

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT

For the Fiscal Year Ended December 31, 2023



REAGAN NATIONAL AIRPORT



DULLES INTERNATIONAL AIRPORT



DULLES TOLL ROAD



DULLES CORRIDOR METRAIL



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Geographically Located in Virginia Serving the Metropolitan Washington, D.C. Area.

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Your Journey Begins With Us.

**METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
ANNUAL COMPREHENSIVE FINANCIAL REPORT
FOR THE FISCAL YEAR ENDED
DECEMBER 31, 2023**

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Monica R. Hargrove, Vice President and Secretary
Charles Turley, CPA, Vice President for Audit

Prepared by the Office of Finance

Geographically located in Virginia – serving the Metropolitan Washington, D.C. area

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METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

**Annual Comprehensive Financial Report
For the Fiscal Year Ended
December 31, 2023**

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March 29, 2024

To the Board of Directors and
The President and Chief Executive Officer of the
Metropolitan Washington Airports Authority

The Annual Comprehensive Financial Report (Financial Report) of the Metropolitan Washington Airports Authority (the Airports Authority) for the year ended December 31, 2023, is submitted herewith. Responsibility for the accuracy, completeness, and fairness of presentation, including all disclosures, rests with the Airports Authority. To the best of our knowledge and belief, this Financial Report fairly presents and fully discloses the Airports Authority's financial position, results of operations, and cash flows in accordance with accounting principles generally accepted in the United States of America. It includes disclosures necessary to enable the reader to gain an understanding of the Airports Authority's financial activities. This Financial Report was prepared by the Office of Finance following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA).

The management of the Airports Authority is responsible for establishing and maintaining an internal control structure that is designed to ensure the assets of the Airports Authority are safeguarded. In addition, as a recipient of federal financial assistance, the Airports Authority is responsible for ensuring an adequate internal control structure is in place to maintain compliance with applicable laws and regulations.

The objectives of an internal control structure are to provide management with reasonable assurance that resources are safeguarded against waste, loss, and misuse, and reliable data is recorded, maintained, and fairly disclosed in reports. The Airports Authority's current internal controls provide a base of reliable financial records from which the financial statements are prepared. These controls ensure accounting data is reliable and available to facilitate the preparation of financial statements on a timely basis. Inherent limitations should be recognized in considering the potential effectiveness of any system of internal control. The concept of reasonable assurance is based on the recognition that the cost of a system of internal control should not exceed the benefits derived and the evaluation of those factors requires estimates and judgment by management.

As required by the Acts of the District of Columbia and the Commonwealth of Virginia (the Commonwealth), a firm of independent certified public accountants is retained each year to conduct an audit of the financial statements of the Airports Authority in accordance with auditing standards generally accepted in the United States of America and to meet the requirements of the Title 2 U.S. *Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*.

The Airports Authority selected the firms of Crowe LLP and SB & Company, LLC, respectively, to perform these audit services for the year ended December 31, 2023. The report from Crowe LLP is located at the front of the financial section of this Annual Report. The Single Audit Report and its opinion from SB & Company, LLC are presented under separate cover.



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Metropolitan Washington Airports Authority

Management's discussion and analysis (MD&A) immediately follows the report of the independent auditor and provides a narrative introduction, overview, and analysis of the basic financial statements. The MD&A complements this Transmittal Letter and should be read in conjunction with it.

THE AIRPORTS AUTHORITY AND ITS PURPOSE

The Airports Authority is a public body politic and corporate, created with the consent of the Congress of the United States by an Act of the District of Columbia and an Act of the Commonwealth for the purpose of operating, maintaining, and improving Ronald Reagan Washington National Airport (Reagan National) and Washington Dulles International Airport (Dulles International), (collectively, the Airports). The Airports were historically managed by the Federal Aviation Administration (FAA) of the United States Department of Transportation (DOT). Pursuant to an Agreement and Deed of Lease, effective June 7, 1987, the Airports were transferred by the United States Government to the Airports Authority for an initial term of 50 years in accordance with the Metropolitan Washington Airports Act of 1986 (the Federal Act). On June 17, 2003, the Agreement and Deed of Lease was extended 30 years to June 6, 2067.

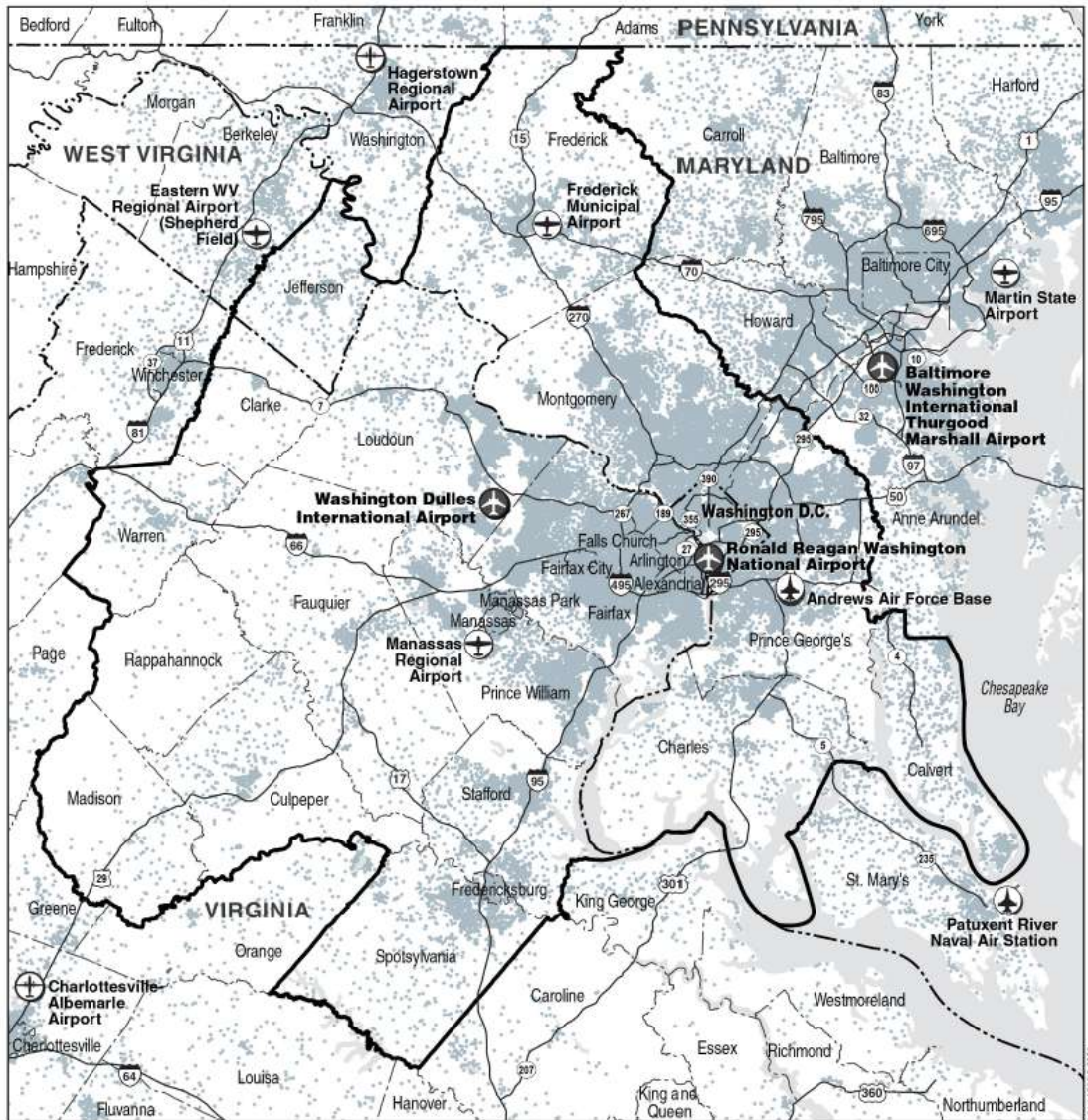
Pursuant to the Master Transfer Agreement, dated December 29, 2006, and effective November 1, 2008, the Virginia Department of Transportation (VDOT) granted a permit for the operation and maintenance of the Dulles Toll Road to the Airports Authority for a term of 50 years. As part of the agreement with VDOT, the Airports Authority constructed the Dulles Metrorail Project with an eastern terminus near the West Falls Church Metrorail Station on Interstate 66 and a western terminus of Virginia Route 772 in Loudoun County and is making other improvements in the Dulles Corridor consistent with VDOT and regional plans. The Dulles Corridor is defined as the transportation corridor with an eastern terminus of the East Falls Church Metrorail Station at Interstate 66 and a western terminus of VA Route 772 in Loudoun County, Virginia.

The Airports Authority is an independent interstate agency governed by a 17-member Board of Directors (the Board). The Board is appointed as follows: seven members by the Governor of Virginia subject to confirmation by the Virginia General Assembly, four members by the Mayor of the District of Columbia subject to confirmation by the Council of the District of Columbia, three members by the Governor of Maryland, and three members by the President of the United States with the advice and consent of the United States Senate. Members serve staggered, six-year terms without compensation and may be reappointed once. The Board establishes the Airports Authority's policy and appoints the President and Chief Executive Officer to oversee the operations of the Airports Authority. The Board annually elects a Chair, Vice Chair, and Secretary. As of December 31, 2023, two Federal appointments were vacant.

Aviation Enterprise Fund

The Airports Authority operates a two-airport system that provides domestic and international air service for the mid-Atlantic region. All aviation-related activity is accounted for within the Aviation Enterprise Fund. The Airports Service Region for the Airports Authority is comprised of the District of Columbia, five Maryland counties, twelve Virginia counties, six independent Virginia cities, and one West Virginia County. The Aviation Enterprise Fund uses aircraft landing fees, fees from terminal and other rentals, and revenue from concessions to fund operating and maintenance expenses.

Airports Service Region



LEGEND

- Airports service region
- State boundary
- County boundary
- Population density: 1 dot represents 100 people
- ✈ Large hub
- ✈ Non hub
- ✈ General aviation
- ✈ Military

Source: U.S. Census Bureau



Figure 1
AIRPORTS SERVICE REGION
Metropolitan Washington
Airports Authority
March 2023

Reagan National, which opened for service in 1941, completed its 82nd year of operation in 2023. It is located in the southwest of Washington, D.C., approximately three miles from downtown, on approximately 860 acres along the Potomac River in Arlington County, Virginia. It is the longest operating commercial airport serving the Airports Service Region. Reagan National is the Airports Authority’s principal domestic air service airport and is accessible via Metrorail. There were 19 mainline and regional airlines serving Reagan National as of December 31, 2023, providing 310 thousand operations (takeoffs and landings) during the year. There are no significant cargo operations at Reagan National.

