## Impact of Hurricane Sandy October 2012 Financial Report

- Hurricane Sandy shut down travel activity at both airports for 2 full days on October 29th and $30^{\text {th }}$ and reduced travel activity for several days before ramping back up to its normal volume.
- Most businesses and the Federal government were closed for 2 business days.
- For October 29th and 30th approximately 3,700 flights were cancelled and Toll Road transactions were lower by approximately 440,000 transactions.


# Aviation Enterprise <br> October 2012 Financial Report 

Prepared by the Office of Finance
November 2012

## Aviation Enterprise October 2012 Financial Report

## Revenue

- Year-to-date revenues of $\$ 535.0$ million*
- Increase of $4.6 \%$ compared to prior year
- $82.0 \%$ of budgeted revenues at $83.3 \%$ through year


## Expenses

- Year-to-date expenses of $\$ 465.8$ million*
- Increase of $3.9 \%$ compared to prior year
- $75.4 \%$ of budgeted expenses at $83.3 \%$ through year


## Aviation Enterprise October 2012 Financial Report

## Operating Income

- \$69.2 million year-to-date operating income
- Prior year operating income was $\$ 62.8$ million

Debt Service Coverage

- $1.35 x$ as of October 2012
-1.37x as of September 2012
- 1.37x as of December 2011 (post-settlement)


## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## AVIATION ENTERPRISE FUND

## FINANCIAL REPORT <br> OCTOBER 2012

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

7 On October $29^{\text {th }}$ and $30^{\text {th }}$, the region experienced a major hurricane storm which had a major impact on operations at both airports and the airline industry.

7 Total operating revenues for the Aviation Enterprise Fund for October 2012 were $\$ 57.5$ million. Operating revenues decreased from September 2012 by $\$ 1.2$ million mostly due to decreases in concessions of $\$ 1.0$ million and international arrival fees of $\$ 0.6 \mathrm{M}$ offset by increases in landing fees of $\$ 0.2$ million and utility sales of $\$ 0.2$ million.
$\rightarrow$ Year-to-date operating revenues through October 2012 were $\$ 569.8$ million, which is an increase of $\$ 28.8$ million over 2011 totals. Increases in revenues are due primarily to higher rates, represented by increases in rent revenues of $\$ 27.0$ million, international arrival fees of $\$ 2.8$ million and landing fees of $\$ 1.1$ million, offset by a decrease in concessions of $\$ 1.1$ million and passenger conveyance fees of $\$ 1.1$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of October 2012 were $\$ 49.6$ million, which is $\$ 3.8$ million lower than for September 2012 mostly due to decreases in services of $\$ 3.8$ million, project expenses of $\$ 1.0$ million, depreciation and amortization of $\$ 0.2$ million, and insurance of $\$ 0.1$ million offset by increases in salaries and related benefits of $\$ 1.3$ million and materials and supplies of $\$ 0.2$ million. As compared to October 2011 the current month expenses are higher by $\$ 2.9$ million mostly due to increases in depreciation and amortization expense of $\$ 5.2$ million and salaries of $\$ 0.9$ million, offset by decreases in services of $\$ 1.8$ million, project expenses of $\$ 1.3$ million and utilities of $\$ 0.2$ million.
$\rightarrow$ Year-to-date operating expenses through October 2012 were $\$ 500.7$ million, which is higher than 2011 by $\$ 22.4$ million primarily due to increases in depreciation and amortization expense of $\$ 9.6$ million, services of $\$ 7.6$ million, project expenses of $\$ 1.3$ million, utilities of $\$ 1.3$ million, insurance of $\$ 0.8$ million, telecommunication of $\$ 0.5$ million, materials and supplies of $\$ 0.5$ million, and salaries and related benefits of $\$ 0.5$ million

7 Operating income for the Aviation Enterprise Fund in October 2012 was $\$ 7.9$ million compared to operating income of $\$ 5.3$ million in September 2012.
$\rightarrow$ Year-to-date through October 2012, the operating income was $\$ 69.1$ million compared to the operating income of $\$ 62.8$ million through October 2011.
$\rightarrow$ Net non-operating expenses in October 2012 were $\$ 19.8$ million compared to net
non-operating expenses in September 2012 of $\$ 2.9$ million. This is an increase in net non-operating expenses of $\$ 16.9$ million primarily due to decreases in investment gains of $\$ 9.2$ million, a $\$ 7.3$ million decrease in the change in the swaps fair value and an increase in interest expense of $\$ 0.4$ million.
$\rightarrow$ Through October 2012, year-to-date net non-operating expenses were $\$ 171.7$ million compared to net non-operating expenses of $\$ 249.8$ million in 2011. The positive difference of $\$ 78.0$ million is mostly comprised of a $\$ 69.2$ million positive difference in the change in the swaps fair value, a reduction in interest expense of $\$ 20.9$ million, and a $\$ 12.4$ million negative change in unrealized investment gains/losses.
$\rightarrow$ The capital contributions for the Aviation Enterprise Fund for the month of October 2012 were $\$ 10.9$ million compared to $\$ 11.5$ million in September. The $\$ 0.6$ million decrease is mostly due to decreases of $\$ 0.5$ million in federal, state and local grants and $\$ 0.2$ million in passenger facility charges. Year-to-date capital contributions were $\$ 110.5$ million, down $\$ 1.0$ million from $\$ 111.5$ million in 2011 , due to increases of $\$ 2.7$ million in passenger facility charges and a decrease of $\$ 3.7$ million in grants.
$\rightarrow$ There is a decrease in net assets for the Aviation Enterprise Fund for the month of October 2012 of $\$ 0.9$ million as compared to an increase in net assets for the prior month of $\$ 14.0$ million.
$\rightarrow$ The year-to-date increase in net assets through October 2012 was $\$ 7.9$ million, compared to a year-to-date decrease in net assets of $\$ 75.5$ million through October 2011.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 3.1$ million as of October 31, 2012, an increase of $16 \%$ from September 30, 2012. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Days unrestricted cash on hand decreased from 456 days as of September 30, 2012 to 443 days as of October 31, 2012.
$\rightarrow$ Debt service coverage decreased from 1.37x in September 2012 to1.35x in October 2012.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> AVIATION ENTERPRISE FUND <br> FINANCIAL INDICATORS <br> PERIOD ENDED 10/31/2012

