

Aviation Enterprise January 2017 Finangial Report

Prepared by the Office of Finance
February 2017

## Aviation Enterprise Financial Report January 2017

## Total Revenue

- Total Revenue thru January 2017 is $\$ 60.8$ million
- Total Revenue thru January 2017 is $0.5 \%$ lowerer than prior year
- At $8.3 \%$ through the year, total revenueize $8.0 \%$ of the annual budget
- Total Revenue thru January 201乙iéline with the forecast



## Aviation Enterprise Financial Report January 2017

## Airline Revenue

- Airline Revenue thru January 2017 is $\$ 29.4$ million
- Airline Revenue thru January 2017 is 11.1 \% pidwer than prior year
- At $8.3 \%$ through the year, airline revencesare $7.7 \%$ of the annual budget
- Airline Revenue thru January 2017 is $5.9 \%$ lower than forecast



## Aviation Enterprise Financial Report January 2017

Non-Airline Revenue

- Non-Airline Revenue thru January 2017 is $\$ 31.4$ million
- Non-Airline Revenue thru January 2017 is $12.0 \%$ higher than prior year
- At 8.3\% through the year, non-airline revenue\$ are $8.2 \%$ of the annual budget
- Non-Airline Revenue thru January 20 7 is $6.3 \%$ higher than forecast



## Aviation Enterprise Financial Report January 2017

## O\&M Expenses

- O\&M Expenses thru January 2017 are $\$ 30.0$ million
- O\&M Expenses thru January year
- At $8.3 \%$ through thelyear, expenses are at $7.5 \%$ of the annual budget
- O\&M Expenses thru January 2017 are 18.9\% lower than forecast


## Aviation Enterprise Financial Report January 2017

Operating Income

- \$9.3 million thru January 2017
- Prior year operating income was $\$ 0.8$ million

Debt Service Coverage Estimatte

|  | Current Year | 2016 |
| :--- | :---: | :---: |
| January | 1.60 x | Prior Year |
| December | NA | 1.47 x |
| December | 1.61 x (Est.) | 1.78 x |
|  |  | $1.63 \times$ (Est.) |




## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY AVIATION ENTERPRISE FUND - FINANCIAL REPORT <br> JANUARY 2017

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# Metropolitan Washington Airports Authority Financial Statements <br> January 2017 <br> Aviation Enterprise Fund - Highlights in Brief 

$\rightarrow$ Total operating revenues for the Aviation Enterprise Fund for January 2017 were $\$ 60.8$ million. Operating revenues increased from December 2016 by $\$ 7.9$ million mostly due to increases in rents of $\$ 7.6$ million, landing fees of $\$ 1.0$ million, concessions of $\$ 0.7$ million and passenger conveyance fees of $\$ 0.3$ million offset by decreases in international arrival fees of $\$ 1.6$ million and other revenues of $\$ 0.1$ million.
$\rightarrow$ Operating revenues of $\$ 60.8$ million in January 2017 were a decrease of $\$ 0.3$ million from 2016 totals. Concessions increased by $\$ 3.1$ million, utility sales fees increased by $\$ 0.2$ million and security fees of $\$ 0.1$ million offset by decreases in landing fees of $\$ 1.6$ million, rents of $\$ 1.5$ million and international arrival fees of $\$ 0.6$ million.
$\rightarrow$ Total operating expenses for the Aviation Enterprise Fund during the month of January 2017 were $\$ 51.4$ million, which is $\$ 6.4$ million lower than for December 2016 mostly due to decreases in depreciation and amortization of $\$ 4.6$ million, noncash expenses of $\$ 2.1$ million, project expenses of $\$ 0.7$ million, utilities of $\$ 05$ million, services of $\$ 0.3$ million and telecommunication of $\$ 0.1$ million arset increases in salaries and related benefits of $\$ 1.6$ million, insurance of $\$ 0.2$ nimon and materials and supplies of $\$ 0.1$ million.
$\rightarrow$ Operating expenses of $\$ 51.4$ million in January 2017 were 8.8 million lower than 2016 primarily due to decreases in services of $\$ 7.2$ million, depreciation and amortization of $\$ 1.2$ million, materials and supplies of $\$ 0.5$ million and utilities of $\$ 0.2$ million offset by increases in salaries and related benefits of $\$ 0.3$ million and project expenses $\$ 0.1$ million.
$\rightarrow$ Operating income for the Aviation Enterprise Fund in January 2017 was $\$ 9.3$ million compared to operating loss of $\$ 4.9$ million in December 2016.
$\rightarrow$ Operating income in January 2016 was $\$ 0.9$ million.
$\rightarrow$ In January 2017 there were net non-operating expenses of $\$ 11.6$ million compared to net non-operating expenses in December 2016 of $\$ 9.0$ million. The negative difference of $\$ 2.6$ million is primarily due to a $\$ 6.8$ million decrease in swaps fair value offset by a decrease in interest expense of $\$ 3.7$ million and an increase of $\$ 0.5$ million in investment gain.
$\rightarrow$ Net non-operating expenses in January 2016 were $\$ 33.6$ million. The positive difference of $\$ 21.9$ million is mostly comprised of a $\$ 22.5$ million increase in swaps fair value offset by $\$ 0.5$ million decrease in interest expense and offset by a decrease of $\$ 1.0$ million in investment gain.
$\rightarrow$ The net capital contributions for the Aviation Enterprise Fund for the month of January 2017 were a positive $\$ 5.4$ million compared to a positive $\$ 2.7$ million in December 2016. The $\$ 2.6$ million increase is due to an increase in other capital property contributed of $\$ 3.3$ million and an increase in passenger facility fees of $\$ 0.1$ million offset by decjeases in federal, state and local grants of $\$ 0.7$ million. Year-todate capital comior ions were $\$ 5.4$ million, a decrease of $\$ 0.4$ million from 2016 due to derres of $\$ 1.1$ million in passenger facility charges and $\$ 0.1$ million in othe Cap al roperty contributed offset by increases of $\$ 0.8$ million in federal, state and lacal grants.