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Dulles International opened for service in 1962 and completed its 61st year of operation in 2023. It is situated on approximately 11,184 acres in Fairfax and Loudoun Counties in Virginia. Dulles International is located 26 miles from downtown Washington, D.C., from which it is accessible via the 17-mile dedicated four-lane (two lanes in each direction) Dulles International Airport Access Highway and Interstate 66. Access from Washington, D.C. to Dulles International via Metrorail began in November 2022. Dulles International provides a full range of domestic and international air service, including service to destinations in Europe, Asia, South America, and Africa. There were 54 domestic, international mainline and regional airlines serving Dulles International as of December 31, 2023, providing 252 thousand operations during the year. Dulles International also provides full-service facilities for the airlines' cargo operations. The cargo facilities are comprised of six buildings with approximately 552 thousand square feet of warehouse space which is leased by airlines, cargo handling agents and other aviation support companies. Cargo operations at Dulles International are a vital part of the regional economic engine for the Airports Service Region.

The Airports Authority's business relationship with the airlines operating at both Airports is governed by a formal negotiated Airport Use Agreement and Premises Lease (Use and Lease Agreement).

The current Use and Lease Agreement was approved by the Airports Authority's Board in November 2014 and became effective January 1, 2015, for nearly all airlines providing service at the Airports. For airlines operating at Reagan National, the term of agreement is 10 years, starting from the effective date of the agreement to December 31, 2024. For airlines operating at Dulles International, the term of the agreement was originally three years, starting from the effective date of the agreement to December 31, 2017. In 2016, the First Universal Amendment to the Use and Lease Agreement (First Amendment) was agreed upon between the Airports Authority and the Signatory Airlines. It extended the Use and Lease Agreement to December 31, 2024, with respect to Dulles International. The Use and Lease Agreement addresses the following core business issues:

- Financial responsibilities of the Airlines, including airline rates and charges methodology,
- Operational protocols including space and equipment use and maintenance obligations,
- Airports' Capital Development Plans, and
- General Business Provisions (environmental, insurance, business rights).

Key provisions of the Use and Lease Agreement are:

- A Capital Construction Program (CCP) at both airports,
- A revised allocation for sharing Airport Net Remaining Revenue (NRR) with airlines at Reagan National (including 100 percent of NRR from 2014-2016, 55 percent in 2017-2018, and 45 percent in 2019 through 2023, to be retained by the Airports Authority for use in the following years),
- The Airports Authority can apply NRR from Reagan National at Dulles International, up to certain limitations,
- NRR generated at Dulles International will be shared equally between the Airports Authority and the Signatory Airlines serving Dulles International up to a "plateau" amount of \$17.7 million in 2023. The remainder will then be split with 25 percent allocated to the Airports Authority and 75 percent allocated to the Signatory Airlines.
- Inclusion of Debt Service Coverage payments from airlines for airline-supported cost centers at both airports. In years 2015 through 2017 airline funded debt service coverage was 35 percent. In fiscal year 2018 airline funded debt service coverage was 30 percent continuing through 2023, and in 2024, the final year of the agreement, debt service coverage funded by the airlines will be 25 percent.

The centerpiece of the Airline Use and Lease Agreement at Reagan National includes a \$1.3 billion ten-year CCP that provided for an additional north concourse facility, repositioned security access to National Hall, Terminal A

renovations and various airfield, roadways, utility, and other enabling projects. The CCP at Reagan National is primarily debt funded. Additionally, the Airports Authority has received authorization to impose Passenger Facility Charges (PFCs) at Reagan National, a portion of the proceeds of which will be applied to reduce debt related to the CCP during the term of the current Use and Lease Agreement. The largest components of the ten-year CCP, which were collectively called Project Journey, were completed in 2021.

Equally important, but smaller in scale, the Airline Use and Lease Agreement at Dulles International included a \$154.0 million three-year CCP (Dulles CCP) that provided for various airfield, utility systems and roadway projects. Improvements to increase the operational reliability of Concourse C/D systems are also included. The Dulles CCP is primarily debt-funded, and the Airports Authority will seek grant funding where available.

The First Amendment to the Use and Lease Agreement added an additional \$492.6 million of capital projects and extended the Dulles CCP through December 31, 2024. Per the Use and Lease Agreement, with regards to Dulles International, the Airports Authority may undertake a portion of the Dulles CCP but is not required to do so and may fund the projects it elects to undertake through the issuance of debt. In April 2022, the Signatory Airlines provided Majority in Interest (MII) approval of the new Tier 2 Concourse (East) at Dulles International with an estimated cost of \$726 million added to the CCP. The Reagan National CCP and the Dulles CCP together comprise the 2015-2024 CCP.

Reagan National generated \$162.0 million in NRR in 2023, of which \$85.2 million will be credited to the airlines at Reagan National and \$25.0 million will be credited to airline supported cost centers at Dulles International to mitigate airline rates and charges in 2024. Dulles International generated \$258.5 million in NRR in 2023, of which \$179.2 million will be credited to the airlines at Dulles International in 2024. The Airline Use and Lease Agreement continues to support a long history of positive financial performance of the Airports Authority by sharing NRR.

Dulles Corridor Enterprise Fund

Activities related to the Omer L. Hirst-Adelard L. Brault Expressway (also known as the Dulles Toll Road) and the Dulles Metrorail Project (a large capital improvement project extending the existing Metrorail system to Dulles International and beyond into Loudoun County) are accounted for within the Dulles Corridor Enterprise Fund. The Dulles Corridor Enterprise Fund uses toll collections to support the Dulles Toll Road's operations and maintenance and, along with grants and contributions from federal, state, and local governments, to finance the Dulles Corridor's ongoing Capital Improvement Program, which included the construction of the Dulles Metrorail Project.

The Dulles Toll Road is an eight-lane (four lanes in each direction) limited-access highway 13.4 miles in length. It was constructed in 1984 by VDOT and, until November 1, 2008, had been maintained and operated solely by VDOT. It begins just inside the Capital Beltway (Interstate 495) near Falls Church, Virginia at the Interstate 66 connector to Washington, D.C. The Dulles Toll Road then travels westward through Fairfax County past Dulles International and terminates at the entrance to the Dulles Greenway, a privately-owned toll road. The Dulles Toll Road has one main line plaza at the eastern end near the Capital Beltway and 19 ramp plazas. Since assuming responsibility in 2008, the Airports Authority Board has approved toll rate increases effective January 1st in the years 2010 through 2014, 2019, and 2023. All toll rate increases for the Dulles Toll Road followed a public comment period that included public hearings. The toll rates in effect as of January 1, 2023, (and projected future toll rate assumptions) fulfill the Airports Authority's commitment to operate and maintain the Dulles Toll Road, and to pay debt service for the Dulles Toll Road Revenue Bonds.

The Dulles Toll Road has 48 toll collection lanes, all of which are dedicated electronic toll payment only lanes. All toll lanes are equipped with E-ZPass, an electronic toll collection system accepted in 19 states, including most states along the east coast of the United States.

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With the transfer of the Dulles Toll Road from VDOT, the Airports Authority committed to constructing the Dulles Metrorail Project. This 23.1-mile extension of the existing Metrorail system originates near the West Falls Church station, continues west through Dulles International and into Loudoun County. The Dulles Metrorail Project, also known as the Silver Line, was constructed in two phases and included the addition of 128 rail cars to the existing Washington Metropolitan Area Transit Authority (WMATA) fleet. Phase 1 of the Dulles Metrorail Project extended 11.7 miles from a location near the West Falls Church station to Wiehle Avenue in Reston, Virginia. It included five stations, improvements to existing WMATA service, and an inspection yard at the West Falls Church station. Phase 2 of the Dulles Metrorail Project extended the Metrorail system an additional 11.4 miles from Wiehle Avenue in Reston, Virginia to Dulles International and into Loudoun County, Virginia. Phase 2 of the Dulles Metrorail Project included six new stations and a maintenance yard located on Dulles International property.

Construction activities for Phase 1 began in March 2009 and Phase 1 of the Silver Line opened for passenger service on July 6, 2014. At that time, the assets were transferred to WMATA in their entirety. The capitalized cost of the asset, \$3.34 billion for Phase 1, was transferred to WMATA, governmental entities, and others and was reflected as a transfer to other governments.

The Design-Build contract for Phase 2 was awarded in May 2013 and the construction contract for the Phase 2 maintenance yard at Dulles International was awarded in August 2014. The projects achieved substantial completion in October 2021 and on November 15, 2022, Phase 2 of the Silver Line opened for passenger service. The capitalized cost of the asset, \$2.64 billion for Phase 2, has been transferred to WMATA, governmental entities, and others. The Airports Authority retained \$278.0 million in capitalized costs for Phase 2 for the Metrorail station and guideway located at Dulles International and some newly constructed stormwater ponds.

Upon completion of construction of each phase of the Dulles Metrorail Project and acceptance by WMATA into the Metrorail system, the Airports Authority transferred, with the exceptions noted above and without financial retribution, ownership of the completed phase of the project to WMATA. At that point, WMATA became the owner and operator of the completed phase and is solely responsible for its operation and maintenance. In addition, through an operating agreement, the Metrorail station at Dulles International Airport and associated guideway is operated and maintained by WMATA. None of the operating and maintenance expenses of the completed phases constitute operating or maintenance expenses of the Airports Authority. Such expenses are payable entirely from WMATA's operating and other revenues (including revenues derived from the operation of the Dulles Metrorail Project). The debt associated with construction of each phase of the Dulles Metrorail Project, for which debt service is paid from Dulles Toll Road revenues, remains with the Airports Authority and will not be transferred to WMATA.

SERVING OUR PASSENGERS



Reagan National and Dulles International Airports were part of the journey of over 50 million passengers in 2023. As passengers' needs continue to evolve, the Airports Authority strives to stay responsive to passenger feedback, through investments in amenities and innovation. Customer feedback data points were collected through digital surveys, the Airports Authority's websites, and in-airport kiosks. This data was analyzed and used to resolve real-time issues, prioritize investments, and provide insights to our airport partners, such as government agencies and concessionaires, on their interactions with airport customers.