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | Percent Change CY to PY | Pro-Rated Budget |  | Percent Change CY to Budget | Actual YTD Compared to Prior YTD | Actual YTD Compared to Budget |
|  |  | urrent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |
| Rents ${ }^{8}$ | \$ | 270,061,144 | \$ | 241,329,510 | 11.9\% | \$ | 270,745,000 | (0.3\%) | - | - |
| Landing Fees |  | 88,376,721 |  | 87,271,011 | 1.3\% |  | 102,664,167 | (13.9\%) | - | $\nabla$ |
| Parking (net) |  | 62,482,424 |  | 67,336,031 | (7.2\%) |  | 61,532,500 | 1.5\% | $\nabla$ | - |
| Rental cars ${ }^{9}$ |  | 29,840,407 |  | 33,021,858 | (9.6\%) |  | 27,233,333 | 9.6\% | $\nabla$ | - |
| Terminal Concessions ${ }^{1}$ |  | 25,134,231 |  | 24,458,190 | 2.8\% |  | 25,291,667 | (0.6\%) | $\triangle$ | - |
| Services ${ }^{2}$ |  | 14,953,365 |  | 15,558,760 | (3.9\%) |  | 14,716,667 | 1.6\% | $\nabla$ | A |
| FBO |  | 12,596,666 |  | 11,860,187 | 6.2\% |  | 9,594,167 | 31.3\% | - | A |
| Inflight caterers |  | 6,493,924 |  | 6,025,465 | 7.8\% |  | 6,132,500 | 5.9\% | - | - |
| All Other Concession Revenue ${ }^{3}$ |  | 9,392,178 |  | 8,394,599 | 11.9\% |  | 11,699,167 | (19.7\%) | - | $\nabla$ |
| Utility Revenue |  | 5,395,454 |  | 6,027,057 | (10.5\%) |  | 6,886,667 | (21.7\%) | $\nabla$ | $\nabla$ |
| Non-Airport Revenues ${ }^{4}$ |  | 10,280,387 |  | 9,996,503 | 2.8\% |  | 7,019,167 | 46.5\% | $\triangle$ | $\triangle$ |
| Total Revenue | \$ | 535,006,901 | \$ | 511,279,171 | 4.6\% | \$ | 543,515,000 | (1.6\%) | - | $\nabla$ |
| Material Supplies and Services | \$ | 91,829,295 | \$ | 93,019,573 | (1.3\%) | \$ | 102,182,500 | (10.1\%) | $\nabla$ | $\nabla$ |
| Salaries and Benefits |  | 124,525,315 |  | 123,978,850 | 0.4\% |  | 132,665,833 | (6.1\%) | - | $\nabla$ |
| Utilities |  | 22,024,175 |  | 20,599,816 | 6.9\% |  | 25,293,333 | (12.9\%) | $\Delta$ | $\nabla$ |
| Other Airport Expense ${ }^{5}$ |  | 12,053,006 |  | 11,392,185 | 5.8\% |  | 16,720,833 | (27.9\%) | - | $\nabla$ |
| Total Expenses before Deprec. \& Non-Airport Expenses |  | 250,431,791 |  | 248,990,424 | 0.6\% |  | 276,862,500 | (9.5\%) | - | $\nabla$ |
| Operating Income (Loss) before Deprec. \& Non-Airport Expenses |  | 284,575,110 |  | 262,288,747 | 8.5\% |  | 266,652,500 | 6.7\% | A | A |
| Depreciation |  | 192,559,442 |  | 183,844,545 | 4.7\% |  |  | N/A | A | N/A |
| Non-Airport Expenses |  | 22,830,417 |  | 15,676,758 | 45.6\% |  |  | N/A | $\Delta$ | N/A |
| Total Expenses | \$ | 465,821,650 | \$ | 448,511,727 | 3.9\% |  |  | N/A | - | N/A |
| Operating Income (Loss) | \$ | 69,185,251 | \$ | 62,767,444 | 10.2\% |  |  | 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) ${ }^{6}$ |  | 19,350,603 |  | 18,824,869 | 2.8\% |  | 19,310,000 | 0.2\% | - | - |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 22,910,520 |  | 23,413,301 | (2.1\%) |  | 23,630,000 | (3.0\%) | $\nabla$ | $\nabla$ |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{6}$ |  | 5,978 |  | 6,345 | (5.8\%) |  |  | N/A | $\nabla$ | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{6}$ |  | 276,811 |  | 313,797 | (11.8\%) |  |  | N/A | $\nabla$ | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.35 |  | 1.31 | 3.1\% |  | 1.31 | 3.1\% | - | - |
| Investment Income (Year-to-Date) ${ }^{10}$ | \$ | 11,259,496 | \$ | 23,704,409 | (52.5\%) | \$ | 16,578,333 | (32.1\%) | $\nabla$ | $\nabla$ |
| Interest Expense (Year-to-Date) | \$ | 179,919,417 | \$ | 200,857,365 | (10.4\%) | \$ | 161,368,333 | 11.5\% | $\nabla$ | - |
| PFC (Year-to-Date) | \$ | 70,806,243 | \$ | 68,105,855 | 4.0\% | \$ | 71,600,000 | (1.1\%) | - | $\nabla$ |
|  |  | 10/31/12 |  | 09/30/12 |  |  |  |  |  |  |
| Days Cash on Hand |  | 443 |  | 456 | (2.9\%) |  |  | N/A | $\nabla$ | N/A |
| Delinquent Accounts Receivable ${ }^{7}$ | \$ | 3,073,219 | \$ | 2,648,955 | 16.0\% |  |  | 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
Construction in progress, Metrorail Project 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 Oct-12

$$
\begin{array}{r}
93,944,148 \\
180,222,513 \\
32,785,478 \\
144,595,676 \\
9,186,323 \\
9,183,776 \\
-----10,--13
\end{array}
$$

| 9,422,265 | 9,682,575 |
| :---: | :---: |
| 178,232,876 | 178,425,518 |
| 3,198,077 | 3,198,077 |
| 48,052,265 | 48,407,376 |
| 613,537 | 613,537 |
| 239,519,019 | 240,327,083 |
| 182,685,100 | 182,685,100 |
| 358,730,683 | 348,164,920 |
| 5,971 | 5,971 |
| 6,717,910,166 | 6,717,285,251 |
| $(2,269,768,284)$ | $(2,250,881,797$ |
| 4,989,563,636 | 4,997,259,445 |
| 5,686,779,141 | 5,830,727,428 |
| \$ 6,156,697,054 | \$ 6,379,866,948 |
| 0 | \$ 0 |

As of Sep-12
\$ $83,474,029$
249,564,918 249,564,918 164, 937,834 164,237,934 5,111, 814 549,139,520

382,268,966
25,646,267 (249,564,918) $(249,564,918$
------1

- 682,575
$===============$

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

225,494,236

$$
\begin{array}{r}
4,422,828 \\
21,000,000 \\
204,423,666 \\
4,931,266,760 \\
\hline 5,161,113,254 \\
\hline 5,386,607,489
\end{array}
$$

\$
\$ 473,149,587
15,057,779
7,813,998
, 360,538
5,908,707 227,798,955
\$ 770,089,565
\$ $\quad 52,939,397$ 52, 939, 397 $(7,646,160)$ 1,669,890 105, 438, 765 127, 950,765 ---127,------290,657,759

$$
\begin{array}{r}
4,422,828 \\
38,500,000 \\
205,483,900 \\
5,069,773,329 \\
--318,180,057 \\
\hline \$ 5,608,837,816
\end{array}
$$

\$ 0
\$ $349,294,611$
132,076,956 2,437,768

$$
\begin{array}{r}
360,538 \\
5,609,501
\end{array}
$$

$$
\begin{array}{r}
5,609,501 \\
241,249,758
\end{array}
$$

\$ 771,029,132
Rents
Landing fees
Utility sales
International arrival fees
International arrival fee
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Materials and supplies
Materials and supplies
Utilities
Telecomi
Travel
Insuranc
Project expenses
On-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES)
Investment gains (losses)
Interest expense
Federal, state and local grants
Fair value gain (loss) on swaps
Total non-operating revenues (expenses
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS
CAPITAL CONTRIBUTIONS
assenger facility charges
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET ASSETS