There is an increase in net position for the Aviation Enterprise Fund for the month of January 2017 of $\$ 3.1$ million compared to a decrease of $\$ 11.2$ million for the prior month.
$\rightarrow$ Net position in January 2016 was a decrease of $\$ 26.9$ million.
$\rightarrow$ Accounts receivables delinquent over 30 days, including amounts past due which are in bankruptcy proceedings, had a balance of $\$ 3.9$ million as of January 31, 2017, an increase of $39.4 \%$ from December 31, 2016. Delinquent accounts receivables for customer accounts which have a net credit balance are excluded from reported delinquent receivables.
$\rightarrow$ Debt service coverage decreased from 1.78x from December 2016 to 1.60x for January 2017.

| Actuals vs Budget |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Actuals |  |  |  | Percent Change CY to PY | Pro-Rated Annual Budget | Percent Change CY to Budget | SeasonalizedBudget 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 |
|  |  | rent Year to Date |  | Prior Year to Date |  |  |  |  |  |  |  |  |  |
| Airline rents | \$ | 20,392,144 | \$ | 21,904,748 | (6.9\%) | 21,638,521 | (5.8\%) | \$ | 20,811,236 | (2.0\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Landing fees |  | 7,010,300 |  | 8,575,194 | (18.2\%) | 8,022,002 | (12.6\%) |  | 8,242,777 | (15.0\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| International arrival fees |  | 1,455,237 |  | 2,017,835 | (27.9\%) | 1,905,911 | (23.6\%) |  | 1,861,603 | (21.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Pass conveyance fees (mobile lounge) |  | 532,429 |  | 548,163 | (2.9\%) | 384,274 | 38.6\% |  | 308,141 | 72.8\% | $\nabla$ | - | $\Delta$ |
| Total Airline Revenue | \$ | 29,390,110 | \$ | 33,045,941 | (11.1\%) | 31,950,707 | (8.0\%) | \$ | 31,223,757 | (5.9\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Security fees (TSA) |  | 83,005 |  | - | N/A | 83,005 | (0.0\%) |  | 83,005 | 0.0\% | $\Delta$ | - | - |
| Utility sales |  | 1,163,111 |  | 999,455 | 16.4\% | 1,073,107 | 8.4\% |  | 1,151,366 | 1.0\% | - | A | A |
| Parking permits and miscellaneous |  | 928,106 |  | 877,226 | 5.8\% | 856,914 | 8.3\% |  | 826,716 | 12.3\% | A | A | A |
| Non-airlines rents |  | 3,364,221 |  | 3,394,551 | (0.9\%) | 3,411,627 | (1.4\%) |  | 3,395,532 | (0.9\%) | - | $\nabla$ | - |
| Food and beverage |  | 2,323,584 |  | 2,073,814 | 12.0\% | 2,758,700 | (15.8\%) |  | 2,615,884 | (11.2\%) | A | $\nabla$ | $\nabla$ |
| Retail and newsstand |  | 1,063,780 |  | 1,036,817 | 2.6\% | 1,169,889 | (9.1\%) |  | 1,112,427 | (4.4\%) | - | $\nabla$ | $\nabla$ |
| Hotel and gas station |  | 217,717 |  | 254,542 | (14.5\%) | 298,149 | (27.0\%) |  | 280,009 | (22.2\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Duty free |  | 1,139,296 |  | 1,124,297 | 1.3\% | 1,139,296 | (0.0\%) |  | 1,139,296 | 0.0\% | $\Delta$ | - | - |
| Other concessions |  | 160,130 |  | 132,521 | 20.8\% | 126,445 | 26.6\% |  | 126,446 | 26.6\% | $\Delta$ | A | A |
| Advertising |  | 2,226,627 |  | 1,105,833 | 101.4\% | 1,097,917 | 102.8\% |  | 1,097,917 | 102.8\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Foreign currency |  | 358,333 |  | 350,000 | 2.4\% | 333,333 | 7.5\% |  | 333,333 | 7.5\% | $\Delta$ | A | A |
| Ground transportation |  | 2,730,137 |  | 1,763,071 | 54.9\% | 2,288,060 | 19.3\% |  | 1,909,505 | 43.0\% | $\Delta$ | $\Delta$ | $\Delta$ |
| Hotel shuttle |  | 56,293 |  | 49,174 | 14.5\% | 59,283 | (5.0\%) |  | 42,217 | 33.3\% | A | $\nabla$ | - |
| Rental cars ${ }^{4}$ |  | 2,697,308 |  | 2,891,874 | (6.7\%) | 3,574,242 | (24.5\%) |  | 3,125,346 | (13.7\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| In flight kitchen |  | 1,451,286 |  | 943,205 | 53.9\% | 1,160,026 | 25.1\% |  | 1,013,775 | 43.2\% | $\Delta$ | - | $\Delta$ |
| Parking |  | 9,518,107 |  | 9,327,519 | 2.0\% | 10,651,667 | (10.6\%) |  | 9,567,172 | (0.5\%) | $\Delta$ | $\nabla$ | - |
| FBO |  | 1,888,780 |  | 1,647,957 | 14.6\% | 1,622,861 | 16.4\% |  | 1,622,861 | 16.4\% | A | - | A |
| Miscellaneous |  | 25,275 |  | 68,191 | (62.9\%) | 94,363 | (73.2\%) |  | 90,643 | (72.1\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Total Non-Airline Revenue | \$ | 31,395,096 | \$ | 28,040,047 | 12.0\% | 31,798,883 | (1.3\%) | \$ | 29.594 .4 | 6.3\% | $\Delta$ | $\nabla$ | A |
| Total Revenues | \$ | 60,785,206 | \$ | 61,085,988 | (0.5\%) | 63,749,591 | (4.7\%) |  | -, 57,20 | 0.0\% | - | $\nabla$ | - |
| Personnel compensation ${ }^{1}$ | \$ | 11,336,838 | \$ | 11,280,169 | 0.5\% | 11,378,118 | 0.4\%) |  | 12,121,238 | (6.5\%) | - | - | $\nabla$ |
| Employee Benefits ${ }^{1}$ |  | 3,803,172 |  | 3,565,839 | 6.7\% | ,81:30 | (0.00) |  | 3,759,056 | 1.2\% | A | - | - |
| Services ${ }^{1}$ |  | 10,309,534 |  | 19,177,947 | (46.2\%) | 2,430, | (17.1\%) |  | 14,403,671 | (28.4\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Materials and supplies ${ }^{1}$ |  | 1,189,530 |  | 2,078,658 | (42.8\%) | 715 | (30.7\%) |  | 2,507,180 | (52.6\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Lease from U.S. Government ${ }^{1}$ |  | 460,250 |  | 453,750 |  | 471,203 | (2.3\%) |  | 471,203 | (2.3\%) | A | $\nabla$ | $\nabla$ |
| Lease and rental expenses ${ }^{1}$ |  | 11,142 |  | 7,351 |  | 204,851 | (94.6\%) |  | 26,598 | (58.1\%) | A | $\nabla$ | $\nabla$ |
| Utilities ${ }^{1}$ |  | 2,245,025 |  | 2,41036\% | 6.10) | 2,276,199 | (1.4\%) |  | 2,634,296 | (14.8\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Telecommunications ${ }^{1}$ |  | 260,141 |  | 314 | (17.2\%) | 313,333 | (17.0\%) |  | 313,333 | (17.0\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Travel ${ }^{1}$ |  | 15,888 |  | +2,020 | (41.2\%) | 89,588 | (82.3\%) |  | 49,132 | (67.7\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Insurance ${ }^{1}$ |  | 408, 30 |  | 458,063 | (10.9\%) | 737,564 | (44.7\%) |  | 732,343 | (44.3\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Project expenses ${ }^{1}$ |  |  |  | - | N/A | 4,167 | (100.0\%) |  | - | N/A | A | $\nabla$ | $\Delta$ |
| Non-cash expenses (gains) ${ }^{1}$ |  | 2,736 |  | 722 | 278.9\% | 0 | N/A |  | - | N/A | $\Delta$ | N/A | N/A |
| Expenses |  | 30,042,284 |  | 39,774,193 | (24.5\%) | 33,433,551 | (10.1\%) |  | 37,023,050 | (18.9\%) | $\nabla$ | $\nabla$ | $\nabla$ |
| Operating Income (Loss) before Deprec. \& NonAirport Expenses |  | 30,742,922 |  | 21,311,795 | 44.3\% | 30,316,040 | 1.4\% |  | 23,734,158 | 29.5\% | - | $\Delta$ | $\Delta$ |
| Depreciation and amortization |  | 18,417,990 |  | 19,654,672 | (6.3\%) |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Non-Airport Expenses |  | 2,977,154 |  | 791,959 | 275.9\% |  | N/A |  |  | N/A | - | N/A | N/A |
| Total Expenses | \$ | 51,437,427 | \$ | 60,220,824 | (14.6\%) |  | N/A |  |  | N/A | $\nabla$ | N/A | N/A |
| Operating Income (Loss) | \$ | 9,347,779 | \$ | 865,164 | 980.5\% |  | N/A |  |  | N/A | $\Delta$ | N/A | N/A |


