenses
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

| (45) | 87,248 | $(87,293)$ | 952 |
| :---: | :---: | :---: | :---: |
| (45) | 87,248 | $(87,293)$ | 952 |


| (997) | 91,772 |
| :---: | :---: |
| (997) | 91,772 |


| 144,175 |
| :---: |
| 144,175 |


| $(52,403)$ |
| ---: |
| $(52,403)$ |
| $1,136,100$ |
| 638,897 |
| 215,057 |
| $(1,906,793)$ |
| 1,751 |
| 93,520 |
| $(14,328)$ |
| $(150,162)$ |
| 610,536 |
| 293,060 |
| 660,724 |
| 115,628 |
| 362 |
| 824,777 |
| $(189,236)$ |
| $(346,819)$ |
| $1,193,452$ |
| 493,606 |
| 293,277 |
| $(58,810)$ |
| $(331,663)$ |
| $(69)$ |
| $(38,682)$ |
| 9,480 |
| 2 |
| 24,515 |



# MWAA Corporate Ledger <br> omparative Income Statement 

Department=D30
Prior Month
Vashington Dulles International A
Variance Current Month Prior Year
irport)

4,875,783


|  |  |
| ---: | ---: |
| $(305,817)$ | $5,184,225$ |
| 86,053 | $1,513,727$ |
| $(76,617)$ | 986,195 |
| 112,141 | 511,732 |
| 46,690 | 312,847 |
| 7,612 | 744,386 |
| 904 | 504,833 |
| $(364,840)$ | 786,262 |
| 51,332 | 654,641 |
| $(6,416)$ | 40,972 |
| 364,780 | $14,437,797$ |
| $(22,105)$ | $4,725,708$ |
| $(202,097)$ | 431,545 |
| $(1,997)$ | 242,684 |
| $(1,688,838)$ | $1,702,635$ |
| 15,640 | 613,117 |
| 0 | 32,806 |
| 37,097 | 252,750 |


| $(308,442)$ | $56,295,771$ |
| ---: | ---: |
| 7,179 | $15,809,324$ |
| 113,144 | $12,738,250$ |
| 125,461 | $6,419,173$ |
| 61,336 | $3,680,430$ |
| $(23,462)$ | $8,620,946$ |
| 44,267 | $6,138,086$ |
| $(237,604)$ | $7,831,732$ |
| $(177,175)$ | $5,358,892$ |
| 2,067 | 448,514 |
| $3,355,622$ | $191,851,639$ |
| 302,161 | $58,554,527$ |
| $(9,543)$ | $5,245,659$ |
| $(3,134)$ | $2,597,253$ |
| $(1,199,812)$ | $21,157,602$ |
| $(70,870)$ | $5,720,123$ |
| $(3,778)$ | 314,422 |
| 235,166 | $5,064,814$ |
| $2,212,583$ | $413,847,156$ |
| -1 |  |

Year-to-Date Prior Year

Variance
$59,328,853$
$15,672,059$
$12,001,597$
$5,909,609$
$2,826,754$
$8,553,359$
$5,980,852$
$7,660,280$
$6,045,791$
429,517
$157,368,876$
$57,064,946$
$5,293,391$
$2,678,770$
$19,545,902$
$6,919,855$
360,868
$4,409,932$
$378,051,211$
$(3,033,082)$ 137,265 736,653 509,563
853,677 853,677
67,588 157,234 (686,899) 18,997
34,482,763
$1,489,581$
$(47,732)$ $(47,732)$
$(81,517)$ $(81,517)$
$1,611,700$
(1,199, 732) $(46,447)$
654,882

35,795,944
$(1,339,101)$ 687,140
1,445,597 $(100,034)$
$3,592,497$ 3,592,497
$1,(104,588)$ $(20,541)$
76,837 74,148
$, 157,890$ 151,890
$(181,229)$ $(3,999)$
$(1,502,313)$

$$
\begin{array}{r}
186,672 \\
28
\end{array}
$$

$$
\begin{gathered}
(119,323) \\
10,748
\end{gathered}
$$

$$
\begin{aligned}
& (247,589) \\
& (863,256)
\end{aligned}
$$

$$
\begin{gathered}
(863,256) \\
(15,082)
\end{gathered}
$$

$$
\begin{aligned}
& (15,082) \\
& (11,315) \\
& 232,331
\end{aligned}
$$

$$
\begin{array}{r}
2,793 \\
549
\end{array}
$$

$$
\begin{array}{r}
549 \\
5,462
\end{array}
$$

$$
\begin{array}{r}
55,462 \\
1,955 \\
\hline
\end{array}
$$

# MWAA Corporate Ledger <br> PSD Comparative Income Statement 



Concessions
Other
the
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services benefits
Repairs and maintenance services Professional services Training and licenses Meeting and business expenses Other services
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel
Environmental materials and supplies Other materials and supplies
elecommunication
Travel
Insurance claims
Depreciation and amortization
llocations
Salaries and benefits Services
Materials and supplies
Telecommunications
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month