Current Month

Variance
Current Month Prior Year

| $(1,007,835)$ | 20,330,294 |
| :---: | :---: |
| (293) | 22,027,401 |
| 167,142 | 8,928,219 |
| 190,688 | 941,515 |
| $(641,261)$ | 1,554,820 |
| 5,849 | 615,738 |
| 0 | 104,777 |
| 67,987 | 649,745 |
| $(1,217,722)$ | 55,152,510 |
| 1,287,729 | 12,125,384 |
| $(3,802,486)$ | 13,683,100 |
| 204,673 | 1,137,903 |
| 0 | 436,500 |
| $(339,294)$ | 2,090,025 |
| 90,538 | 424,475 |
| 30,595 | 115,050 |
| $(149,391)$ | 814,831 |
| $(1,000,681)$ | 1,670,085 |
| 14,202 | $(1,379)$ |
| $(172,112)$ | 14,127,925 |
| $(3,836,227)$ | 46,623,899 |
| 2,618,505 | 8,528,611 |
| $(9,226,594)$ | 551,747 |
| $(392,332)$ | $(20,273,930)$ |
| $(26,273)$ | 527,136 |
| $(7,269,546)$ | 18,206,697 |
| $(16,914,745)$ | $(988,350)$ |
| $(14,296,240)$ | 7,540,261 |
| $(166,466)$ | 6,935,367 |
| $(461,941)$ | 10,636,657 |
| $(628,406)$ | 17,572,024 |
| $(14,924,647)$ | 25,112,285 |

Varianc Y Yea

Year-to-Date Prior Year

| 191,341,177 | (1,121, 090 ) |
| :---: | :---: |
| 220,879,032 | 26,989,945 |
| 87,271,011 | 1,105,710 |
| 9,993,450 | $(98,935)$ |
| 17,843,267 | 2,811,512 |
| 6,306,737 | $(1,128,862)$ |
| 1,035,374 | $(154,492)$ |
| 6,403,249 | 350,925 |
| 541,073,299 | 28,754,713 |
| 124,600,903 | 519,353 |
| 115,341,898 | 7,635,305 |
| 13,636,840 | 478,044 |
| 4,304,308 | 108,378 |
| 21,100,485 | 1,304,023 |
| 3,831,351 | 545,413 |
| 818,231 | $(88,769)$ |
| 5,899,995 | 765,009 |
| 5,424,042 | 1,339,234 |
| $(139,812)$ | 173,942 |
| 183,486,935 | 9,598,256 |
| 478,305,176 | 22,378,188 |
| 62,768,123 | 6,376,525 |
| 23,704,409 | $(12,444,913)$ |
| $(200,857,365)$ | 20,937,947 |
| 583,320 | 344,876 |
| $(73,196,451)$ | 69,188,189 |
| $(249,766,087)$ | 78,026,099 |
| $(186,997,964)$ | 84,402,625 |
| 68,105,855 | 2,700,388 |
| 43,392,483 | $(3,659,292)$ |
| 111,498,338 | $(958,904)$ |
| $(75,499,626)$ | 83,443,721 |

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 ASSETS
Aviation O\&M
Month of Oct-12
COMIP
Month of Oct-12

Total
Total
Month of Oct-12

| 19,196,093 |
| :---: |
| 24,846,232 |
| 8,728,015 |
| 1,169,933 |
| 2,191,662 |
| 526,607 |
| 91,418 |
| 745,121 |
| 57,495,081 |
| 13,029,071 |
| 11,876,695 |
| 1,059,075 |
| 444,000 |
| 8,861 |
| 1,900,772 |
| 451,112 |
| 61,338 |
| 1,011,054 |
| 360,295 |
| 13,618 |
| 19,346,822 |
| 49,562,715 |
| 7,932,366 |


| $(194,206)$ | $(386,848)$ |
| :---: | :---: |
| $(3,292,009)$ | $(3,172,669)$ |
| $(16,864,083)$ | $(17,290,074)$ |
| 0 | 0 |
| 1,060,234 | 1,060,234 |
| $(19,290,064)$ | $(19,789,357)$ |
| $(37,596,244)$ | $(11,856,991)$ |
| 7,295,245 | 7,295,245 |
| 3,622,179 | 3,622,179 |
| 10,917,423 | 10,917,423 |
| $(26,678,820)$ | $(939,567)$ |

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 ASSETS

| Aviation O\&M <br> YTD Oct-12 | COMIP <br> YTD Oct-12 | $\begin{gathered} \text { CCP } \\ \text { YTD Oct-12 } \end{gathered}$ | ```Total YTD Oct-12``` |
| :---: | :---: | :---: | :---: |
| 190,220,087 | 0 | 0 | 190,220,087 |
| 247,868,978 | 0 | 0 | 247,868,978 |
| 88,376,721 | 0 | 0 | 88,376,721 |
| 9,894,515 | 0 | 0 | 9,894,515 |
| 20,654,779 | 0 | 0 | 20,654,779 |
| 5,177,876 | 0 | 0 | 5,177,876 |
| 880,882 | 0 | 0 | 880,882 |
| 6,754,174 | 0 | 0 | 6,754,174 |
| 569,828,012 | 0 | 0 | 569,828,012 |
| 125,120,256 | 0 | 0 | 125,120,256 |
| 108,931,702 | 6,958,497 | 7,087,004 | 122,977,203 |
| 11,847,005 | 1,625,405 | 544,726 | 14,017,136 |
| 4,412,686 | 0 | 0 | 4,412,686 |
| 97,747 | 0 | 0 | 97,747 |
| 22,404,508 | 0 | 0 | 22,404,508 |
| 4,376,765 | 0 | 0 | 4,376,765 |
| 728,756 | 706 | 0 | 729,462 |
| 6,665,229 | 0 | (225) | 6,665,004 |
| 148,971 | 1,899,385 | 4,714,919 | 6,763,276 |
| 34,130 | 0 | 0 | 34,130 |
| 3,337,276 | 12,289,033 | 177,458,882 | 193,085,191 |
| 288,105,032 | 22,773,025 | 189,805,306 | 500,683,364 |
| 281,722,980 | $(22,773,025)$ | $(189,805,306)$ | 69,144,648 |
| $(42,594)$ | 0 | $(2,343,999)$ | $(2,386,593)$ |
| $1,093,934$ | 0 | 12,552,155 | 13,646,089 |
| $(3,916,122)$ | $(22,296)$ | $(175,981,000)$ | $(179,919,417)$ |
| 928,196 | 0 | 0 | 928,196 |
| 0 | 0 | $(4,008,263)$ | $(4,008,263)$ |
| $(1,936,585)$ | $(22,296)$ | $(169,781,106)$ | $(171,739,988)$ |
| 279,786,395 | $(22,795,321)$ | $(359,586,413)$ | $(102,595,339)$ |
| 0 | 0 | 70,806,243 | 70,806,243 |
| 0 | 0 | 39,733,191 | 39,733,191 |
| 0 | 0 | 110,539,434 | 110,539,434 |
| 279,786,395 | $(22,795,321)$ | ( $249,046,978$ ) | 7,944,095 |