| Additional Aviation Enterprise Fund Information |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2017 |  | $\underline{2016}$ | Percent Change |  | Budget | Percent Change | $\begin{gathered} \hline \text { Seasonalized } \\ \text { Budget } \end{gathered}$ | $\begin{gathered} \text { Percent } \\ \text { Change CY to } \end{gathered}$ | Actual YTD Compared to | Actual YTD Compared to | Actual YTD Compared to |
| Passenger Activity - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 23,595,006 |  | 23,039,429 | 2.4\% |  | 23,800,000 | (0.9\%) |  | N/A | $\Delta$ | - | N/A |
| Passenger Activity - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 21,969,094 |  | 21,650,546 | 1.5\% |  | 22,000,000 | (0.1\%) |  | N/A | - | - | N/A |
| Cargo Tonnes - DCA (rolling 12 months of activity) ${ }^{2}$ |  | 1,934 |  | 2,746 | (29.6\%) |  |  | N/A |  | N/A | $\nabla$ | N/A | N/A |
| Cargo Tonnes - IAD (rolling 12 months of activity) ${ }^{2}$ |  | 265,818 |  | 262,188 | 1.4\% |  |  | N/A |  | N/A | $\triangle$ | N/A | N/A |
| Debt Service Coverage (Year-to-Date) |  | 1.60 |  | 1.47 | 8.8\% |  | 1.61 | (0.6\%) |  | N/A | $\triangle$ | - | N/A |
| Investment Income (Loss) (Year-to-Date) ${ }^{5}$ | \$ | 1,664,929 | \$ | 2,685,713 | (38.0\%) | \$ | 1,729,417 | (3.7\%) |  | N/A | $\nabla$ | V | N/A |
| Interest Expense (Year-to-Date) | \$ | 14,826,359 | \$ | 15,281,296 | (3.0\%) | \$ | 14,387,917 | 3.0\% |  | N/A | $\nabla$ | $\triangle$ | N/A |
| PFC (Year-to-Date) | \$ | 6,743,579 | \$ | 7,860,038 | (14.2\%) | \$ | 7,508,333 | (10.2\%) | \$7,830,837 | (13.9\%) | $\nabla$ | $\nabla$ | V |
|  |  | 01/31/17 |  | 12/31/16 |  |  |  |  |  |  |  |  |  |
| Delinquent Accounts Receivable ${ }^{3}$ | \$ | 3,945,659 | \$ | 2,830,542 | 39.4\% |  |  | N/A |  | N/A | - | N/A | N/A |

[^0]2. The reporting period for the rolling 12 months of activity lags the current month being reported by one month. Prior year amounts are for a comparable period.
3. The calculation of delinquent accounts receivable is based on invoices more than 30 days past due and only includes credits on account up to the total amount of the
delinquent invoices for each customer with delinquent invoices.
4. Rental car revenues include customer contract fees.
5. Includes 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
Investment
Inventory
Prepaid expenses and other current assets
Total Current Assets
Non-Current Assets
Restricted Assets
Cash and cash equivalents
and ca
Investments
Payments made in advance
Less: current portion of restricted assets
Total Restricted Assets
Unrestricted Assets
Investments
Prepaid bond insurance
Other assets
Total Unrestricted
Capital Assets
Land and other non-depreciable assets
Construction in progress
Building, systems and equipment
Less: accumulated depreciation
Capital Assets, Net
Total Non-Current Assets
Total Assets
DEFERRED OUTFLOWS OF RESOURCES
Deferred outflows - debt refundings
Deferred outflows - pension plans
Total Deferred Outflows of Resources