Department=D400 (Office of Publc Safety) Prior Month

Variance
Current Month Prior Year

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

| 639,344 | $(98,653)$ |
| :---: | :---: |
| 639,344 | $(98,653)$ |
| 33,088,224 | 550,735 |
| 13,894,282 | 710,337 |
| 254,186 | $(166,773)$ |
| 134,693 | 51,335 |
| 688,722 | $(334,402)$ |
| 51,222 | $(16,221)$ |
| 2,124 | $(1,914)$ |
| 57,240 | $(21,812)$ |
| 700,284 | $(554,067)$ |
| 87,933 | $(17,390)$ |
| 3,851 | 3,533 |
| 703,012 | $(81,661)$ |
| 802 | (478) |
| 145,923 | $(24,904)$ |
| (6) | 24 |
| 138,692 | $(77,590)$ |
| $(2,248,355)$ | 45,957 |
| $(22,200)$ | 7,475 |
| $(8,245)$ | $(12,128)$ |
| (76) | 15 |
| $(4,886)$ 40,359 | $\left(\begin{array}{c}884 \\ (605)\end{array}\right.$ |
|  |  |
| 47,707,782 | 651 |
| $(47,068,438)$ | $(99,304)$ |

    Parkin
    Rents
    Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries
Repairs and maintenance services
professional services
Contract services
Environmental services
eeting and business expenses
Other services
Materials and supplies
Repairs and maintenance materials
Non-capitalized furniture and equipment
Fuel
Other materials and supplie
ilities
Insurance
Project expenses
Depreciation and amortization
Allocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
-9,025,836

9,025,928

| 34,863 | 45,289 | $(10,426)$ | 40,185 |
| :---: | :---: | :---: | :---: |
| 165,941 | 852,703 | $(686,762)$ | $(1,241,206)$ |
| 232,070 | 218,171 | 13,900 | 217,710 |
| 1,736,381 | 2,159,213 | $(422,832)$ | 4,077,581 |
| , | , | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 146,520 |
| 16,065 | 9,042 | 7,024 | 17,725 |
| 0 | 5,465 | $(5,465)$ | $(265,707)$ |
| 74,604 | 81,666 | $(7,062)$ | 43,538 |
| 96,497 | 0 | 96,497 | 0 |
| 45,367 | 44,557 | 810 | 23,581 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | $(37,441)$ |
| 0 | 0 | 0 | 265,707 |
| 0 | 0 | 0 | (857) |
| 2,401,789 | 3,416,105 | $(1,014,316)$ | 3,287,335 |
| 6,624,139 | 6,225,935 | 398,204 | 5,617,132 |

Variance
Current Month Prior Year

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

$$
\begin{array}{r}
100,925,335 \\
11,000 \\
1,292 \\
----------100,937,627
\end{array}
$$

Variance
$(49,579)$
$(11,000)$
3,230
$(49,579)$
$(11,000)$
3,230
$(57,350)$

$$
510,006
$$

| $(5,322)$ | 513,679 | 510,006 | 3,673 |
| :---: | :---: | :---: | :---: |
| 1,407,147 | 3,081,846 | 6,624,345 | $(3,542,500)$ |
| 14,360 | 2,532,818 | 2,900,751 | $(367,932)$ |
| $(2,341,200)$ | 23,860,805 | 17,304,915 | 6,555,890 |
| 0 | 2,775 | 3,850 | $(1,075)$ |
| 0 | 184 | 0 | 184 |
| $(146,520)$ | 0 | 147,351 | $(147,351)$ |
| $(1,660)$ | 127,068 | 109,843 | 17,225 |
| 265,707 | 173,787 | $(260,777)$ | 434,564 |
| 31,066 | 1,158,830 | 851,950 | 306,880 |
| 96,497 | 14,618 | 61,214 | $(46,596)$ |
| 21,786 | 302,875 | 326,807 | $(23,932)$ |
| 0 | 0 | 897 | (897) |
| 37,441 | 0 | 13,059 | $(13,059)$ |
| $(265,707)$ | 0 | $(619,930)$ | 619,930 |
| 857 | 0 | (857) | 857 |
| $(885,546)$ | 31,769,284 | 27,973,424 | 3,795,860 |
| 1,007,007 | 69,110,993 | 72,964,203 | $(3,853,210)$ |