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

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
Lease from U.S. Government
ease and rental expenses
Utilities
telecommunication
Travel
nsurance
Project expenses
expenses (gains)

Total operating expenses

## operating income

NON-OPERATING REVENUES (EXPENSES) Unrealized investment gains (losses)
Realized investment gains (losses)
nterest 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 ASSETS

| 19,196,093 | 20,203,928 |
| :---: | :---: |
| 24,846,232 | 24,846,525 |
| 8,728,015 | 8,560,872 |
| 1,169,933 | 979,245 |
| 2,191,662 | 2,832,923 |
| 526,607 | 520,758 |
| 91,418 | 91,418 |
| 745,121 | 677,134 |
| 57,495,081 | 58,712,803 |
| 13,029,071 | 11,741,342 |
| 11,662,584 | 12,433,761 |
| 1,020,591 | 810,200 |
| 444,000 | 444,000 |
| 8,861 | 4,150 |
| 1,900,772 | 2,240,067 |
| 451,112 | 360,574 |
| 61,338 | 30,743 |
| 1,011,054 | 1,160,445 |
| 5,042 | $(15,254)$ |
| 13,618 | (583) |
| 292,973 | 296,271 |
| 29,901,017 | 29,505,715 |
| 27,594,064 | 29,207,088 |
| $(192,642)$ | $(166,117)$ |
| 119,339 | 42,018 |
| $(425,991)$ | $(382,260)$ |
| 0 | 26,273 |
| $(499,293)$ | $(480,086)$ |
| 27,094,771 | 28,727,002 |
| 0 | 0 |
| 0 | 0 |
| 27,094,771 | 28,727,002 |

Variance
current Month Prior Year

| (1,007,835) | 20,330,294 |
| :---: | :---: |
| (293) | 22,027,401 |
| 167,142 | 8,928,219 |
| 190,688 | 941,515 |
| $(641,261)$ | 1,554,820 |
| 5,849 | 615,738 |
|  | 104,777 |
| 67,987 | 649,745 |
| $(1,217,722)$ | 55,152,510 |
| 1,287,729 | 12,125,384 |
| $(771,178)$ | 11,815,593 |
| 210,391 | 1,293,812 |
| 0 | 436,500 |
| 4,711 | 16,229 |
| $(339,294)$ | 2,090,025 |
| 90,538 | 424,475 |
| 30,595 | 115,050 |
| $(149,391)$ | 814,606 |
| 20,296 | 89,256 |
| 14,202 | $(1,379)$ |
| $(3,298)$ | $(2,201,180)$ |
| 395,302 | 27,018,369 |
| $(1,613,024)$ | 28,134,140 |
| $(26,525)$ | $(114,111)$ |
| 77,322 | 66,594 |
| $(43,731)$ | $(743,697)$ |
| $(26,273)$ | 527,136 |
| $(19,207)$ | $(264,078)$ |
| $(1,632,231)$ | 27,870,063 |
| 0 | 0 |
| 0 | 0 |
| $(1,632,231)$ | 27,870,063 |

Varianc
rear-to-Date

| $(1,134,201)$ | 190,220,087 |
| :---: | :---: |
| 2,818,832 | 247,868,977 |
| $(200,205)$ | 88,376,721 |
| 228,418 | 9,894,515 |
| 636,842 | 20,654,779 |
| $(89,131)$ | 5,177,876 |
| $(13,360)$ | 880,882 |
| 95,376 | 6,754,174 |
| 2,342,571 | 569,828,012 |
| 903,688 | 125,120,256 |
| $(153,009)$ | 108,931,702 |
| $(273,221)$ | 11,847,005 |
| 7,500 | 4,412,686 |
| $(7,368)$ | 97,747 |
| $(189,252)$ | 22,404,508 |
| 26,637 | 4,376,765 |
| $(53,712)$ | 728,756 |
| 196,448 | 6,665,229 |
| $(84,214)$ | 148,971 |
| 14,997 | 34,130 |
| 2,494,153 | 3,337,276 |
| 2,882,648 | 288,105,032 |
| $(540,076)$ | 281,722,980 |
| $(78,531)$ | $(42,594)$ |
| 52,745 | 1,093,934 |
| 317,706 | $(3,916,122)$ |
| $(527,136)$ | 928,196 |
| $(235,215)$ | $(1,936,585)$ |
| $(775,292)$ | 279,786,395 |
| 0 | 0 |
| 0 | 0 |
| $(775,292)$ | 279,786,395 |

Variance

| $\begin{aligned} & \text { Year-to-Date } \\ & \text { Prior Year } \end{aligned}$ | Variance |
| :---: | :---: |
| 191,341,177 | (1, 121, 090 ) |
| 220,879,032 | 26,989,945 |
| 87,271,011 | 1,105,710 |
| 9,993,450 | $(98,935)$ |
| 17,843,267 | 2,811,512 |
| 6,306,737 | $(1,128,862)$ |
| 1,035,374 | $(154,492)$ |
| 6,403,249 | 350,925 |
| 541,073,299 | 28,754,713 |
| 124,600,903 | 519,353 |
| 105,109,836 | 3,821,866 |
| 12,958,674 | $(1,111,669)$ |
| 4,304,308 | 108,378 |
| 111,236 | $(13,489)$ |
| 21,100,485 | 1,304,023 |
| 3,809,351 | 567,413 |
| 818,937 | $(90,181)$ |
| 5,899,770 | 765,459 |
| 628,493 | $(479,522)$ |
| $(221,830)$ | 255,961 |
| $(9,401)$ | 3,346,677 |
| 279,110,764 | 8,994,268 |
| 261,962,535 | 19,760,445 |
| $(1,339,810)$ | 1,297,216 |
| 1,308,015 | (214,081) |
| $(8,675,352)$ | 4,759,231 |
| 583,320 | 344,876 |
| $(8,123,828)$ | 6,187,242 |
| 253,838,707 | 25,947,687 |
| 734,945 | $(734,945)$ |
| 734,945 | $(734,945)$ |
| 254,573,652 | 25,212,742 |

Currency: USD
Fund=10 (O\&M - Aviation Oper
OPERATING REVENUES
Concessions
Other
$\quad$ 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
    Materials and supplies
        Repairs and maintenance materials
        Non-capitalized furniture and equipment
        Other materials and supplies
    ease from U.S. Government
    tilities
    Telecommunication
    ravel
        Insurance premiums
        Insurance claims
    Depreciation and amortization
    Allocations
        Salaries and benefits
        Materials and supplies
        Utilities
        relecommunications
        Travel
        Project expenses
        Depreciation and amortization
        Total operating expenses
    OPERATING INCOME (LOSS)