The Airport teams strive to provide an exceptional experience for passengers with a wide range of needs, including:

- Facilities that are clean, safe, consistently maintained, and in compliance with federal, state, and local health requirements
- Award winning facilities for nursing mothers
- Pet relief areas
- Interfaith chapels
- State-of-the-art free Wi-Fi and charging stations
- A variety of food and beverage concessions options
- Travelers Aid volunteers and Airport Ambassadors
- Wheelchair services
- ADA (Americans with Disabilities Act)-accessible taxis
- Children's play areas
- Information on airport websites available in 10 languages
- A Lost and Found system
- An online parking reservation system
- Mobile ordering service app for food and beverage concessions
- Electric Vehicle charging stations

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INDUSTRY RECOGNITION

- USA Today 10Best Readers' Choice Airports, 2023:
 - o Dulles International, One of the 10 Best Large U.S. Airports
 - o Dulles International, Turkish Airlines Lounge, one of the Top 10 U.S. Airport Lounges
- Condé Nast Traveler World's Most On-Time Airports: Dulles International Ranked 13th in the Top 20 with 80.26% One-Time Departures
- MarketWatch Guide: Reagan National and Dulles International Named in the Top 10 Best Airports for Layovers
- JD Power Airport Rankings, 2023:
 - o Dulles International is the Highest Ranked United Hub Airport
 - o Reagan National is the 4th Highest Ranked American Hub Airport
- Dulles International Ranked on Far & Wide's List of the 10 Best Airports Rated by their Food and Restaurants
- 2022 GFOA Certificate of Achievement for Excellence in Financial Reporting for the Annual Comprehensive Financial Report
- 2022 GFOA Award for Distinguished Budget Presentation
- John E. (Jack) Potter, Chief Executive Officer, was listed in the Virginia 500: 2023 Power List of Business Leaders by Virginia Business magazine



COMMUNITY PARTNERSHIPS AND AFFILIATIONS

The Airports Authority is affiliated with dozens of business groups, chambers of commerce, civic organizations, and trade associations to work on issues affecting the National Capital Region. Along with the business community and state, federal, and local governments, these groups are key partners in accomplishing our shared goals for the future. The Airports Authority is also affiliated with business organizations representing ethnic communities across the region, including the Conference of Minority Transportation Officials, and Black, Hispanic, and Asian chambers of commerce.



FISCAL YEAR 2023 HIGHLIGHTS

2023 was a year that saw the Airports Authority not only emerge from the pandemic but reach new highs for passenger activity at Reagan National and Dulles International. Despite ongoing economic and geopolitical uncertainty related to higher interest rates, persistent inflation, and international conflicts, travel demand remained historically strong. The Airports Authority hosted 50.6 million passengers in 2023, setting records at both Airports.



Reagan National broke its all-time passenger traffic record with 25.5 million passengers in 2023. This count exceeds the previous record set in 2022 by 6.2 percent, despite flight reductions to accommodate a runway rehabilitation project and capacity limitations resulting from a slot waiver at New York City airports. To further improve the passenger experience at Reagan National, the Airports Authority has undertaken an effort to upgrade Terminal 2 restroom facilities and enhance shopping and dining options. Entitled DCA Reimagined, this project will create innovative spaces for passengers to relax at gates and throughout the terminals.

As the fastest growing international gateway airport in the United States, Dulles International hosted 9.3 million international passengers in 2023 – a new record that exceeded 2022’s international activity by 26.9 percent. Combined with domestic and non-commercial activity, the airport logged 25.1 million passengers for the year. The upward trend can be credited to a strong resurgence in travel demand that led to eight new airlines launching nonstop flights to destinations around the globe over the past two years.



Building on this success, the Airports Authority awarded a design-build contract in 2023 for the construction of Tier-2 Concourse (East) at Dulles International, a modern 14-gate, 400,000 square-foot concourse with convenient access to the airport's underground Aerotrain system, new restaurants, shops, and other customer-focused concessions, as well as the latest in aircraft servicing technologies and sustainable design principles. Design and construction work began in 2023 and operational readiness of the facility is anticipated in 2026.



At both Airports and across all functional areas, 2023 was a year of new investments to enhance the customer experience, ensure passenger safety and security, and engage with the local community.

Aviation Enterprise Fund

At the Airports Authority, collaboration is a common practice as well as a core value. We engage closely with employees, focus on core business and development opportunities, and prioritize the traveling public and community to ensure exceptional customer service and delivery of long-term strategies, securing and strengthening our financial stability and unlocking transformational growth.

The Airports Authority was allocated approximately \$229.1 million of federal grant assistance under the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), approved by the United States Congress and signed by the President on March 27, 2020. This allocation to the Airports Authority was part of the \$10 billion allocated for U.S. airports to prevent, prepare for, and respond to coronavirus impacts, including support for continuing operations. These funds were intended to strengthen the Airports Authority's financial position and mitigate the negative financial impacts of the pandemic on aircraft operations, passenger activity, non-airline revenues, passenger facility charges, and estimated net remaining revenues. The Airports Authority can draw on these funds on a reimbursement basis for any purpose for which Airports Authority revenues may be lawfully used in accordance with FAA rules and regulations. In 2020, 2021, 2022, and 2023, the Airports Authority requested and received \$74.4 million, \$98.7 million, \$22.5 million, and \$18.5 million of CARES funds, respectively. The remaining allocation of \$15.0 million is planned to be used in 2024.

Additionally, on December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriation Act (CRRSA Act) was signed into law. The CRRSAA Act provided an additional \$2 billion to U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus pandemic. The Airports Authority was allocated a total of \$42.7 million under the CRRSA Act, \$5 million of which was for relief to concessions operating at the Airports. In 2021, the Airports Authority requested the full grant allocation and received \$40.2 million and the remaining \$2.5 million was received in January 2022.

Further federal relief was provided by the American Rescue Plan Act (ARP Act) that was signed into law on March 11, 2021, and included \$8 billion in emergency relief to U.S. airports. The Airports Authority was allocated a total of \$166 million under the ARP Act, \$20.1 million of which was for relief to concessions operating at the airports. In 2021, 2022, and 2023, the Airports Authority requested and received \$29.4 million, \$54.3 million, and \$26.7 million of ARP funds, respectively. The Airports Authority also requested and received the full ARP concessions grant allocation of \$20.1 million in February 2023. The Airports Authority expects to submit requests for the remaining \$35.5 million in funds under the ARP Act in 2024.

In March 2023, the FAA announced that the Tier-2 Concourse (East) project at Dulles International will receive an additional \$20.0 million grant to help fund its construction, in addition to a \$50.6 million grant award in 2022. Subsequent to year end, the FAA announced a further award in 2024 of \$35.0 million for the Tier-2 Concourse (East) project, bringing the total awards to \$105.6 million for the project. These grants were awarded under the newly established Airport Terminal Program (ATP), one of three aviation programs created by the Bipartisan Infrastructure Law (BIL). The law provides \$1 billion annually for five years for ATP grants. Under the Airport Infrastructure Grants (AIG) program, also created by the BIL, the Airports Authority has been awarded \$89.8 million total through 2023 for Passenger Facility Charge-eligible projects, consisting of \$44.2 at Reagan National and \$45.6 million at Dulles International. Subsequent to year end, the FAA announced further AIG allocations in 2024 of \$22.5 million at Reagan National and \$22.1 million at Dulles International, bringing the Airports Authority's total AIG allocation to \$134.4 million. In total, the Bipartisan Infrastructure Law provides \$25 billion to modernize U.S. airport infrastructure.

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Air Service

Passenger growth in 2023 was driven by the launch of several new airlines and routes at Dulles International as well as new service at Reagan National. In April 2023, Play Airlines' first flight from Dulles International departed to Iceland's Keflavik Airport in Reykjavik. In May 2023, United Airlines added seasonal, daily nonstop service to Berlin's Brandenburg Airport to its offerings.



In June 2023, the Airports Authority celebrated the launch of seven new routes in two days. On June 1, American Airlines began new service from Reagan National to Cedar Rapids, Iowa; Madison, Wisconsin; and Baton Rouge, Louisiana. That same day, Air Canada launched a route from Dulles International to Vancouver and Norse Atlantic Airways began nonstop service to London Gatwick Airport. On June 2, ITA Airways began seasonal nonstop service from Dulles International to Rome and WestJet launched nonstop flights to Calgary. Further, on June 15, Alaska Airlines launched new daily nonstop service to San Diego. Air China returned to Dulles International in November with bi-weekly service to Beijing. With 2,328 more scheduled flights in 2023 than in 2019, Dulles International became the fastest-growing international gateway airport in the United States.



Amid the record passenger growth at the Airports, in April 2023, a two-year runway rehabilitation project began at Reagan National to resurface and rehabilitate asphalt and base materials along its two primary runways during overnight hours. This highly complex and significant project focuses on Runways 1/19 and 15/33, which handle most of the airport's commercial flights. Resurfacing and replacing six to eight inches of base materials will improve the long-term safety and reliability of both runways. Runway closures associated with the project have been carefully planned and coordinated with the airlines and the FAA to minimize impacts on passengers. Each night, the runways at Reagan National are closed to allow for overnight paving work, with new pavement in place and ready for use for the following morning's scheduled flights. The project will replace over 170,000 tons of asphalt and 7,200 feet of electrical conduit and will convert approximately 350 runway lights and 27 airfield signs to more energy-efficient LED systems.



Concessions and Amenities

Resulting from an ongoing concessions redevelopment project, passengers at both airports were treated to new food and beverage and retail options in 2023. As part of ongoing efforts to promote health, safety and innovation, the Airports Authority has introduced contactless concessions featuring Amazon's "Just Walk Out" technology, which allows customers to enter a concession with a credit card, debit card, or smartphone app, shop for items as usual, and simply walk out when they are finished shopping. Sensors, cameras, and other tools sense what customers take off the shelf, and automatically charge the customer's credit card.