3,673
$(3,542,500)$ $(367,932)$
555,890 555,890
$(1,075)$ $(147,351)$

17,225
434,564 306, 880 $(46,596)$
$(23,932)$ (897) 19,930 OPERATING INCOME (LOSS

MWAA Corporate Ledger
ations Comparative Income Statement Current Period: Nov-12
OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries and related benefits
Services
Repairs and maintenance services
Materials and supplies
Telecommunication
Insurance
Telecommunications
Telecommunication
Project expenses
Total operating expenses
OPERATING INCOME (LOSS)

MWAA Corporate Ledger
ntrol Tower Comparative Income Statement
Fund $=10$ ( $0 \&$ M - Aviation Operations and Maintenance Program), Funding Source=70084 (Dulles Air Traffic Control Tow

Year-to-Date Prior Year

Variance
OPERATING REVENUES
Concessions
Rents
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries
Services
Repairs and maintenance services
Contract services
Environmental services
aterials and supplies
Repairs and maintenance materials
rance

Total operating expenses
OPERATING INCOME (LOSS)

| $\begin{array}{r} 295,224 \\ 16,842 \end{array}$ | $\begin{array}{r} 292,360 \\ 14,270 \end{array}$ | $\begin{aligned} & 2,864 \\ & 2,572 \end{aligned}$ | $\begin{array}{r} 292,360 \\ 15,485 \end{array}$ | $\begin{aligned} & 2,864 \\ & 1,358 \end{aligned}$ | $\begin{array}{r} 3,218,824 \\ 174,133 \end{array}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 312,066 | 306,630 | 5,436 | 307,845 | 4,222 | 3,392,957 |
| 4,431 | 6,213 | $(1,782)$ | 4,081 | 351 | 45,258 |
| 1,467 | 2,331 | (864) | 270 | 1,197 | 35,905 |
| 0 | 7,121 | $(7,121)$ | 3,560 | $(3,560)$ | 74,368 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 400 | (400) | 453 |
| 0 | 0 | 0 | 0 | 0 | 0 |
| 5,898 | 15,664 | $(9,766)$ | 8,310 | $(2,413)$ | 155,985 |
| 306,168 | 290,966 | 15,202 | 299,534 | 6,634 | 3,236,972 |


| $\begin{array}{r} 3,210,416 \\ 178,677 \end{array}$ | $\begin{gathered} 8,408 \\ (4,544) \end{gathered}$ |
| :---: | :---: |
| 3,389,093 | 3,864 |
| 59,902 | $(14,644)$ |
| 18,687 | 17,219 |
| 69,835 | 4,533 |
| 3,169 | $(2,716)$ |
| 13,900 | $(13,900)$ |
| 166,117 | $(10,132)$ |
| 3,222,976 | 13,997 |

Fund=10 (O\&M - Av
OPERATING REVENUES
Concessions
Concessions
Rents
Utility sales
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Salaries and relat
Salaries
benefits
Employe
Services
Repairs and maintenance services
Professional services
Contract services
Materials and supplies
Repairs and maintenance materials
Other materials and supplies
Utilities
relecommunication
Insurance

Depreciation and amortization Allocations

Total operating expenses
OPERATING INCOME (LOSS)

| nance Program), |
| ---: |
| Current Month |

77, 359
1,313
78,672,

Variance Current Month Prior Year Prior Month

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

Variance

ts
ces

\author{

} materia



ing $=00095$

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
THE AIRPORTS
NET REMAINING REVENUE (ESTIMATED) EStIMATE VS BUDGET
AS OF NOVEMBER 30, 2012


At the end of November, the estimated Net Remaining Revenue (NRR) is $\$ 92,343,856$. At 91.7\% year-to-date, the Airports Authority has earned 99.6\% of the budgeted NRR.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND

 PERIOD ENDED 11/30/2012NOTE: $91.7 \%$ OF THE YEAR COMPLETED


The year-to-date construction spending is at $\$ 102.4$ million. The 2012 budget for Capital Construction Program expenditures totals $\$ 274.7$ million.

Short-Term Liquidity Forecast: As of November 30, 2012 the Authority had $\$ 324.9$ million available in construction funds, which includes $\$ 232.5$ million on the shelf in Commercial Paper Series 1 fund. Of the funds on hand as of the end of November, $\$ 70.6$ million were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as AMT bond funds. Included in the funds on hand as of November 30 were $\$ 4.9$ million of non-AMT bond funds, the majority of which is from the 2010A and 2010D debt issuance.