Current Month
$\qquad$

Department=D001
Prior Month
Variance
Current Month Prior Year

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

Variance

87,248
$----\quad 87,248$ $\qquad$ 87,248

87,248 | 87,248 | 91,817 |
| ---: | ---: |
| $-----1,248$ | 91,817 | 143,223

$---------143,223$

$-$| $(51,406)$ |
| ---: |
| $(51,406)$ |


| 2,001,314 | 1,783,297 | 218,018 | 1,842,670 | 158,644 | 19,505,840 | 18,419,734 | 1,086,106 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 594,515 | 574,822 | 19,692 | 544,017 | 50,498 | 6,125,364 | 5,733,761 | 391,603 |
| 354,805 | 296,082 | 58,723 | 165,274 | 189,531 | 4,076,452 | 3,895,205 | 181,248 |
| 590,669 | 2,214,740 | $(1,624,071)$ | 1,316,701 | $(726,032)$ | 11,263,532 | 13,389,082 | $(2,125,550)$ |
| 1,750 | 0 | 1,750 | 0 | 1,750 | 1,750 | (1) | 1,751 |
| $(1,723)$ | 52,497 | $(54,220)$ | 48,273 | $(49,996)$ | 608,064 | 502,933 | 105,131 |
| 27,598 | 15,200 | 12,397 | $(20,841)$ | 48,439 | 455,123 | 437,902 | 17,222 |
| 86,844 | 61,336 | 25,508 | 52,587 | 34,257 | 588,728 | 1,185,145 | $(596,416)$ |
| 42,511 | $(483,164)$ | 525,674 | $(1,058)$ | 43,569 | 759,610 | 195,685 | 563,925 |
| 15,584 | 95,573 | $(79,989)$ | 241,371 | $(225,787)$ | 456,585 | 1,441,271 | $(984,686)$ |
| 28,451 | 11,515 | 16,937 | 6,954 | 21,498 | 152,148 | $(806,466)$ | 958,614 |
| 444,000 | 444,000 | 0 | 436,500 | 7,500 | 4,412,686 | 4,304,308 | 108,378 |
| 65 | 127 | (62) | 224 | (160) | 1,579 | 1,290 | 289 |
| 469,311 | 378,692 | 90,619 | 437,179 | 32,132 | 4,556,728 | 3,836,599 | 720,129 |
| 33,939 | 15,783 | 18,157 | 67,975 | $(34,035)$ | 491,310 | 576,508 | $(85,198)$ |
| 514,419 | 374,288 | 140,131 | 779,640 | $(265,221)$ | 4,537,801 | 4,917,766 | $(379,965)$ |
| 496,634 | 786,139 | $(289,504)$ | 34,966 | 461,669 | 2,127,409 | 978,010 | 1,149,399 |
| 28,033 | 30,646 | $(2,614)$ | 7,658 | 20,375 | $(186,982)$ | $(1,779,389)$ | 1,592,406 |
| $(300,676)$ | $(300,680)$ | 4 | $(235,673)$ | $(65,003)$ | $(3,006,781)$ | $(2,356,729)$ | $(650,052)$ |
| $(108,766)$ | $(108,767)$ | 0 | $(85,649)$ | $(23,118)$ | $(1,087,666)$ | $(856,427)$ | $(231,239)$ |
| $(14,626)$ | $(14,626)$ | 0 | $(8,767)$ | $(5,859)$ | $(146,258)$ | $(81,089)$ | $(65,169)$ |
| (14) | (14) | 0 | (10) |  | (142) | (104) | (38) |
| $(18,691)$ | $(18,691)$ | 0 | $(15,519)$ | $(3,172)$ | $(186,914)$ | $(155,193)$ | $(31,721)$ |
| $(2,277)$ | $(2,278)$ | 0 | $(2,071)$ | (207) | $(22,776)$ | $(20,709)$ | $(2,067)$ |
|  |  | 0 | 14 | (14) |  | 137 | (137) |
| $(9,880)$ | $(9,880)$ | 0 | (260) | $(9,620)$ | $(98,804)$ | $(2,604)$ | $(96,200)$ |
| 5,273,787 | 6,196,636 | $(922,849)$ | 5,612,154 | $(338,366)$ | 55,384,386 | 53,756,626 | 1,627,760 |
| $(5,186,539)$ | $(6,196,636)$ | 1,010,097 | $(5,612,154)$ | 425,614 | $(55,292,569)$ | $(53,613,402)$ | $(1,679,166)$ |


Retail
Advertising
Other terminal concessions
Rents
Landing fees
Utility sales
Telecommunications
nternational arrival fees
assenger conveyance fees
Security fees
Other

Total operating revenues
Operating expenses
Salaries and related benefits Salaries
Smployee benefits
Services
Repairs and maintenance services rofessional services
Contract services
Training and licenses
Meeting and business expenses Other services
Materials and supplies
Repairs and maintenance material Non-capitalized furniture and equipment Environmental materials and supplies Other materials and supplies
Utilities
relecommunication
Travel
Insurance
Project expenses
Depreciation and amortization
Allocations
Salaries and benefits Services
Materials and supplie
Jtilities
elecommunications
Travel
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)
(Washington Dulles International Airport)
Variance Current Month Prior Year