In March 2023, P.F. Chang's opened a 5,800-square-foot location in Reagan National's Concourse E. In September 2023 TheGoods@DCA, a new retail concept featuring Amazon's "Just Walk Out" technology, automated manicures, and a shop-in-shop location of Washington, D.C.'s award-winning independent bookstore Mahogany

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Books, opened in Concourse D. At Dulles International, Hudson Nonstop, a new “grab and go” concession also featuring Amazon’s “Just Walk Out technology”, opened in Concourse A in June 2023.



In September 2023, a newly constructed Capital One Lounge opened at the base of Dulles International’s historic air traffic control tower. The 8,500-square-foot lounge is Capital One’s first on the East Coast and features healthy food options and a full-service coffee and pastry bar for travelers, as well as other premium amenities and seating, ample workspaces, a parent room, a full-service bar, and health-conscious in-lounge food service. In addition to the lounge at Dulles International, Capital One is developing Capital One Landing at Reagan National, a new culinary-focused concept that is anticipated to open in 2024.



Continuing its focus on the customer experience, the Airports Authority announced in April 2023 that 24 new concessions will be opening in the near future, ten at Reagan National and 14 at Dulles International, most of which began construction by the end of 2023. These food, beverage, and retail brands represent the latest awards of a multiyear concessions redevelopment program, which began in 2022 and aims to provide a sense of place, more variety, and more healthy options for the traveling public. In 2023, a total of ten new concessions opened, six at Reagan National and four at Dulles International. To date, a total of 15 new concessions have opened as part of the phased redevelopment program, seven at Reagan National and eight at Dulles International.

As part of the Airports Authority’s ongoing commitment to sustainability, the Green Concessions Program recognized its first cohort of certified concessions in 2023, including 39 food and retail locations at the Airports, for taking voluntary steps to increase their environmental stewardship. Launched in 2022, the Green Concessions Program evaluates concession operators annually on their commitments to waste reduction and energy and water conservation, as well as air quality, emissions, and social responsibility. Locations that meet the certification criteria can proudly display the Airports Authority’s Green Concessions Program seal.



Community Initiatives

The Airports Authority is committed to creating long-term value in the community through partnerships and programs that will provide benefits to Airports Authority staff, stakeholders, and the local community. As part of its community outreach efforts, the Airports Authority has partnered with local schools on several programs that provide opportunities for educational enrichment and exposure to the Airports and the aviation industry.

In 2023, the Airports Authority opened Youth Art Walk exhibits to showcase the creativity of local students. At Reagan National, a Youth Art Walk was dedicated in January 2023. Located in the walkway between Terminal 1 and Terminal 2, it features art from students at Duke Ellington School of the Arts, the Whittle School and Studios, and Jackson Reed High School in Washington, D.C. The Capital City (DC) Chapter of The Links Incorporated held a competition in which students were prompted to express the work of social justice leaders, issues, and efforts impacting their communities. At Dulles International, a Youth Art Walk was launched in April 2023, showcasing the work of students from Fairfax County Public Schools. It features more than two dozen works from artists ranging from elementary to high school in the Main Terminal on the ticketing level across from the Transportation Security Administration's (TSA) PreCheck checkpoint.



In March 2023, approximately 200 high school students from the service region visited Reagan National to explore potential career paths at the Airports and in aviation fields. The Airports Authority partnered with the American Experience Foundation, an affiliated charity of Destination DC, that focuses on student career development, to bring high school juniors and seniors to the expo. Students met with representatives from the Airports Authority and its professional partners, including airlines, the TSA, concessionaires, and skilled trades practiced in the

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aviation industry. In addition, students were taken on a guided tour of the airport, including its firehouse, providing them a firsthand view of the airport's internal operations.



In June 2023, Airports Authority mechanics and other staff visited Fairfax County's Lake Braddock Secondary School to showcase the successful partnership which resulted from the Airports Authority's donation of more than 20 vehicles to the school. These vehicles have become dynamic teaching tools in auto technology classrooms. Speakers included local elected officials as well as an Airports Authority mechanic who graduated from the auto technology program and the Airports Authority's Skilled Trades Apprentices Program. He shared details about how this collaboration produced tangible work-based learning opportunities and a career path for himself and others.



To further its commitment to serve the traveling public and enrich the local community, the Airports Authority continues to implement social initiatives to enhance the travel experience and engage stakeholders.



The Capital Runway podcast debuted in March 2023, taking listeners behind the scenes at Reagan National and Dulles International and providing an inside look into the people, functions, and operations of both Airports. Thousands of people downloaded and listened to the podcast in 2023, and while only in its first year, the Capital Runway won an AVA Digital Award – administered by the Association of Marketing and Communications Professionals – for the 2023 season's episodes. The Capital Runway podcast is available to listen online at <https://podcast.mwaa.com>, on Apple Podcasts, Spotify, and other platforms.

In May 2023, Reagan National and Dulles International hosted National Police Week, an important event for the law enforcement community. Officers from around the world arrived in the Washington, D.C. area to participate in ceremonies and memorial services. Over 600 honor guard personnel from over 90 police departments escorted

families of fallen law enforcement officers as they arrived on flights to Washington. Family members were guided through the airport to collect their luggage before being handed off to volunteers with the Concerns of Police Survivors group.



In June 2023, the Airports Authority published its fourth annual Corporate Social Responsibility report to highlight to stakeholders and the public its organizational commitment to environmental performance, employee wellbeing, community engagement, supplier diversity, public safety and security, ethical practices, sound governance, financial management and economic performance, and quality of service to the traveling public. The report illustrates a variety of measurable ways the Airports Authority uses its organizational resources to support employees, passengers, business partners and the community. Beginning in 2024 (reporting for 2023), the Airports Authority will move to an Environmental, Social, and Governance Impact Report to highlight its goals, activities, accomplishments, and progress in these areas.



In July 2023, a new program to identify and assist passengers with invisible disabilities began at the Airports. The internationally recognized Hidden Disabilities Sunflower Program aims to provide a safe and welcoming environment and additional support to passengers with invisible disabilities. Sunflower lanyards that discreetly identify passengers with intellectual, developmental, and physical disabilities are available at both Airports and aid staff in providing support and accommodations to ensure a smooth passenger experience.



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In August 2023, officials from the Airports Authority and Dominion Energy were joined by federal, state, and local leaders to break ground on the Dulles Solar and Storage Project at Dulles International. Upon completion, it will be the largest renewable energy project ever developed at a U.S. airport. The project is expected to generate up to 100 megawatts of electricity and store up to 50 megawatts of power, which is enough to power more than 37,000 Virginia homes at peak output, according to Dominion Energy estimates. The partnership includes a first-of-its-kind lease agreement to further advance renewables and electric vehicles at Dulles International. Instead of annual lease payments to the Authority, Dominion Energy will develop two 1-megawatt solar carports that will partially power Dulles International facilities and provide 18 electric transit buses, 50 electric fleet vehicles, and electric vehicle charging stations for airport operations. The project will be developed across 835 acres located in the southwest corner of Dulles International's property. Construction is expected to be complete by late 2026.



In September 2023, nearly 10,000 aviation enthusiasts gathered at Dulles International for the 31st annual Dulles Day and Plane Pull Festival. The event raised a record-setting \$530,000 for Special Olympics Virginia. Despite being cut short because of severe weather, the festival was a huge success, with over 80 teams competing in the Plane Pull. The event included a display of vintage aircraft and cars, tours on airport mobile lounges, kids' rides, and live music. Attendees indulged in foods and sweet treats from a variety of vendors, with lines extending around the event grounds.



Dulles Corridor Enterprise



In March 2023, the Dulles Toll Road converted to all-electronic tolling, including a new “pay-by-plate” system for drivers not using E-Z Pass or similar devices. Motorists who do not pay tolls electronically are now identified by their license plate and an invoice is sent to their registered address. Eliminating cash toll collection is expected to speed traffic flow and benefit the environment by reducing emissions that would have been produced by vehicles waiting in toll booth lines. With this change, the Dulles Toll Road joined most other regional and U.S. toll roads which already moved to all-electronic tolling. Dulles Toll Road and Dulles International staff removed toll booths throughout 2023. In addition to E-Z Pass and pay-by-plate, motorists can also pay tolls at the Virginia Department of Transportation’s Missed-a-Toll website (www.tollroadsinvirginia.com) and several smartphone apps.

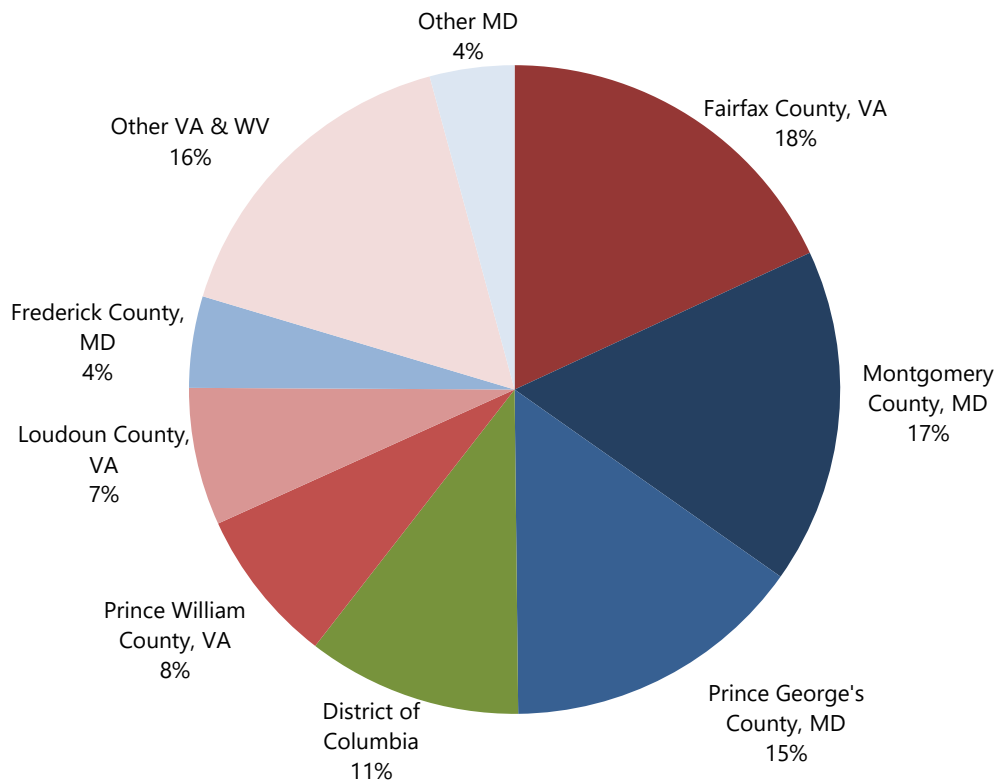


In November 2023, WMATA and the Airports Authority commemorated surpassing one million riders at the Washington Dulles International Airport Metrorail Station since its opening in November 2022. During a celebration event at the station, WMATA and the Airports Authority surprised a lucky traveler as the ceremonial one-millionth customer to go through the station. Total ridership at the six newly opened Silver Line stations exceeded three million rides in 2023, with the Dulles International station accounting for approximately one-third of those customers. On any given weekday, nearly 5,000 customers pass through the station, with more than 4,000 per day on average during the weekend. The Airports Authority also celebrated the one-year anniversary of Silver Line service to Dulles International by treating arriving passengers to cookies, stickers, T-shirts, and a balloon display to commemorate the day.