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of November 30, 2012

Delinquent accounts receivables invoices over 30 days past due date for Ronald Reagan Washington National Airport as of November 30, 2012 total $\$ 770,247$. Delinquent accounts receivables increased by a net amount of $\$ 210,382$ ( $37.6 \%$ ) during the month. The composition of the November delinquent balances, net of remittances that have been received but not yet applied against the customer's balance, and its comparison to the prior month's balances are as follows:

| RONALD REAGAN WASHINGTON NATIONAL AIRPORT | INVOICES OVER <br> 30 DAYS PAST <br> DUE AS OF <br> NOVEMBER 30, <br> 2012 | CREDITS ON ACCOUNT AS OF NOVEMBER 30, 2012 | NET <br> DELINQUENT <br> BALANCE AS OF <br> NOVEMBER 30, <br> 201 | NET BALANCE AS OF OCTOBER 30, 2012 | CHANGE IN BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > = \$2,500 |  |  |  |  |  |  |
| Airline | \$ 712,899 | \$ 329,775 | \$ 606,663 | \$ 415,812 | \$ 190,851 | 45.9\% |
| Non-Airline | 113,014 | 4,346 | 112,232 | 66,904 | 45,328 | 67.8\% |
| Government | 51,372 | 436 | 50,937 | 29,576 | 21,361 | 72.2\% |
| Telecommunications | 415 | - | 415 | 24,209 | $(23,794)$ | -98.3\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | - | - | - | 23,364 | $(23,364)$ | -100.0\% |
| Total | \$ 877,700 | \$ 334,557 | \$ 770,247 | \$ 559,865 | \$ 210,382 | 37.6\% |

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

- American Eagle Airline has the largest airline delinquent balance of $\$ 214,621$ for delinquent landing fees invoice.
- The Boeing Company has the largest non-airline delinquent balance of $\$ 48,297$.
- The governments balance increased by $\$ 21,361$. FAA has the largest delinquent balance of $\$ 42,401$ for rent invoices.
- Telecommunications balance decreased by $\$ 23,794$.
- All bankruptcy balances were written-off in November.

N/A - Not Available

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of November 30, 2012

Delinquent accounts receivables invoices over 30 days past due date for Washington Dulles International Airport as of November 30, 2012 total $\$ 2,713,078$. Delinquent accounts increased by a net amount of $\$ 74,767$ (2.8\%) during the month. The composition of the November delinquent month-end balances, net of remittances that have been received but not yet applied against the customer's balance, and its comparison to the prior month's balances are as follows:

| WASHINGTON DULLES INTERNATIONAL AIRPORT | INVOICES OVER 30 DAYS PAST DUE AS OF NOVEMBER 30, 2012 |  | CREDITS ON ACCOUNT AS OF NOVEMBER 30, 2012 |  | NET DELINQUENT bALANCE AS Of NOVEMBER 30, 2012 |  | net balance as OF OCTOBER 31, 2012 |  | CHANGE IN bALANCE |  | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |  |  |  |  |  |
| Airline | \$ | 2,544,886 | \$ | 782,402 | \$ | 2,447,117 | \$ | 1,606,835 | \$ | 840,282 | 52.3\% |
| Non-Airline |  | 190,200 |  | 24,404 |  | 167,095 |  | 73,524 |  | 93,571 | 127.3\% |
| Government |  | 77,431 |  | 716 |  | 76,715 |  | 3,931 |  | 72,784 | 1851.5\% |
| Telecommunications |  | 22,151 |  | - |  | 22,151 |  | 27,236 |  | $(5,085)$ | -18.7\% |
| Other |  | N/A |  |  |  | N/A |  | N/A |  | N/A | 0.0\% |
| Bankruptcies |  | - |  | - |  | - |  | 926,785 |  | $(926,785)$ | -100.0\% |
| Total | \$ | 2,834,668 | \$ | 807,522 | \$ | 2,713,078 | \$ | 2,638,311 | \$ | 74,767 | 2.8\% |

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

- Airlines increased $\$ 840,282$. United Airlines and its affiliated airlines had the largest delinquent balance of $\$ 972,223$ primarily for delinquent rent invoices, bulk parking and taxi scrip invoices.
- Non - Airlines increased $\$ 95,571$. Landmark Aviation and Hertz Rent-A-Car have the largest delinquent balance of $\$ 33,883$ primarily for landing fee invoices and $\$ 36,372$ for bulk parking and utility invoices.
- The government increased $\$ 72,784$. The Smithsonian Institution has the largest balance of $\$ 36,372$ for delinquent rent invoices.
- Telecom delinquent accounts decreased by $\$ 5,085$. The Customs Department has the largest delinquent balance of $\$ 6,888$.
- All bankruptcy balances were written-off during the month.

N/A - Not Available