Year-to-Date Variance

Year-to-Date
Prior Year

| 5,181,600 | 4,955,233 | 226,367 | 5,778,628 | $(597,028)$ | 51,419,988 | 54,144,628 | $(2,724,640)$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1,434,853 | 1,570,010 | $(135,157)$ | 1,474,655 | $(39,802)$ | 14,288,418 | 14,158,331 | 130,087 |
| 1,175,956 | 1,106,596 | 69,361 | 1,308,972 | $(133,016)$ | 11,638,911 | 11,015,402 | 623,509 |
| 525,052 | 697,390 | $(172,338)$ | 592,597 | $(67,545)$ | 5,781,979 | 5,397,877 | 384,102 |
| 327,494 | 350,889 | $(23,395)$ | 391,427 | $(63,933)$ | 3,306,247 | 2,513,906 | 792,340 |
| 713,312 | 859,527 | $(146,214)$ | 793,768 | $(80,456)$ | 7,900,022 | 7,808,972 | 91,050 |
| 548,196 | 501,137 | 47,060 | 572,436 | $(24,239)$ | 5,588,985 | 5,476,019 | 112,967 |
| 913,498 | 860,037 | 53,461 | 887,268 | 26,230 | 7,283,074 | 6,874,018 | 409,055 |
| 426,133 | 827,912 | $(401,778)$ | 781,917 | $(355,784)$ | 4,881,426 | 5,391,150 | $(509,724)$ |
| 49,456 | 33,116 | 16,340 | 48,100 | 1,356 | 405,475 | 388,545 | 16,930 |
| 17,428,639 | 17,371,872 | 56,767 | 14,241,004 | 3,187,636 | 174,058,220 | 142,931,079 | 31,127,141 |
| 5,049,974 | 5,139,025 | $(89,051)$ | 5,411,544 | $(361,570)$ | 53,526,658 | 52,339,239 | 1,187,419 |
| 624,099 | 526,339 | 97,760 | 526,477 | 97,622 | 4,823,657 | 4,861,846 | $(38,189)$ |
| 241,546 | 230,097 | 11,449 | 235,965 | 5,581 | 2,357,703 | 2,436,086 | $(78,383)$ |
| 2,191,662 | 2,832,923 | $(641,261)$ | 1,554,820 | 636,842 | 20,654,779 | 17,843,267 | 2,811,512 |
| 526,607 | 520,758 | 5,849 | 615,738 | $(89,131)$ | 5,177,876 | 6,306,737 | $(1,128,862)$ |
| 29,028 | 29,028 | 0 | 32,806 | $(3,778)$ | 285,393 | 328,062 | $(42,669)$ |
| 450,818 | 462,435 | $(11,617)$ | 384,165 | 66,654 | 4,576,898 | 4,157,183 | 419,716 |
| 37,837,926 | 38,874,323 | $(1,036,398)$ | 35,632,288 | 2,205,638 | 377,955,709 | 344,372,348 | 33,583,361 |
| 3,013,387 | 2,665,821 | 347,566 | 2,873,595 | 139,792 | 28,818,071 | 30,122,738 | $(1,304,667)$ |
| 1,141,629 | 1,079,611 | 62,019 | 1,083,347 | 58,282 | 11,083,904 | 10,894,632 | 189,273 |
| 2,703,810 | 2,101,466 | 602,345 | 1,506,075 | 1,197,736 | 16,135,336 | 16,102,799 | 32,538 |
| 214,272 | 330,767 | $(116,495)$ | 294,358 | $(80,086)$ | 2,570,610 | 2,719,348 | $(148,738)$ |
| 4,110,874 | 4,040,864 | 70,010 | 3,528,837 | 582,037 | 42,144,938 | 36,316,038 | 5,828,900 |
| 305,347 | 233,973 | 71,374 | 508,727 | $(203,380)$ | 2,476,772 | 1,565,061 | 911,711 |
| 27,978 | 27,689 | 289 | 16,418 | 11,560 | 32,967 | 100,768 | $(67,801)$ |
| 44,484 | 25,588 | 18,896 | 11,075 | 33,409 | 148,446 | 136,350 | 12,096 |
| 798 | 52,426 | $(51,628)$ | , | 798 | 93,221 | 8,196 | 85,025 |
| 401,897 | 466,564 | $(64,667)$ | 375,834 | 26,062 | 4,573,810 | 4,150,268 | 423,542 |
| 10,150 | 3,733 | 6,416 | $(9,439)$ | 19,589 | 65,411 | 121,125 | $(55,714)$ |
| 218,983 | 366,169 | $(147,187)$ | 414,251 | $(195,269)$ | 2,481,647 | 2,686,036 | $(204,389)$ |
| 606 | 523 | 82 |  | 606 | 4,726 | 9,581 | $(4,855)$ |
| 57,642 | 44,786 | 12,856 | 71,770 | $(14,128)$ | 172,796 | 1,710,550 | $(1,537,754)$ |
| 1,318,392 | 1,488,047 | $(169,655)$ | 1,912,837 | $(594,445)$ | 15,280,014 | 16,661,998 | $(1,381,983)$ |
| 500 | 500 |  |  | 500 | 6,699 | 126,522 | $(119,823)$ |
| 6,371 | 7,604 | $(1,233)$ | 11,947 | $(5,576)$ | 84,918 | 77,712 | 7,206 |
| - 0 | - 0 | 0 | 71,826 | $(71,826)$ | 10,449 | 326,315 | $(315,866)$ |
| 221,824 | 221,824 | 0 | $(991,115)$ | 1,212,940 | 3,212,969 | 1,816,986 | 1,395,983 |
| $(30,416)$ | $(30,416)$ | 0 | $(26,874)$ | $(3,543)$ | $(304,165)$ | $(268,736)$ | $(35,429)$ |
| $(1,879)$ | $(1,879)$ | 0 | $(2,206)$ | 327 | $(18,791)$ | $(22,056)$ | 3,265 |
| (500) | (500) | 0 | $(2,520)$ | 2,020 | $(4,999)$ | $(24,910)$ | 19,911 |
| 0 | 0 | 0 | (7) | 7 | , | (73) | 73 |
| 0 | 0 | 0 | (226) | 226 | 0 | $(2,260)$ | 2,260 |
| (52) | (52) | 0 | (110) | 57 | (525) | $(1,097)$ | 572 |
| 5,042 | 5,042 | 0 | (40) | 5,082 | 50,421 | (397) | 50,818 |
| 177 | 177 | 0 | (665) | 842 | 1,770 | $(6,649)$ | 8,419 |
| 13,771,316 | 13,130,325 | 640,991 | 11,647,696 | 2,123,620 | 129,121,416 | 125,326,844 | 3,794,572 |
| 24,066,610 | 25,743,998 | $(1,677,388)$ | 23,984,592 | 82,018 | 248,834,293 | 219,045,504 | 29,788,789 |

Variance
$(1,304,667)$ -27
32,538
$148,738)$
5,828,900 5,828,900
911,711 (67, 801 ) 12,096
85,025 423,542
$(55,714)$ $(204,389)$ $(4,855)$
$537,754)$
$(1,381,983)$ $(119,823)$
7,206
$(315,866)$
$1,395,983$ $(35,429)$ 3,265
19,911 73
2,260 50,818 $\begin{array}{r}50,818 \\ 8,419 \\ \hline-2-\end{array}$
$125,326,844$
$219,045,504$

# MWAA Corporate Ledger <br> PSD Comparative Income Statement 

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

OPERATING REVENUES
Concessions
Other

Concessions
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
mployee benefits
Services
Repairs and maintenance services
Professional services
Training and licenses
Meeting and business expenses
Materials and supplies
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)
nance Program),
Current Month


52,124
---------124

| 49,387 |
| :---: |
| 49,387 |


| 2,737 |
| :---: |
| 2,737 |

$\qquad$ 61,384
$-61,384$
-
-

Variance
Year-to-Date
ice of Pub
Variance
Safety) partment=D400
Prior Month

Current Month Prior Year
,328,031 11,364
31,830
61,224 31,830
61,224 877
0
1,102
1,402
207 1,402
207
0
69,066
0
69,066
0
25,431
0
6,138

$(200,218)$ $(1,339)$
$(1,880)$ $1,339)$
$1,880)$
$(6)$ $(6)$
$(364)$
$(1,813)$
$-4,566,173$
$-\quad(4,514,049)$
$============-=-1$
$\left.\begin{array}{r}(1,880) \\ (6) \\ (364) \\ (1,813)\end{array}\right)$
85,78
1,301
$2,912,760$
$1,256,350$
------
$\begin{array}{r}(9,260) \\ -(9,260) \\ \hline\end{array}$ $\qquad$ 477,548 Year-to-Date
Prior Year