THE AIRPORTS SERVICE REGION'S ECONOMY

The Airports Service Region's economy has grown steadily for the past decade. According to the U.S. Census Bureau, Washington-Arlington-Alexandria was among the nation's six largest metropolitan statistical areas for the period in 2022.¹ The Airports Service Region is also home to numerous large and small private companies, including 18 *Fortune* 500® companies.² International organizations including the International Monetary Fund and World Bank are also headquartered in the region. Among the region's locally headquartered *Fortune* 500 companies are defense contractors Raytheon, Boeing, Lockheed Martin, General Dynamics, and Northrup Grumman, financial services companies including Capital One Financial, Fannie Mae, and Freddie Mac, and hoteliers Marriott International and Hilton Worldwide. In addition, Amazon's second headquarters, known as Amazon HQ2, is located in the business district adjacent to Reagan National.

**Airports Service Region
Population Concentration of 6.3 Million Residents
U.S. Census Bureau, 2023**



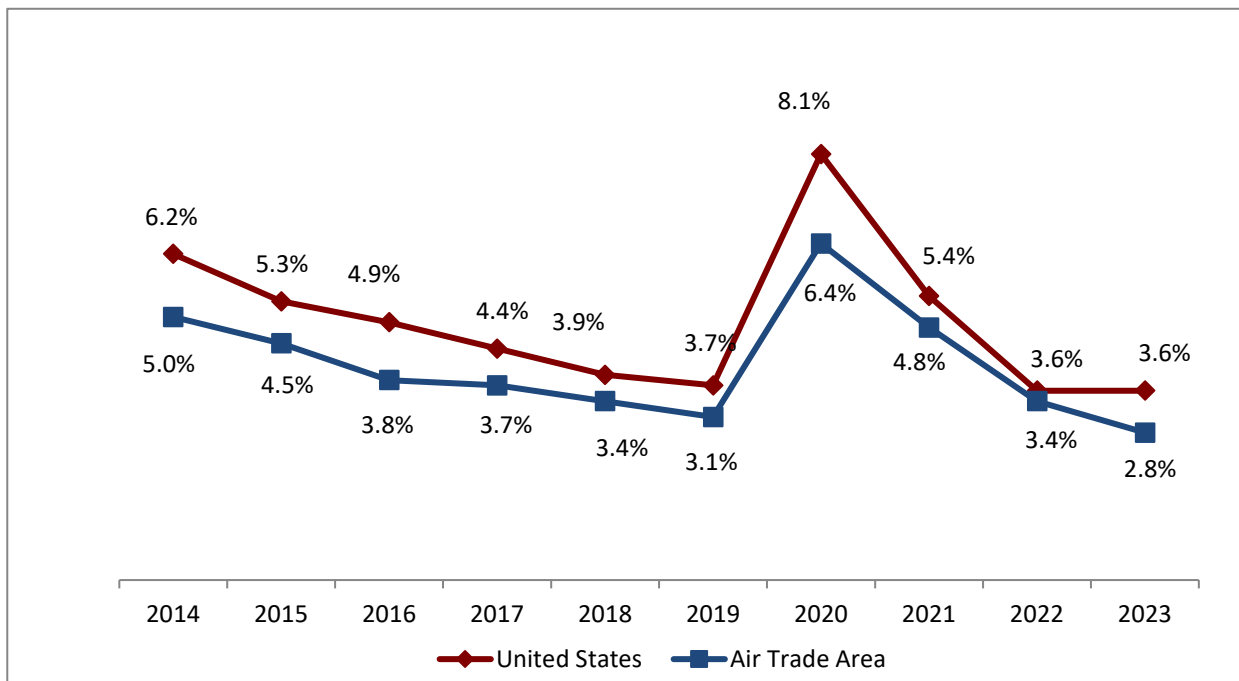
The population of the Airports Service Region remained at over 6.3 million, with minimal change over the last year. While impacts of the post-pandemic shift to telework have reduced office occupancy rates and commercial property valuations, the Airports Service Region's economy remains strong. The region has many inherent advantages relevant to its competitiveness in the global marketplace, most of which are rooted in Washington's status as the seat of the U.S. government while being remarkably international with approximately 175 resident embassies and respected global economic and policy organizations such as World Bank, the International Monetary Fund, the Organization of American States, the Inter-American Development Bank, and the Carnegie

¹ <https://www.census.gov/data/tables/time-series/demo/popest/2020s-total-metro-and-micro-statistical-areas.html>

² Source: *Fortune* 500, 2023 <http://fortune.com/fortune500/>

Endowment for International Peace. The region has a highly educated workforce, a positive entrepreneurial climate, international connectivity, excellent public transit, and federal government access. Washington D.C. is very well established as a hub of government and tourism and has a strong technology infrastructure and entrepreneurial climate. Among U.S. metropolitan areas, the region has the highest percentage of college graduates. More than 100 academic institutions operate programs and offer degrees in this region, which attract, educate, and help retain exceptional talent. The region is also home to a variety of industries, from international hospitality with Hilton Worldwide and Marriott International, to finance with Capital One, Fannie Mae, and Freddie Mac, engineering and defense giants including Raytheon Technologies, Boeing, General Dynamics, Lockheed Martin, and Northrup Grumman, as well as technology firms including DXC Technology and Leidos.

Average Annual Unemployment Rate
U.S. Bureau of Labor Statistics

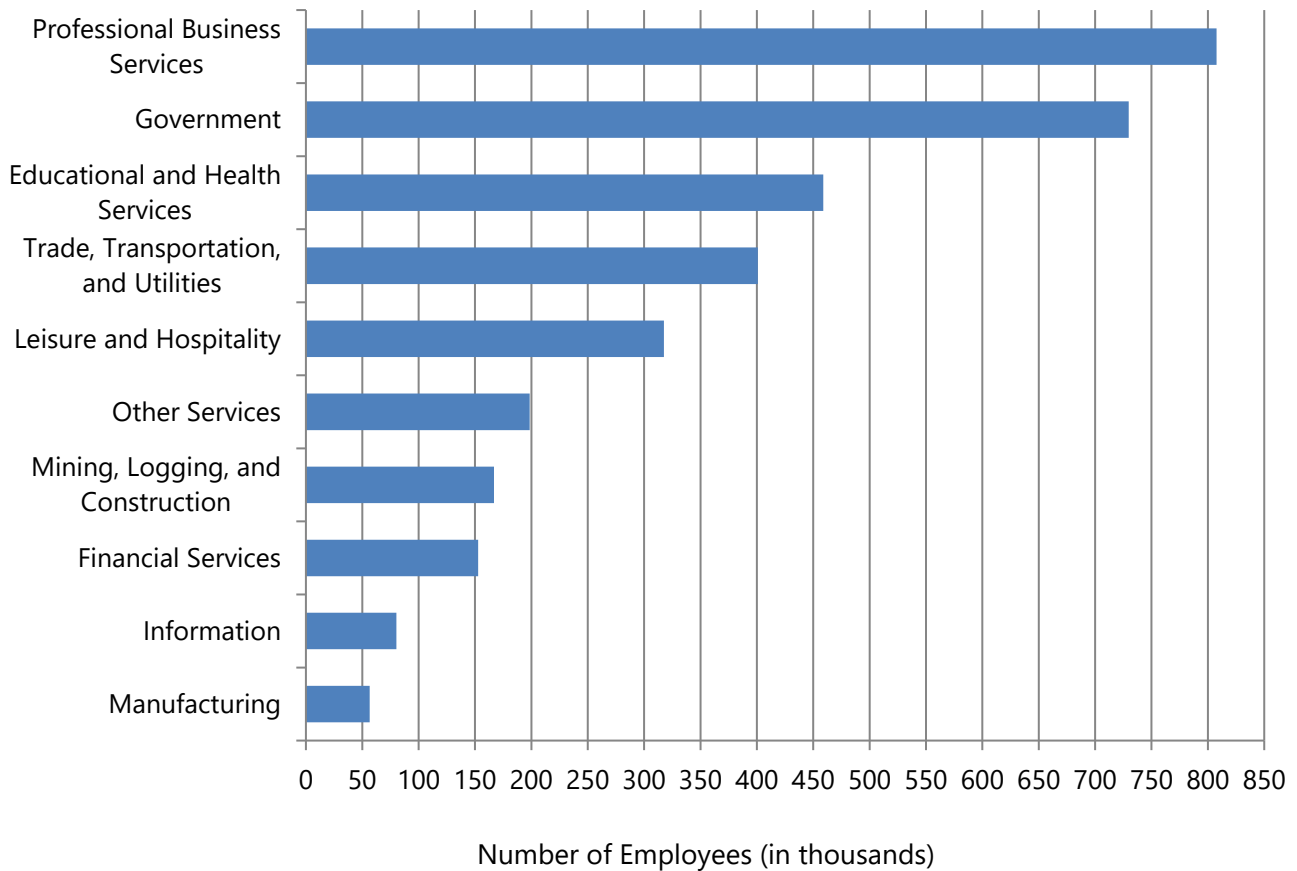


Over the years, the Airports Service Region has consistently had lower unemployment rates than the national average. As of December 2023, the region’s average unemployment rate was 2.8 percent, lower than the U.S. average of 3.6 percent.³ The Airports Service Region boasts strong participation in professional business services, government, educational and health services, trade, transportation, and utilities, and leisure and hospitality.⁴

³ Source: U.S. Bureau of Labor Statistics https://www.bls.gov/regions/mid-atlantic/news-release/areaemployment_washingtondc.htm

⁴ Source: U.S. Department of Labor, Bureau of Labor Statistics

Airports Service Region Employment by Industry – 2023
Bureau of Labor Statistics



AIRPORTS AUTHORITY’S ECONOMIC ENVIRONMENT

AVIATION AND TOLL ROAD ACTIVITY

Reagan National

Activity at Reagan National increased significantly in 2023, setting a new passenger record for the airport with total passengers of 25.4 million, representing a 6.2 percent increase from 2022 activity of 24.0 million. Total aircraft operations at the Airport increased by 5.7 percent from 294 thousand operations in 2022 to 310 thousand operations in 2023 as a result of increased demand for air service.