As of Jan-17
As of Adj1-16

## LIABILITIES

Current Liabilities
Accounts payable and accrued expenses
Due to (due from) other funds
Advance billings and payments received in advance Accrued interest payable
Current portion of long-term debt
Total Current Liabilities
Non-Current Liabilities
Other liabilities
Net pension liability
Interest rate swaps payable
Bonds payable, net
Total Non-Current Liabilities Total Liabilities

DEFERRED INFLOWS OF RESOURCES
Deferred inflows - debt refundings
Deferred inflows - pension plans
Total Deferred Inflows of Resources
NET POSITION
Net Investment in Capital Assets
Restricted for
Debt service
Construction
Public Safety Unrestricted

Total Net Position

$$
\begin{aligned}
& \text { As of Jan-17 } \quad \text { As of Adj1-16 }
\end{aligned}
$$


Rents
Landing fees
Utility sales
nternational arrival fees
passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Services
aterials and supplies
Utilities
elecomn
Travel
Insurance
roject 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
ther capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| Current Month |
| :---: |
| 25,868,530 |
| 23,744,487 |
| 7,010,300 |
| 1,163,111 |
| 1,455,237 |
| 532,429 |
| 83,005 |
| 928,106 |
| 60,785,206 |
| 15,140,010 |
| 12,659,234 |
| $1,631,138$460,250 |
|  |  |
|  |
| 273,17315,888 |
|  |  |
|  |
| $\begin{aligned} & 214,336 \\ & (27,647) \end{aligned}$ |
|  |  |
|  |
| 51,437,427 |
| 9,347,779 |
| $\begin{gathered} 1,664,929 \\ (14,826,359) \end{gathered}$ |
|  |  |
|  |
| $(11,630,473)$ |
| $(2,282,694)$ |
| $\begin{array}{r} 6,743,579 \\ 765,900 \\ (2,121,483) \end{array}$ |
|  |  |
|  |  |
|  |
|  |


| Prior Month | Variance | Current Month Prior Year | Variance | Year-to-Date |
| :---: | :---: | :---: | :---: | :---: |
| 25,188,100 | 680,430 | 22,781,466 | 3,087,065 | 25,868,530 |
| 16,138,130 | 7,606,357 | 25,286,649 | $(1,542,162)$ | 23,744,487 |
| 6,032,986 | 977,314 | 8,575,194 | $(1,564,895)$ | 7,010,300 |
| 1,189,465 | $(26,354)$ | 999,455 | 163,656 | 1,163,111 |
| 3,027,160 | $(1,571,923)$ | 2,017,835 | $(562,598)$ | 1,455,237 |
| 242,678 | 289,752 | 548,163 | $(15,734)$ | 532,429 |
| 56,210 | 26,796 |  | 83,005 | 83,005 |
| 1,051,889 | $(123,783)$ | 877,226 | 50,880 | 928,106 |
| 52,926,617 | 7,858,589 | 61,085,988 | $(300,782)$ | 60,785,206 |
| 13,521,342 | 1,618,669 | 14,846,008 | 294,002 | 15,140,010 |
| 12,933,090 | $(273,855)$ | 19,814,864 | $(7,155,629)$ | 12,659,234 |
| 1,553,294 | 77,844 | 2,122,555 | $(491,417)$ | 1,631,138 |
| 490,250 | $(30,000)$ | 453,750 | 6,500 | 460,250 |
| 2,694,148 | $(449,123)$ | 2,410,367 | $(165,343)$ | 2,245,025 |
| 401,149 | $(127,976)$ | 314,307 | $(41,134)$ | 273,173 |
| 23,019 | $(7,131)$ | 28,331 | $(12,444)$ | 15,888 |
| 228,255 | 179,775 | 458,063 | $(50,033)$ | 408, 030 |
| 914,205 | $(699,869)$ | 117,186 | 97,150 | 214,336 |
| $2,048,246$ | $(2,075,893)$ | - 722 | $(28,368)$ | (27,647) |
| $23,014,068$ | $(4,596,078)$ | 19,654,672 | $(1,236,682)$ | 18,417,990 |
| 57,821,065 | $(6,383,638)$ | 60,2 | $(8,783,397)$ | 51,437,427 |
| $(4,894,448)$ | 14,242,227 | ) 64 | 8,482,615 | 9,347,779 |
| $\begin{gathered} 1,202,252 \\ (18,573,634) \end{gathered}$ | 463678 | $\begin{gathered} 2,685,713 \\ (15,281,296) \end{gathered}$ | $\begin{gathered} (1,020,784) \\ 454,937 \end{gathered}$ | $\begin{gathered} 1,664,929 \\ (14,826,359) \end{gathered}$ |
| 323,310 | (752,354) | $(20,954,814)$ | 22,485,770 | 1,530,956 |
| (9,048, 0 3) | (2,582,400) | $(33,550,397)$ | 21,919,924 | $(11,630,473)$ |
| [3, 94, 520) | 11,659,826 | $(32,685,233)$ | 30,402,539 | $(2,282,694)$ |
| $\begin{aligned} & 6,674,522 \\ & 1,486,504 \\ & (5,417,378) \end{aligned}$ | $\begin{gathered} 69,057 \\ (720,604) \\ 3,295,896 \end{gathered}$ | $7,860,038$ $(2,058,713)$ | $\begin{gathered} (1,116,459) \\ 765,900 \\ (62,770) \end{gathered}$ | $\begin{array}{r} 6,743,579 \\ 765,900 \\ (2,121,483) \end{array}$ |
| 2,743,647 | 2,644,349 | 5,801,325 | $(413,329)$ | 5,387,996 |
| $(11,198,873)$ | 14,304,176 | $(26,883,907)$ | 29,989,210 | 3,105,302 |