Variance

| 520,897 | $(43,349)$ |
| :---: | :---: |
| 520,897 | $(43,349)$ |
| 30,024,098 | 584,173 |
| 12,684,776 | 228,546 |
| 220,938 | $(147,942)$ |
| 110,905 | 52,766 |
| 667,996 | $(357,543)$ |
| 43,197 | $(10,431)$ |
| 1,642 | $(1,431)$ |
| 53,051 | $(21,699)$ |
| 665,467 | $(550,124)$ |
| 51,668 | 18,876 |
| 2,695 | 4,689 |
| 612,095 | $(29,586)$ |
| 802 | (478) |
| 134,855 | $(19,032)$ |
| (6) | 24 |
| 131,895 | $(76,931)$ |
| $(2,017,631)$ | 15,451 |
| $(17,163)$ | 3,777 |
| $(27,626)$ | 9,132 |
| (30) | (26) |
| $(4,902)$ | 1,264 |
| $(18,663)$ | 529 |
| 43,320,059 | $(295,994)$ |
| $(42,799,162)$ | 252,644 |

Currency: USD
Cost Center=P31 (Public Parking)
OPERATING REVENUES
Concessions
Parking
Rents
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits

Salaries and related benefits Services
Repairs and maintenance services Professional services
Contract services
Meeting and business
Other services
Materials and supplies
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel
rials and supplies
tilities
Insurance
Project expenses
Depreciation and amortization
Allocations
Total operating expenses
OPERATING INCOME (LOSS)


Prior Month
Variance
Current Month Prior Year

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




$92,022,120$
10,000
10,000
1,040
$92,033,160$
$(172,200)$ $(10,000)$
3,389
-_,642,040

| 45,289 | 40,551 | 4,737 | 31,236 | 14,053 | 478,816 | 469,821 | 8,995 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 852,703 | 678,788 | 173,915 | 703,174 | 149,530 | 2,915,905 | 7,865,551 | $(4,949,647)$ |
| 218,171 | 275,263 | $(57,092)$ | 234,667 | $(16,497)$ | 2,300,748 | 2,683,041 | $(382,293)$ |
| 2,159,213 | 2,194,300 | $(35,087)$ | 559,156 | 1,600,057 | 22,124,424 | 13,227,334 | 8,897,090 |
| 0 | 0 | , | , | 0 | 2,775 | 3,850 | $(1,075)$ |
| 0 | 0 | 0 | 0 | 0 | 184 | 0 | 184 |
| 0 | 0 | 0 | 0 | 0 | 0 | 832 | (832) |
| 9,042 | 9,366 | (325) | 3,254 | 5,788 | 111,002 | 92,118 | 18,885 |
| 5,465 | 2,530 | 2,935 | $(2,301)$ | 7,766 | 173,787 | 4,930 | 168,857 |
| 81,666 | 179,139 | $(97,473)$ | 61,885 | 19,781 | 1,084,225 | 808,412 | 275,813 |
| - | 0 | 0 | 0 | 0 | $(81,879)$ | 61,214 | $(143,093)$ |
| 44,557 | 35,389 | 9,168 | 25,082 | 19,475 | 257,508 | 303,226 | $(45,718)$ |
|  |  |  | 897 | (897) | 0 | 897 | (897) |
| 0 | 0 | 0 | 50,500 | $(50,500)$ | 0 | 50,500 | $(50,500)$ |
| 0 | 0 | 0 | 0 | 0 | 0 | $(885,637)$ | 885,637 |
| 3,416,105 | 3,415,327 | 778 | 1,667,550 | 1,748,555 | 29,367,495 | 24,686,089 | 4,681,406 |
| 6,225,935 | 5,683,928 | 542,007 | 8,087,219 | $(1,861,283)$ | 62,486,853 | 67,347,071 | $(4,860,217)$ |

MWAA Corporate Ledger
ations Comparative Income Statement Current Period: Oct-12

OPERATING REVENUES
Concessions
Telecommunications
Total operating revenues

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

Current Month Prior Month

Variance
Variance

Current Month Prior Year

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

Variance
$\qquad$
3,290,738
$(65,270)$
$(65,270)$
----------------1
2. 306,862 $\qquad$ 307,490
307,490 $\qquad$ 3,225,468 $3,290,73$
$3,290,738$ $\qquad$

1,521 5,271
37,179
$(2,026)$
17,088
$(9,932)$

$$
27,020
$$

1,724
125,360
437,179
20,168
4,498,043
3,961,038
-537,004

--
=-
$=$
0
$-\quad 126,881$
$------\quad(112,750)$


| $\begin{array}{r} (157,453) \\ (38) \end{array}$ | $\begin{gathered} (27,075) \\ 38 \end{gathered}$ |
| :---: | :---: |
| 3,793,614 | 536,988 |
| $(502,877)$ | $(602,257)$ |


| Fund $=10$ ( $0 \&$ M - Aviation Operations and | Maintenance Program), Current Month | Funding Source=7008 Prior Month | 0084 (Dulles Air Variance | Traffic Control Current Month Prior Year | Tower) Variance | Year-to-Date | Year-to-Date Prior Year | Variance |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| OPERATING REVENUES Concessions |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |
| Rents | 292,360 | 292,360 | (3,247) | 292,360 | 0 | 2,923,600 | 2,918,056 | 5,544 |
| Utility sales | 14,270 | 17,517 | $(3,247)$ | 15,320 | $(1,050)$ | 157,291 | 163,192 | $(5,901)$ |
| Total operating revenues | 306,630 | 309,877 | $(3,247)$ | 307,680 | $(1,050)$ | 3,080,891 | 3,081,248 | (357) |
| OPERATING EXPENSES |  |  |  |  |  |  |  |  |
| Salaries and related benefits Salaries | 6,213 | 3,597 | 2,616 | 3,523 | 2,690 | 40,827 | 55,821 | $(14,994)$ |
| Services |  |  |  |  |  |  |  |  |
| Repairs and maintenance services | 2,331 | 13,063 | $(10,732)$ | 270 | 2,061 | 34,439 | 18,417 | 16,022 |
| Contract services | 7,121 | 7,121 | 0 | 8,599 | $(1,479)$ | 74,368 | 66,275 | 8,094 |
| Environmental services | - | 0 | 0 | 0 | O | 0 | 625 | (625) |
| Materials and supplies |  |  |  |  |  |  |  |  |
| Repairs and maintenance materials | 0 | 0 | 0 | 124 | (124) | 453 | 2,769 | $(2,316)$ |
| Insurance Insurance premiums | 0 | 0 | 0 | 0 | 0 | 0 | 13,900 | $(13,900)$ |
| Allocations |  |  |  |  |  |  |  |  |
| Total operating expenses | 15,664 | 23,781 | $(8,116)$ | 12,516 | 3,148 | 150,087 | 157,807 | $(7,720)$ |
| OPERATING INCOME (LOSS) | 290,966 | 286,097 | 4,869 | 295,164 | $(4,198)$ | 2,930,804 | 2,923,442 | 7,363 |

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

Depreciation and amortization Allocations

Total operating expenses
OPERATING INCOME (LOSS)
nance Program),
Current Month
Funding Source=00095 (45025 Aviation Drive)
Prior Month Variance Current Month Prior Year

$=======$

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

Variance

| $\begin{array}{r} 781,470 \\ 9,586 \end{array}$ | $\begin{array}{r} (64,581) \\ 1,581 \end{array}$ |
| :---: | :---: |
| 791,056 | $(63,000)$ |


| $\begin{array}{r} (1,047) \\ 2 \end{array}$ | $\begin{array}{r} 716,889 \\ 11,167 \end{array}$ |
| :---: | :---: |
| $(1,045)$ | 728,056 |