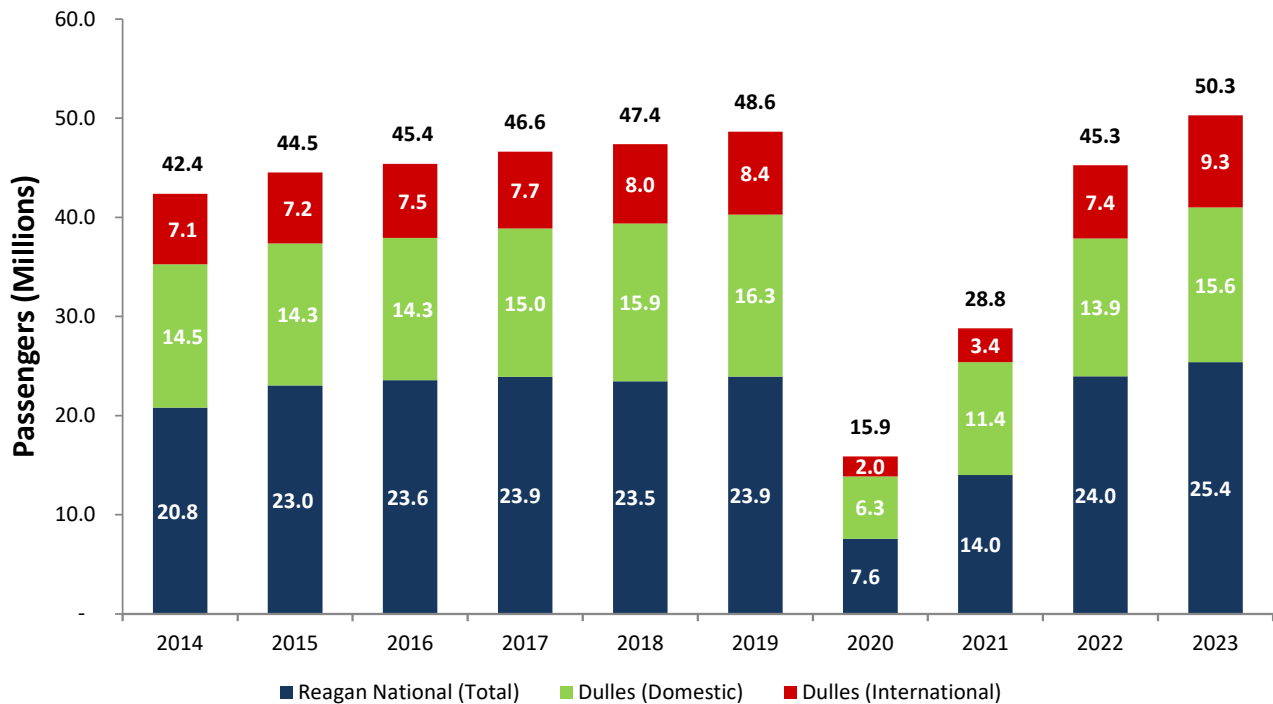
Dulles International

Dulles International served 24.9 million passengers in 2023, a 17.3 percent increase from 2022 when the Airport served 21.2 million passengers. Total aircraft operations at Dulles International in 2023 increased to 252 thousand operations, a 7.2 percent increase from 2022 when the Airport experienced 233 thousand operations. In 2023 domestic enplaned and deplaned passenger traffic at Dulles International increased 12.2 percent as a result of domestic capacity increases by many of the airlines serving Dulles International. Meanwhile, international

passenger traffic increased 26.9 percent, setting a new international passenger record at Dulles International as worldwide international passenger activity experiences continued growth.

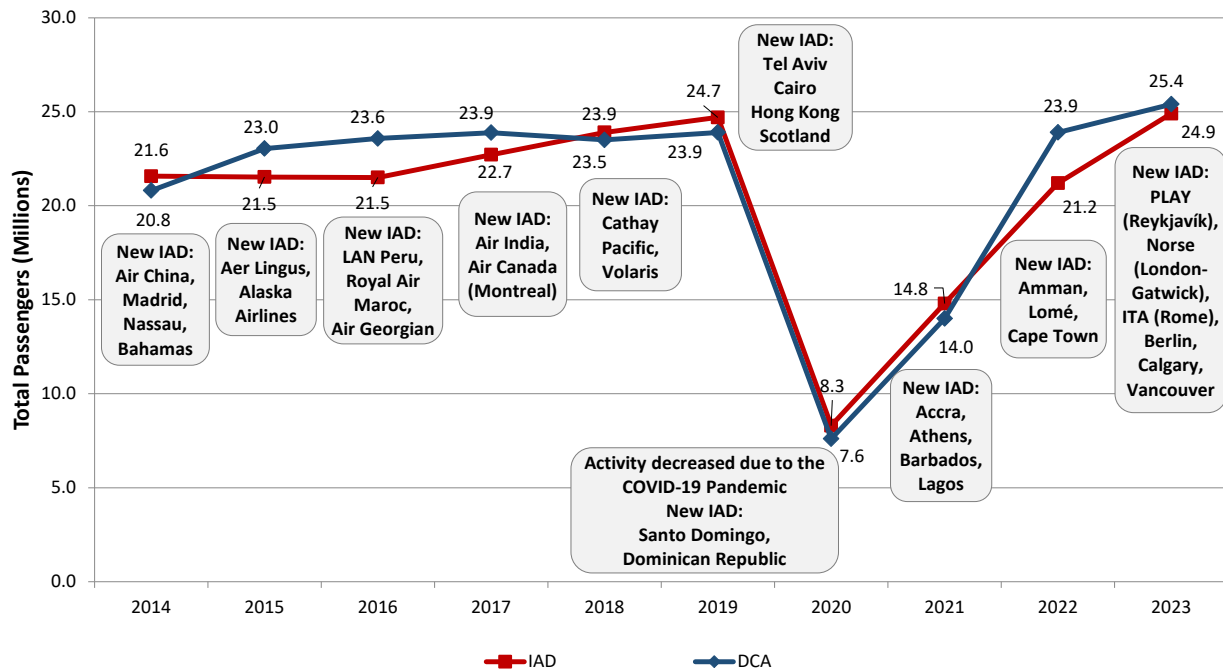
In addition to the 2023 passenger traffic recovery, Dulles International expanded service to four new destinations. United launched two new destinations during the year, Berlin-Germany & Calgary-Alberta Canada. Air Canada began service to Vancouver-British Columbia Canada and Norse Atlantic Airways began service to London’s Gatwick Airport. Dulles International also had three new entrant carriers bring additional service to existing routes. Play Airlines brought additional service to Reykjavik-Iceland, ITA Airways brought additional service to Rome-Italy and WestJet also inaugurated service to Calgary-Alberta Canada.

Airports Authority System-Wide Passengers



Note: System-wide passenger numbers above exclude non-commercial passengers of 0.03 million at Reagan National and 0.2 million at Dulles International in 2023.

Airports Authority Passenger Trends



Dulles International also provides full-service facilities for airline cargo operations. The cargo facilities are comprised of six buildings with over 552,000 square feet of warehouse and office space which is leased by airlines, cargo handling agents, and other aviation support companies. Cargo operations at Dulles International are a vital part of the regional economic engine for the air trade industry.

Total air cargo tonnage, freight, and mail at Dulles International were down 5.7 percent in 2023 over the previous year. International cargo was down 10.9 percent, domestic cargo up by 0.7 percent, and total mail and express tonnage experienced a 15.0 percent decrease compared to 2022. Overall, cargo volumes at Dulles International declined, due to a stagnation of international cargo demand to and from the Washington D.C. metro area and decreased ability by airlines to carry belly cargo due to higher passenger load factors.

Dulles Toll Road

The Dulles Toll Road processed an average of 6.0 million toll transactions per month in 2023 and 6.1 million toll transactions per month in 2022. Dulles Toll Road transactions totaled 72.5 million in 2023 compared to 73.2 million in 2022, a 0.9 percent decrease in activity. Dulles Toll Road revenue was \$205.9 million in 2023, a 26.1 percent increase from 2022. Electronic (E-ZPass and Pay by Plate) toll transactions and violations from prior to the implementation of Pay by Plate accounted for 99.9 percent of Dulles Toll Road revenue in 2023, an increase from 98.4 percent in 2022. The increase in revenue and slight decrease in transactions are both attributable to the toll rate increase implemented in 2023 as well as the ongoing impacts of the shift to telework following the pandemic.

Industry Outlook

Over the course of the COVID-19 pandemic, airports and the air service industry have demonstrated their resilience and their essentiality to the national and global economy. As the world recovered from the pandemic, the air service industry has experienced record demand for air travel to both domestic and international destinations. In 2023, airports experienced a surge in demand for international travel resulting from pent up demand and the removal of travel restrictions that were imposed at the height of the pandemic. As the global health environment improved and the formal public health emergency came to an end in 2023 in the United States, the industry returned to a “business as usual” operational stance. Airports across the United States have adapted to record passenger numbers and have resumed focus on large scale capital programs and enhancements to meet the demands of the traveling public.

Economic conditions have replaced the COVID-19 pandemic as the primary risks to the aviation industry, and to airports, in particular. High interest rates resulting in high borrowing costs, inflation, supply chain constraints, labor shortages, and geopolitical conflicts have contributed to an environment of economic uncertainty and caution. At the same time, airports have successfully emerged from the pandemic with robust financials and high passenger counts, and many have resumed or initiated capital spending to meet current and expected future growth.