| Year-to-Date Prior Year | Variance |
| :---: | :---: |
| 22,781,466 | 3,087,065 |
| 25,286,649 | $(1,542,162)$ |
| 8,575,194 | (1,564,895) |
| 999,455 | 163,656 |
| 2,017,835 | $(562,598)$ |
| 548,163 | $(15,734)$ |
|  | 83,005 |
| 877,226 | 50,880 |
| 61,085,988 | $(300,782)$ |
| 14,846,008 | 294,002 |
| 19,814, 864 | $(7,155,629)$ |
| 2,122,555 | $(491,417)$ |
| 453,750 | 6,500 |
| 2,410,367 | $(165,343)$ |
| 314,307 | $(41,134)$ |
| 28,331 | $(12,444)$ |
| 458,063 | $(50,033)$ |
| 117,186 | 97,150 |
| 722 | $(28,368)$ |
| 19,654,672 | $(1,236,682)$ |
| 60,220,824 | $(8,783,397)$ |
| 865,164 | 8,482,615 |
| 2,685,713 | (1,020,784) |
| $(15,281,296)$ | 454,937 |
| $(20,954,814)$ | 22,485,770 |
| $(33,550,397)$ | 21,919,924 |
| $(32,685,233)$ | 30,402,539 |
| 7,860,038 | $(1,116,459)$ |
| $(2,058,713)$ | $\begin{aligned} & 765,900 \\ & (62,770) \end{aligned}$ |
| 5,801,325 | $(413,329)$ |
| $(26,883,907)$ | 29,989,210 |

Currency: USD
No specific Ledger requested

OPERATING REVENUES
Concessions
Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
Other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits

## Services

Materials and supplies
Lease from U.S. Government
tease and rental expenses
Utilities
Telecommunication
Travel
Insurance
Project expenses
Non-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES)
Passenger facility charges, financing costs Unrealized investment gains (losses)
Realized investment gains (losses)
Interest expense
Federal, state and local grants
Fair value gain (loss) on swaps

Total non-operating revenues (expenses) GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS

## CAPITAL CONTRIBUTIONS

Passenger facility charges
Federal, state and local grants
Other capital property contributed
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| Aviation O\&M YTD Jan-17 | COMIP <br> YTD Jan-17 | $\begin{gathered} \text { CCP } \\ \text { YTD } \end{gathered}$ | Total YTD Jan-17 |
| :---: | :---: | :---: | :---: |
| 25,868,530 | 0 | 0 | 25,868,530 |
| 23,744,487 | 0 | 0 | 23,744,487 |
| 7,010,300 | 0 | 0 | 7,010,300 |
| 1,163,111 | 0 | 0 | 1,163,111 |
| 1,455,237 | 0 | 0 | 1,455,237 |
| 532,429 | 0 | 0 | 532,429 |
| 83,005 | 0 | 0 | 83,005 |
| 928,106 | 0 | 0 | 928,106 |
| 60,785,206 | 0 | 0 | 60,785,206 |
| 15,140,010 | 0 | 0 | 15,140,010 |
| 10,309,534 | 867,194 | 1,482,507 | 12,659,234 |
| 1,189,530 | 338,538 | 91,929 | 1,619,996 |
| 460,250 | 0 | 0 | 460,250 |
| 11,142 | 0 | 0 | 11,142 |
| 2,245,025 | 0 | 0 | 2,245,025 |
| 260,141 | 0 | 13,032 | 273,173 |
| 15,888 | 0 | - 0 | 15,888 |
| 408,030 | 0 | 0 | 408,030 |
|  | 24,058 | 190,278 | 214,336 |
| 2,736 |  | (30,382) | (27,647) |
| 344, 574 | 10,090 | 16,937,326 | 18,417,990 |
| 30,386,858 | 2365/879 | 18,684,689 | 51,437,427 |
| 30,398,348 | $(2,365,879)$ | $(18,684,689)$ | 9,347,779 |
|  | 0 | 0 | 0 |
| 190,059 | 0 | 98,273 | 288,332 |
| -3\6,235 | 0 | 1,000,362 | 1,376,598 |
| (19,591) | 0 | $(14,806,768)$ | $(14,826,359)$ |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 1,530,956 | 1,530,956 |
| 546,704 | 0 | $(12,177,177)$ | $(11,630,473)$ |
| 30,945,051 | $(2,365,879)$ | $(30,861,866)$ | $(2,282,694)$ |
| 0 | 0 | 6,743,579 | 6,743,579 |
| 0 | 0 | 765,900 | 765,900 |
| 0 | 0 | $(2,121,483)$ | $(2,121,483)$ |
| 0 | 0 | 5,387,996 | 5,387,996 |
| 30,945,051 | $(2,365,879)$ | $(25,473,870)$ | 3,105,302 |

Total capital contributions
INCREASE (DECREASE) IN NET POSITION
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
Materials and supplies
ease and rental expenses
Utilities
telecommunication
Travel
Insurance
Project expenses
Ion-cash expenses (gains)
Depreciation and amortization
Total operating expenses
OPERATING INCOME
NON-OPERATING REVENUES (EXPENSES)
Unrealized investment gains (losses)
Realized investment gains (losses)
federal, state and local grants

Total non-operating revenues (expenses) GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS CAPITAL CONTRIBUTIONS

Federal, state and local grants


23,744,487
$7,010,300$
1,163, 111
$1,455,237$
$+532,429$
532,429
83,005
928,106
,785,206

140,010 189,530 189,530
460,250 11,142 245,025 260,141 408, 030

2,736
344,574


Security fees
her Depreciation and amortization

Total operating expenses
OPERATING INCOME
-Operating Revenues (Expenses)
Unrealized investment gains (losses)
federal, state and local grants

Prior Month

Current Month Prior Year

16,138,130
6,032,986
1,189,465
$1,189,465$
$3,027,160$
242,678
Variance
680,430
$7,606,3$
977,
$(26$,
(1) 571,
289,
26,
$(123$,

606,
977,3
$(26,3$
1571,
289,
26,
$(123$
$22,781,466$
$25,286,649$
$8,575,194$
999,45
$2,017,83$
548,163
877,2