## (63,000)

83,574
12,837
$(8,275)$
$12,837)$ 716,889
11,167
728,056

| $(1,045)$ | 728,056 | 791,056 | $(63,000)$ |
| :---: | :---: | :---: | :---: |
| 5,529 | 75,298 | 83,574 | $(8,275)$ |
| 0 | 0 | 12,837 | $(12,837)$ |
| $(74,475)$ | 125,693 | 154,721 | $(29,028)$ |
| 0 | 14,589 | 14,639 | (51) |
| 2,754 | 150,197 | 148,279 | 1,918 |
| 26 | (877) | 16,933 | $(17,810)$ |
| 0 | 39 | 165 | (126) |
| $(9,092)$ | 122,825 | 197,443 | $(74,617)$ |
| 0 | 16 | 0 | 16 |
| 0 | 525,749 | 528,026 | $(2,277)$ |
| $(75,258)$ | 1,013,529 | 1,156,616 | $(143,087)$ |
| 74,213 | $(285,473)$ | $(365,560)$ | 80,087 |

$$
\begin{aligned}
& 154,721
\end{aligned}
$$

$$
\begin{array}{r}
14,639 \\
148,279
\end{array}
$$

$(29,028)$
$(51)$
$(51)$
, 918

$$
\begin{array}{r}
16,933 \\
165
\end{array}
$$

$(17,810)$
$(126)$

$$
\begin{array}{r}
197,443 \\
0
\end{array}
$$

$(126)$
$(74,617)$
16

$$
(2,277)
$$

$$
\begin{aligned}
& (27,864)
\end{aligned}
$$

# METROPOLITAN WASHINGTON AIRPORTS AUTHORITY <br> THE AIRPORTS <br> NET REMAINING REVENUE (ESTIMATED) ESTIMATE VS BUDGET <br> AS OF OCTOBER 31, 2012 




At the end of October, the estimated Net Remaining Revenue (NRR) is \$89,760,312. At 83.3\% year-to-date, the Airports Authority has earned 96.8\% of the budgeted NRR.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND

 PERIOD ENDED 10/31/2012NOTE: $\mathbf{8 3 . 3 \%}$ OF THE YEAR COMPLETED


The year-to-date construction spending is at $\$ 93.7$ million. The 2012 budget for Capital Construction Program expenditures totals $\$ 274.7$ million.

Short-Term Liquidity Forecast: As of October 31, 2012 the Authority had $\$ 344.2$ 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 October, $\$ 68.9$ 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 October 31 were $\$ 4.7$ 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 October 31, 2012

Delinquent accounts receivables invoices over 30 days past due date for Ronald Reagan Washington National Airport as of October 31, 2012 total $\$ 458,341$. Delinquent accounts receivables increased by a net amount of $\$ 2,979(0.7 \%)$ during the month. The composition of the October 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> OCTOBER 31, <br> 2012 | CREDITS ON ACCOUNT AS OF OCTOBER 31, 2012 | NET <br> DELINQUENT <br> BALANCE AS OF <br> OCTOBER 31, <br> 2010 | $\begin{gathered} \text { NET BALANCE } \\ \text { AS OF } \\ \text { SEPTEMBER 30, } \\ 2012 \end{gathered}$ | CHANGE IN BALANCE | PERCENTAGE CHANGE |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances > = \$2,500 |  |  |  |  |  |  |
| Airline | \$ 1,315,756 | \$ 2,108,209 | \$ 316,775 | \$ 127,753 | \$ 189,022 | 148.0\% |
| Non-Airline | 67,679 | 3,261 | 64,418 | 85,107 | $(20,689)$ | -24.3\% |
| Government | 30,092 | 517 | 29,576 | 163,864 | $(134,288)$ | -82.0\% |
| Telecommmnications | 24,208 | - | 24,208 | 55,274 | $(31,066)$ | -56.2\% |
| Other | N/A | N/A | N/A | N/A | N/A | N/A |
| Bankruptcies | 23,365 | - | 23,364 | 23,364 | - | 0.0\% |
| Total | \$ 1,461,100 | \$ 2,111,987 | \$ 458,341 | \$ 455,362 | \$ 2,979 | 0.7\% |

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

- American Eagle Airline has the largest airline delinquent balance of $\$ 110,276$ for delinquent landing fees invoice.
- The Boeing Company has the largest non-airline delinquent balance of $\$ 48,297$.
- The governments balance decreased by $\$ 134,288$. FAA has the largest delinquent balance of $\$ 20,888$ for rent invoices.
- Telecommunications balance decreased by $\$ 31,066$. TSA has the largest delinquent balance of $\$ 11,195$.

N/A - Not Available

Metropolitan Washington Airports Authority Analysis of Delinquent Accounts Receivable As of October 31, 2012

Delinquent accounts receivables invoices over 30 days past due date for Washington Dulles International Airport as of October 31, 2012 total $\$ 2,614,877$. Delinquent accounts increased by a net amount of $\$ 25,794(1.0 \%)$ during the month. The composition of the October 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 OCTOBER 31, 2012 |  | CREDITS ON ACCOUNT AS OF OCTOBER 31, 2012 |  | NET DELINQUENT BALANCE AS Of OCTOBER 31, 2012 |  | NETBALANCEAS OF SEPTEMBER 30, 2012 |  | Change in baLANCE |  | PERCENTAGE Change |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Account Balances >= \$2,500 |  |  |  |  |  |  |  |  |  |  |  |
| Airline | \$ | 1,830,722 | \$ | 321,960 | \$ | 1,592,476 | \$ | 1,611,958 | \$ | $(19,482)$ | -1.2\% |
| Non-Airline |  | 77,107 |  | 54,250 |  | 66,148 |  | 24,156 |  | 41,992 | 173.8\% |
| Government |  | 2,948 |  | 716 |  | 2,232 |  | 410 |  | 1,822 | 444.4\% |
| Telecommunications |  | 27,281 |  | 45 |  | 27,236 |  | 25,774 |  | 1,462 | 5.7\% |
| Other |  | N/A |  | A |  | N/A |  | N/A |  | N/A | 0.0\% |
| Bankruptcies |  | 928,301 |  | 1,838 |  | 926,785 |  | 926,785 |  | - | 0.0\% |
| Total | \$ | 2,866,359 | \$ | 378,809 | \$ | 2,614,877 | \$ | 2,589,083 | \$ | 25,794 | 1.0\% |

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

- Airlines decreased $\$ 19,482$. United Airlines and its affiliated airlines had the largest delinquent balance of $\$ 684,379$ primarily for delinquent rent invoices and taxi scrip invoices.
- Non - Airlines increased $\$ 41,992$. Landmark Aviation has the largest delinquent balance of $\$ 33,883$ primarily for landing fee invoices.
- The government increased $\$ 1,822$. The FAA has the largest balance of $\$ 2,232$.
- Telecom delinquent accounts increased by $\$ 1,462$. Mesa Air Group has the largest delinquent balance of $\$ 10,073$.

N/A - Not Available