U.S. passenger airline traffic increased 14 percent in 2023 compared to 2022, exceeding 2019 passenger totals by 1.6 percent. In 2023, there were 996 million passengers versus 876 million in 2022. Airlines for America indicated that US carriers profited over \$9 billion before taxes in 2023 which makes 2023 the first profitable year for US carriers since 2019.

Overall, airport traffic is forecast to continue to grow in 2024, however at a lower rate than the prior year due to economic and inflationary pressures. Enplanement forecasts for 2024 and beyond project continued passenger growth, and both Moody’s and S&P Global Ratings revised their airport sector outlook to stable in recognition of the return to historical activity levels and growth patterns for most airport operators. Fitch Ratings revised its outlook to neutral based on the expectation that activity will continue to mildly increase but acknowledged that weaker economic conditions may impact the sector. Fitch anticipates greater capital spending across the sector and firm financial metrics despite the expected increase in borrowings to finance capital expenditures. All agencies cite economic and inflationary factors that may impact the sector and acknowledge that airports have proven their ability to manage financials and execute major programs amid challenging conditions with successful outcomes. The Airports Authority’s aviation credit holds a stable outlook from Moody’s, S&P Global, and Fitch.

Similarly for toll roads, both Moody’s and S&P Global Ratings revised their toll sector outlook to stable in recognition that many toll roads have returned to pre-pandemic ridership on a national level, with modest growth expected in 2024 that is expected to be offset by economic and inflationary pressures. Recovery in toll road ridership has varied on a regional basis throughout the United States. The Airport Service Region’s highly educated demographic provides increased opportunities for hybrid and remote work schedules than other regions of the nation. Moody’s has acknowledged that remote work patterns continue to stabilize, the surge in pandemic commercial traffic has subsided, and most toll roads will maintain their credit quality as macroeconomic factors resume their place as the primary drivers of traffic growth. S&P anticipates stable performance and steady revenue growth for the sector. The Airports Authority’s Dulles Toll Road credit holds a stable outlook from both Moody’s and S&P Global Ratings.

THE AIRPORTS AUTHORITY’S OPERATING BUDGETS

The Airports Authority’s annual operating budgets are a financial planning tool outlining the estimated revenues and expenses for both Enterprise Funds at certain activity levels. The budgets are a management tool, and, accordingly, are not prepared in a manner consistent with Generally Accepted Accounting Principles (GAAP). The President and Chief Executive Officer submits the Airports Authority’s annual operating budgets to the Board for approval. Budgetary controls and evaluations are affected by comparing actual interim and annual results with the budgets, noting the actual level of activities, and ensuring compliance with the provisions of the annual operating budgets approved by the Board. In keeping with the requirements of a proprietary fund, budgetary comparisons have not been included in the financial section of this report.

Aviation Enterprise Fund

In 2023, the Airports Authority budgeted for the ability to operate the Airports in an efficient, safe, and secure manner with quality customer service standards, while minimizing the impact to the airline cost structure in order to maximize the Airports’ competitive position.

The Airports Authority’s 2023 Budget reflected a 12.0 percent increase in revenues and a 10.0 percent increase in expenses, as compared to the 2022 Budget. Operating revenues were higher than budget estimates by 12.0 percent in 2023, compared to 13.0 percent higher than budget expectations in 2022. Operating expenses were 96.1 percent of budget authorization in 2023, while in 2022, expenses were 94.9 percent of budget authorization.

Aviation Enterprise Fund Operating Budget

	Budget	Actual ¹	As a Percentage of Budget
2023 Revenues	\$ 761,209,319	\$ 852,875,637	112.0%
2023 Expenses ²	\$ 451,782,000	\$ 434,343,729	96.1%
2022 Revenues	\$ 679,800,812	\$ 767,987,141	113.0%
2022 Expenses ²	\$ 410,549,421	\$ 389,532,127	94.9%

¹ Actual results are stated on a budgetary basis for comparative purposes, which are not consistent with GAAP. Actuals do not include GASB 68/74/75/87/96.

² Does not include depreciation expense or debt service

Dulles Corridor Enterprise Fund

The 2023 operating budget for the Dulles Corridor Enterprise Fund reflected the 15th full year of operating the Dulles Toll Road. The Dulles Corridor Enterprise Budget was prepared based on forecasted Toll Road revenues, operating and capital requirements, and requirements of the Toll Road Permit and Operation Agreement (December 2006). The Airports Authority’s 2023 Budget reflected a 24.5 percent increase in revenues and a 6.7 percent increase in expenses, as compared to the 2022 Budget. Operating revenues reached 98.1 percent of budget expectations in 2023, while in 2022, operating revenues were 96.8 percent of budget expectations. Operating expenses were 91.6 percent of budget authorization in 2023.

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Dulles Corridor Enterprise Fund Operating Budget

	<u>Budget</u>	<u>Actual¹</u>	<u>As a Percentage of Budget</u>
2023 Revenues	\$ 209,791,000	\$ 205,853,347	98.1%
2023 Expenses ²	\$ 33,647,897	\$ 30,830,384	91.6%
2022 Revenues	\$ 168,544,000	\$ 163,212,389	96.8%
2022 Expenses ²	\$ 31,520,597	\$ 29,447,638	93.4%

¹ Actual results are stated on a budgetary basis for comparative purposes, which are not consistent with GAAP. Actuals do not include GASB 68/74/75/87/96.

² Does not include depreciation expense or debt service.

LONG-TERM FINANCIAL PLANNING

Aviation Enterprise Fund

The Aviation Enterprise Fund's long-term financial planning includes the completion of certain approved capital projects and the accumulation of sufficient resources required to service the debt issued to finance these projects and operate and maintain the Airports. Under terms of the Use and Lease Agreement, fees and charges paid by the Airlines are used along with other income from the Airports to service the debt issued to finance the CCP. It is anticipated that the majority of future facilities development will be financed with the proceeds of bonds issued under the Master Indenture of Trust. In addition, the Airports Authority also expects to use PFC revenues, federal and state grants, and the Airports Authority's portion of NRR to finance capital development costs.

Due to Slot and Perimeter Rule regulations at Reagan National, it is anticipated that long-term future growth in aviation activity for the Airport Service Region will occur at Dulles International.

Dulles Corridor Enterprise Fund

The Dulles Corridor Enterprise Fund's long-term planning includes the closeout of the Dulles Metrorail Project and certain approved capital expenditures on the Dulles Toll Road and in the Dulles Corridor. Funding for capital expenditures in the Dulles Corridor includes tolls collected on the Dulles Toll Road, debt secured by toll road revenue, and continued receipt of grants and contributions from federal, state, and local governments.

OTHER INFORMATION

The Airports Authority's Website

The Airports Authority's website offers a wide array of information to users, including financial information and operational statistics, airlines serving the airports, and flight arrival and departure information. Documents posted on the website include the Airports Authority's Annual Comprehensive Financial Report, Budget, Master Indenture of Trust, Official Statements, credit rating reports, airline rates and charges, and airline statistics. The Airports Authority also posts monthly unaudited financial statements which include discussion of results and other information for the Airports Authority's bondholders and other interested parties. Financial information for the Airports Authority is available on the website at the following link: <http://www.mwaa.com>.

Recognition of Awards and Achievement

The GFOA has awarded a Certificate of Achievement for Excellence in Financial Reporting to the Airports Authority for its Financial Report for the year ended December 31, 2022. This was the thirty-fourth consecutive year the Airports Authority has received this prestigious award. To be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized Financial Report that satisfies both GAAP and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. The Airports Authority has prepared the 2023 Annual Comprehensive Financial Report according to the requirements of the Certificate of Achievement Program and will submit to GFOA as a candidate for the 2023 Certificate of Achievement for Excellence in Financial Reporting.

The Airports Authority has also consistently received the GFOA's Award for Distinguished Budget Presentation.

Acknowledgments

With record activity levels, 2023 marks a clear exodus from several unprecedented years in the history of aviation, and in the history of the Airports Authority, due to the global pandemic. The 2023 financial results and net position continue to demonstrate the sound financial footing upon which the Airports Authority entered the global pandemic period, the ensuing years, and the strong governance and management it has demonstrated throughout 2023.

I would like to thank the Board, the President and Chief Executive Officer, and the entire executive leadership team for their leadership and support in planning and conducting the operations of the Airports Authority in a fiscally prudent manner for 2023. Additionally, I would also like to express appreciation to all personnel within the Office of Finance for maintaining seamless continuity of financial operations in light of record recovery from the challenges of COVID-19, and without whom this financial report would not be completed. Special thanks are also expressed to Christopher Wedding, Deputy Vice President and Controller, Evan Davis, Assistant Controller, and Priya D'Souza, Financial Systems and Project Management Manager, for their leadership and for the preparation of this year's Annual Comprehensive Financial Report. Finally, appreciation is expressed to the firm of Crowe LLP for their dedication to completing a timely audit.