13,521, 342
$3,521,342$
$2,642,791$
$1,681,688$
$1,681,688$
490,250 490,250
28,632
2,694,148
400, 985
400,985
23,19
228,255
2,655
419,946

## 

$(85,647$
534,196
534,196
$4,068,635$
Variance Year-to-Date


Variance Year-to-Date
Prior Year


3,087,065
$(1,542,162)$ 1,564,895) 163,656
$(562,598)$ $(562,598)$
$(15,734)$

83,005 | 83,005 |
| ---: |
| 50,880 |
| $-2-782)$ |

--------1300,782)
$(8,868,413)$ $(8,868,413)$
$(889,129)$
6,500 6,500
3,791
$(165,343)$
$(54,166)$ $(54,166)$
$(11,132)$ $(50,033)$
2,014
8,393
$(9,723,516)$
$--422,734$

303,405
6,372 $(1,297)$

$\qquad$

Fund=10 ( $0 \&$ M - Aviation Operations and Maintenance Program), | Current Month |
| :---: |

OPERATING REVENUES
Concessions

Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
mployee benefits
ervices
Rrofessiond maintenan
Trofessional services
Meeting and business expense Other services
Materials and supplies Repairs and maintenance materials Non-capitalized furniture and equipment Other materials and supplies
Lease from U.S. Government
tilities
elecommunication
ravel
Insurance premiums Insurance claims
Depreciation and amortization
Allocations
Salaries and benefits
services
Materials and supplies
Telecommunications
Travel
nsurance
Project expenses
Depreciation and amortization
Total operating expenses
OPERATING INCOME (LOSS)

Current Month




$$
21,085
$$

21,085
21,085
-

Variance

| $(9,123)$ | 11,962 |
| ---: | ---: |
| $(9,123)$ | 11,962 |

$-$

| 21,085 | $(9,123)$ |
| :---: | :---: |
| 21,085 | $(9,123)$ |
| 2,824,227 | 263,575 |
| 826,222 | 91,113 |
| 334,877 | $(92,817)$ |
| 803,652 | $(148,238)$ |
| 65,264 | 22,593 |
| 69,383 | $(43,817)$ |
| 14,052 | $(12,006)$ |
| 100,378 | (417) |
| 8,497 | 18,761 |
| 27,588 | $(15,766)$ |
| 453,750 | 6,500 |
| 11 | 0 |
| 338,807 | $(56,095)$ |
| 18,858 | $(13,837)$ |
| 418,311 | $(20,052)$ |
| 39,752 | $(29,981)$ |
| 14,904 | 2,645 |
| $(410,051)$ | $(4,279)$ |
| $(99,273)$ | 45,511 |
| $(9,169)$ | $(4,240)$ |
| (13) | (5) |
| $(24,898)$ | 2,327 |
| $(2,386)$ | (96) |
| 0 | 0 |
| 2,761 | $(3,398)$ |
| 5,815,504 | 7,981 |
| $(5,794,419)$ | $(17,104)$ |

Department=D200 (Ronald Reagan National Airport) Prior Month

Current Month Prior Year

Variance

Year-to-Date

|  |  |
| ---: | ---: |
|  |  |
| $(149,756)$ | $4,496,563$ |
| $(254,655)$ | $1,260,204$ |
| 21,781 | 149,570 |
| $(6,542)$ | 133,301 |
| 536,067 | $1,670,263$ |
| 172,925 | $1,270,538$ |
| 7,623 | 430,705 |
| 17,044 | 78,818 |
| 275,031 | 997,947 |
| 3,307 | 66,563 |
| 197,740 | $9,298,755$ |
| 303,730 | $4,662,374$ |
| 5,129 | 198,014 |
| 10,538 | 96,955 |
| 51,637 | 51,637 |
| 57,363 | 285,945 |
| $1,248,960$ | $25,148,153$ |

Year-to-Date Prior Year

Variance

| 4,646,319 | $(149,756)$ |
| :---: | :---: |
| 1,514,860 | $(254,655)$ |
| 127,789 | 21,781 |
| 139,844 | $(6,542)$ |
| 1,134,197 | 536,067 |
| 1,097,613 | 172,925 |
| 423,082 | 7,623 |
| 61,775 | 17,044 |
| 722,917 | 275,031 |
| 63,256 | 3,307 |
| 9,101,015 | 197,740 |
| 4,358,643 | 303,730 |
| 192,886 | 5,129 |
| 86,417 | 10,538 |
| 228,582 | 51,637 57,363 |
| 23,899,193 | 1,248,960 |

2,359,937 642,407

713,676
713,676
154,819 2,564,504 118,541
4,374 4,374
5,575
3,197
$\qquad$ 165,037
25,644
35,972 35,972
482
231,053 231,053
850,735 50,735
6,621

82,065


Date: 09-FEB-17 19:28:29

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

Variance
Year-to-Date

|  |  |
| ---: | ---: |
| 340,345 | $5,021,545$ |
| 60,090 | $1,437,104$ |
| 219,043 | $1,739,210$ |
| 514,624 | $1,317,985$ |
| 395,593 | $1,159,992$ |
| 76,844 | $1,053,045$ |
| 19,340 | 633,075 |
| $(5,549)$ | $1,661,516$ |
| 845,763 | $1,228,680$ |
| $(687)$ | 68,579 |
| $(1,739,902)$ | $14,445,732$ |
| $(1,868,625)$ | $2,347,926$ |
| 146,167 | 640,325 |
| 1,914 | 228,320 |
| $(562,598)$ | $1,455,237$ |
| $(15,734)$ | 532,429 |
| 31,368 | 31,368 |
| 12,747 | 559,093 |
| $-12,-1$ |  |

Year-to-Date Prior Year

Variance

| 4,681,200 | 340,345 |
| :---: | :---: |
| 1,377,014 | 60,090 |
| 1,520,168 | 219,043 |
| 803,361 | 514,624 |
| 764,398 | 395,593 |
| 976,201 | 76,844 |
| 613,735 | 19,340 |
| 1,667,065 | $(5,549)$ |
| 382,917 | 845,763 |
| 69,266 | (687) |
| 16,185,634 | $(1,739,902)$ |
| 4,216,551 | $(1,868,625)$ |
| 494,158 | 146,167 |
| 226,406 | 1,914 |
| 2,017,835 | $(562,598)$ |
| 548,163 | $(15,734)$ |
| 546,346 | 31,368 |
| 37,090,419 | $(1,529,258)$ |



MWAA Corporate Ledger
Parking Comparative Income Statement
Current Period: Jan-17

Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services
Repairs and maintenance services Professional services
Contract services
Repairs and maintenance materials Non-capitalized furniture and equipment Fuel Other materials and supplies tilities
Insurance
Depreciation and amortization llocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Current Month
Current Month Prior Month

Current Month Prior Year

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

| $\begin{array}{r} 9,327,519 \\ \hline \end{array}$ | $\begin{array}{r} 190,588 \\ 0 \end{array}$ |
| :---: | :---: |
| 149 | 28 |
| 9,327,669 | 190, 6 |


| 47,071 | 39,871 | 7,201 | 31,084 | 15,987 | 47,071 | 31,084 | 15,987 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 109,515 | 414,181 | $(304,666)$ | 126,521 | $(17,006)$ | 109,515 | 126,521 | $(17,006)$ |
| 309,094 | 311,623 | $(2,529)$ | 255,170 | 53,924 | 309,094 | 255,170 | 53,924 |
| 1,625,199 | 1,947,280 | $(322,081)$ | 4,137,067 | $(2,511,869)$ | 1,625,199 | 4,137,067 | $(2,511,869)$ |
| 12,073 | 13,345 | $(1,272)$ | 15,406 | $(3,332)$ | 12,073 | 15,406 | $(3,332)$ |
|  |  |  | (914) | 914 |  | (914) | 914 |
| 22,914 | 105,418 | $(82,504)$ | 37,214 | $(14,300)$ | 22,914 | 37,214 | $(14,300)$ |
| 7,016 | 29,621 | $(22,605)$ | 20,273 | $(13,256)$ | 7,016 | 20,273 | $(13,256)$ |
|  | 72,170 | $(72,170)$ | 992 | (992) |  | 992 | (992) |
|  | 702 | (702) |  |  |  |  |  |
| (30) | 1,087 | $(1,117)$ |  | 93 | (30) | (123) | 93 |
| 2,132,853 | 2,935,298 | $(802,445)$ |  | $(2,489,837)$ | 2,132,853 | 4,622,690 | $(2,489,837)$ |
| 7,385,432 | 6,503,453 | 881,979 | 1704,979 | 2,680,453 | 7,385,432 | 4,704,979 | 2,680,453 |

ecommunications
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Professional services
Materials and supplies
lecommunication
Insurance
Services ervices
Telecommunications
Total operating expenses
OPERATING INCOME (LOSS)

Cost Center=862 (Telephone)


Current Month Prior Year

Year-to-Date
Year-to-Date $\begin{gathered}\text { Year-to-Date } \\ \text { Prior Year }\end{gathered}$ Prior Year

Variance
$\qquad$



- 315,506

| 313,719 | 1,788 | 312,823 |
| :---: | :---: | :---: |
| 313,719 | 1,788 | 312,823 |

342
(342)

66
$(47,127) \quad 275,196$
$\begin{array}{lrr}(2) & (19) & (21) \\ 40) & 2,621 & (21,519)\end{array}$


6

| $\begin{array}{r} (19) \\ 2,621 \end{array}$ |
| :---: |
| $(44,591)$ |
| 47,274 |

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

Funding Source=70084 $\underset{\text { Prior Month }}{\text { (Dulles Air Traffic Control Tower }}$


Year-to-Date Prior Year
$\qquad$



3,330
1,641
9,235

| 296,158 |  | 295,352 |
| :---: | :---: | :---: |
| 15,941 | 1,945 | 17,902 |
| 312,099 | 1,945 | 313,254 |


| 806 | 296,158 |
| ---: | ---: |
| $(16)$ | 17,886 |
| 790 | 314,04 |

295,352
17,902
$----------13,254$(16)

| (47) | (249) | 203 | (30) | (17) | (47) | (30) | (17) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 14,160 | 28,276 | $(14,116)$ | 20,488 | $(6,328)$ | 14,160 | 20,488 | $(6,328)$ |
| 299,884 | 283,823 | 16,061 | 292,766 | 7,118 | 299,884 | 292,766 | 7,118 |

Funding Source=00095 (45025 Aviation Drive
$\qquad$
Variance Prior Year
Year-to-Date
Prior Year

OPERATING REVENUES
Concessions
Food and Beverage
Rent
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
ervices
Repairs and maintenance services Professional services
Contract services
Materials and supplies
Other materials and supe materials
Utilities
Insurance
Depreciation and ocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)

Cost Center=506 (Dulles East Office Building)
Prior Month Variance Current Month

85,726

3,122
9,239
7,959
6,038
27,216

$\frac{85,726}{85,726}$

85,726
85,726

9,435
8,976
5,643
5,690
$(196)$
$1,016)$
$(11,513)$
7,185
1,296
33,060
33,060


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

Variance
$\qquad$
erating Revenues

Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Repairs and maintenance services Contract services
Materials and supplies
Repairs and maintenance materials tilities
Allocations
Salaries and benefits
Total operating expenses
OPERATING INCOME (LOSS)
-
 $\square$
(25)
$\qquad$
--------- 18


85,726

2,178)
20,752
774
4,742
5,843
(12)


Cost Center=507 (Dulles West Building at IAD)
Prior Month Variance $\begin{gathered}\text { Current Month } \\ \text { Prior Year }\end{gathered}$

Year-to-Date
Variance $\qquad$

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

Variance
$\qquad$
Concessions
Rents
Utility sales
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits Salaries
Services
Materials and supplies
Insurance
locations
Total operating expenses
OPERATING INCOME (LOSS)



## UN


Rents
Landing fees
Utility sales
International arrival fees
Passenger conveyance fees
Security fees
other
Total operating revenues
OPERATING EXPENSES
Salaries and related benefits
Services
Services
Materials and supplies
Materials and supplies
Lease and rental expenses
Utilities
telecommunication
ravel
Insurance
Project expenses
roject expenses (gains)
Depreciation and amortization
Total operating expenses

## operating income

NON-OPERATING REVENUES (EXPENSES)
Unrealized investment gains (losses)
Realized investment gains (losses)
Interest expense
Total non-operating revenues (expenses GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS CAPITAL CONTRIBUTIONS
ederal, state and local grants
Total capital contributions
INCREASE (DECREASE) IN NET POSITION

| MTD-Actual | MTD-Budget | MTD Variance | YTD-Actual | YTD-Budget | YTD Variance | Annual Budget | Annual Budget Remaining |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 25,868,530 | 24,076,832 | 1,791,699 | 25,868,530 | 24,076,832 | 1,791,699 | 316, 490,769 | 290,622,238 |
| 23,744,487 | 24,206,768 | $(462,280)$ | 23,744,487 | 24,206,768 | $(462,280)$ | 300,601,780 | 276,857,293 |
| 7,010,300 | 8,242,777 | $(1,232,477)$ | 7,010,300 | 8,242,777 | $(1,232,477)$ | 96,264,021 | 89,253,721 |
| 1,163,111 | 1,151,366 | 11,745 | 1,163,111 | 1,151,366 | 11,745 | 12,877,282 | 11,714,171 |
| 1,455,237 | 1,861,603 | $(406,366)$ | 1,455,237 | 1,861,603 | $(406,366)$ | 22,870,927 | 21,415,690 |
| 532,429 | 308,141 | 224,288 | 532,429 | 308,141 | 224,288 | 4,611,282 | 4,078,853 |
| 83,005 | 83,005 | 0 | 83,005 | 83,005 | - | 996,064 | 913,059 |
| 928,106 | 826,716 | 101,390 | 928,106 | 826,716 | 101,390 | 10,282,963 | 9,354,856 |
| 60,785,206 | 60,757,208 | 27,998 | 60,785,206 | 60,757,208 | 27,998 | 764,995,087 | 704,209,881 |
| 15,140,010 | 15,880,294 | $(740,284)$ | 15,140,010 | 15,880,294 | $(740,284)$ | 182,285,062 | 167,145,052 |
| 10,309,534 | 14,408,671 | $(4,099,137)$ | 10,309,534 | 14,408,671 | $(4,099,137)$ | 149,166,135 | 138,856,601 |
| 1,189,530 | 2,507,180 | $(1,317,650)$ | 1,189,530 | 2,507,180 | $(1,317,650)$ | 20,588,550 | 19,399,020 |
| 460,250 | 471,203 | $(10,953)$ | 460,250 | 471,203 | $(10,953)$ | 5,654,440 | 5,194,190 |
| 11,142 | 26,598 | $(15,456)$ | 11,142 | 26,598 | $(15,456)$ | 2,458,212 | 2,447,070 |
| 2,245,025 | 2,634,296 | $(389,272)$ | 2,245,025 | 2,634,296 | $(389,272)$ | 27,314,387 | 25,069,362 |
| 260,141 | 313,333 | $(53,192)$ | 260,141 | 313,333 | $(53,192)$ | 3,760,000 | 3,499,859 |
| 15,888 | 49,132 | $(33,244)$ | 15,888 | 49,132 | $(33,244)$ | 1,075,059 | 1,059,171 |
| 408,030 | 732,343 | $(324,314)$ | 408,030 | 732,343 | $(324,314)$ | 8,850,765 | 8,442,736 |
| 0 | 0 | 0 |  | 0 | 0 | 50,000 | 50,000 |
| 2,736 | 0 | 2,736 | 2,736 | 0 | 2,736 | 0 | $(2,736)$ |
| 344,574 | 0 | 344,574 | 344,5 | 0 | 344,574 | 0 | $(344,574)$ |
| 30,386,858 | 37,023,050 | $(6,636,192)$ | , 886, $3^{8}$ | 37,023,050 | $(6,636,192)$ | 401,202,609 | 370,815,751 |
| 30,398,348 | 23,734,158 | 6,664,19 | 30,1398,348 | 23,734,158 | 6,664,190 | 363,792,478 | 333,394,130 |
| 190,059 | 0 | 19.05 | 190,059 | 0 | 190,059 | 0 | $(190,059)$ |
| 376,235 |  | 376255 | 376,235 | 0 | 376,235 | 0 | $(376,235)$ |
| $(19,591)$ |  | 19,591) | $(19,591)$ | 0 | $(19,591)$ | 0 | 19,591 |
| 0 |  | 0 | 0 | 0 | 0 | 0 | 0 |
| 546,704 |  | 546,704 | 546,704 | 0 | 546,704 | 0 | $(546,704)$ |
| 30,945,051 | 8 | 7,210,894 | 30,945,051 | 23,734,158 | 7,210,894 | 363,792,478 | 332,847,427 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30,945,051 | 23,734,158 | 7,210,894 | 30,945,051 | 23,734,158 | 7,210,894 | 363,792,478 | 332,847,427 |



At the end of January, the estimated Net Remaining Revenue (NRR) is $\$ 16,107,498$. At $8.3 \%$ year-to-date, the Airports Authority has earned $8.3 \%$ of the budgeted NRR.

## METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

## CONSTRUCTION SUMMARY - AVIATION ENTERPRISE FUND

 PERIOD ENDED 01/31/2017NOTE: 8.3\% OF THE YEAR COMPLETED


The year-to-date construction spending is at $\$ 3.3$ million. The 2017 bedget 1 pr Eapital Construction Program expenditures totals $\$ 352.6$ million.
Short-Term Liquidity Forecast: As of January 31, 2017 the Athori y had $\$ 387.9$ million available in construction funds, which includes $\$ 200.0$ million on the shelf in Commercial Paper Series 2 fund. Of the fund CNin as of the end of January, $\$ 131.7$ million were PFC and Grant recycled funds. PFC and Grant recycled funds are available for the same purpose as Alr bond funds.


[^0]:    1. Excludes COMIP and Bond Fund expenses