Andrew T. Rountree, CPA
Senior Vice President for Finance and Chief Financial Officer

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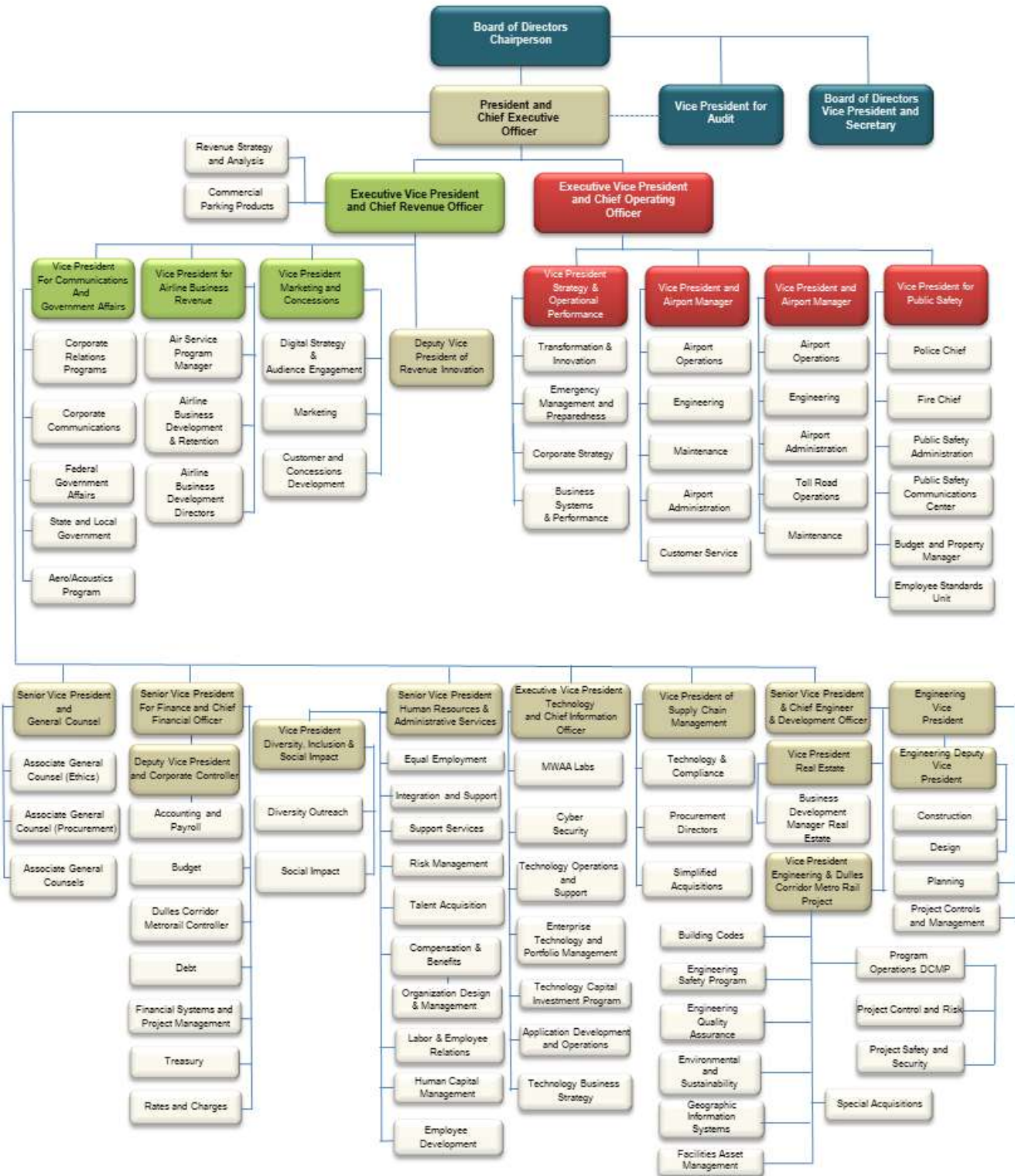
For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

December 31, 2022

Christopher P. Morill

Executive Director/CEO

Organizational Chart



FINANCIAL SECTION

Report of Independent Auditor



Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
Metropolitan Washington Airports Authority
Arlington, Virginia

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities, each major fund, and the aggregate remaining fund information of the Metropolitan Washington Airports Authority (the "Airports Authority"), as of and for the year ended December 31, 2023, and the related notes to the financial statements, which collectively comprise the Airports Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities, each major fund, and the aggregate remaining fund information of the Airports Authority, as of December 31, 2023, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards (Government Auditing Standards)*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Airports Authority, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 2 to the financial statements, during the year ended December 31, 2023, the Airports Authority adopted new accounting guidance, GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

(Continued)

1.

Report of Independent Auditor – (Continued)

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airports Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airports Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Airports Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

(Continued)

Report of Independent Auditor – (Continued)

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements as a whole. The other supplementary information is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from, and relates directly to, the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the other supplementary information is fairly stated in all material respects in relation to the basic financial statements as a whole.

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory section and statistical section but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated March 29, 2024 on our consideration of the Airports Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Airports Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Airports Authority's internal control over financial reporting and compliance.


Crowe LLP

Indianapolis, Indiana
March 29, 2024

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Your Journey Begins With Us.

Management's Discussion and Analysis (unaudited)

INTRODUCTION

The purpose of the following discussion and analysis of the financial performance and activity of the Metropolitan Washington Airports Authority (the Airports Authority) is to provide an introduction to and overview of the basic financial statements of the Airports Authority for the year ended December 31, 2023, with selected comparative information for the year ended December 31, 2022. This discussion has been prepared by management, is unaudited, and should be read in conjunction with the financial statements and the notes that follow this section.

Using the Financial Statements

Business-Type Activities

The Airports Authority's financial report includes three financial statements: the Statement of Net Position; the Statement of Revenues, Expenses and Changes in Net Position; and the Statement of Cash Flows. The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America as promulgated by the Governmental Accounting Standards Board (GASB).

The presentation of the financial statements includes two enterprise funds. The Aviation Enterprise Fund encompasses the activity of Ronald Reagan Washington National Airport (Reagan National) and Washington Dulles International Airport (Dulles International) (collectively, the Airports). The Dulles Corridor Enterprise Fund encompasses the Airports Authority's activity within the Dulles Corridor, which includes, but is not limited to, the Dulles Toll Road and the Dulles Corridor Metrorail Project (Dulles Metrorail Project). The Dulles Corridor is the transportation corridor with an eastern terminus of the East Falls Church Metrorail Station at Interstate Route 66 and a western terminus of VA Route 772 in Loudoun County, Virginia.

The Statements of Net Position depict the Airports Authority's financial position as of a point in time, December 31, and includes all assets, deferred outflows, liabilities, and deferred inflows of the Airports Authority. The Statements of Net Position present financial information on all of the Airports Authority's assets, liabilities, and deferred outflows and inflows with the difference reported as net position. Net position is displayed in three components: net investment in capital assets, which includes capital assets funded from unrestricted and restricted sources, net of accumulated depreciation and outstanding debt attributable to acquisition of the capital assets; restricted, when constraints are imposed by third parties or enabling legislation on assets or deferred outflows of resources, net of any liabilities and deferred inflows of resources which will be liquidated with the restricted assets; or unrestricted, which includes all remaining assets, deferred outflows of resources, liabilities and deferred inflows of resources not included in the preceding two categories. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the Airports Authority is improving or deteriorating.

The Statements of Revenues, Expenses and Changes in Net Position report total operating revenues, operating expenses, non-operating revenues and expenses, and other changes in net position for a fiscal period, the year ended December 31. Revenues and expenses are categorized as either operating or non-operating based upon management's policy as established in accordance with definitions set forth by GASB. Significant recurring sources of the Airports Authority's revenues, including Passenger Facility Charges (PFCs), investment income, and federal, state, and local grants are reported as non-operating revenues or capital contributions. The Airports Authority's interest expense is reported as a non-operating expense.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT

Metropolitan Washington Airports Authority

The Statements of Cash Flows present information showing how the Airports Authority's cash and cash equivalents position changed during the fiscal year. The Statements of Cash Flows classify cash receipts and cash payments resulting from operating activities, non-capital financing activities, capital and related financing activities, and investing activities.

Fiduciary Activities

These activities are used to account for resources held for the benefit of parties outside the Airports Authority and use the full accrual basis of accounting. Fiduciary activities are excluded from the business type activities because the resources of these funds are restricted and cannot be used to finance the Airports Authority's operations. The Airports Authority's fiduciary activities are reported in separate Statements of Plan Fiduciary Net Position and Changes in Fiduciary Net Position.

The Airports Authority's fiduciary activities are the Pension and Other Post-Employment Benefit Trust Funds which report the activities of two separate pension plans and a separate other post-employment benefit plan.

The Airports Authority's Statement of Fiduciary Net Position depicts the financial position of the pensions and the other post-employment trust funds as of a point in time. This statement presents the financial assets available within the plans to pay for retirees' retirement and health and life benefits. The Airports Authority's Statement of Changes in Fiduciary Net Position presents the annual activity within each of the Airports Authority's plans. It presents the employee and employer contributions, benefit payments and changes in the net investments for the year.

Individual data for all fiduciary activities is provided in the combining financial statements located in the Supplementary Information section.

THE AIRPORTS AUTHORITY'S ACTIVITY HIGHLIGHTS

CHANGES IN NET POSITION – TOTAL BUSINESS TYPE ACTIVITIES

The Airports Authority's change in net position was \$344.9 million and \$(2.3) billion for the years ended December 31, 2023, and 2022, respectively. Total operating revenues for the Airports Authority increased by \$126.6 million, primarily due to strong post-pandemic travel demand. Operating expenses were up \$37.7 million, primarily related to increases in employee compensation, utility expenses, repairs and maintenance, contract services, and non-capitalized personal property expenses. The decrease in contributions from other governments of \$342.5 million was due to the transfer of the Dulles International Airport Metrorail Station and related guideway of \$260.5 million to the Aviation Enterprise Fund in 2022. Contributions to other governments decreased by \$2.8 billion resulting from the transfer of capitalized costs relating to Phase 2 of the Dulles Metrorail Project to the WMATA and the Aviation Enterprise Fund in 2022.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

The following represents a summary of the Statements of Revenues, Expenses and Changes in Net Position for the Airports Authority:

	Total Business-Type Activity	
	2023	2022
Operating income		
Operating revenues	\$ 1,055,197,482	\$ 928,577,874
Operating expenses	<u>770,955,634</u>	<u>733,259,339</u>
Total operating income	<u>284,241,848</u>	<u>195,318,535</u>
Non-operating revenues		
Investment income	104,720,522	32,455,234
Net increase (decrease) in fair value of investments	48,700,722	(43,090,399)
Interest income - leases	3,531,503	2,621,690
Passenger facility charges	98,788,004	89,362,540
Federal, state and local grants	45,878,894	100,028,474
Fair value gains (loss) on swaps	31,326,787	44,898,724
Contributions from other governments	<u>15,850,638</u>	<u>358,365,002</u>
Total non-operating revenues	<u>348,797,070</u>	<u>584,641,265</u>
Non-operating expenses		
Interest expense	(315,060,305)	(312,033,254)
Contributions to other governments	<u>(34,542,573)</u>	<u>(2,797,361,694)</u>
Total non-operating expenses	<u>(349,602,878)</u>	<u>(3,109,394,948)</u>
Income before capital contributions	283,436,040	(2,329,435,149)
Capital contributions	<u>61,509,319</u>	<u>52,390,673</u>
Change in net position	<u>344,945,359</u>	<u>(2,277,044,476)</u>
Net position (deficit), beginning of year	(1,048,559,726)	1,225,790,004
Restatement due to implementation of GASB 87	<u>-</u>	<u>2,694,746</u>
Net position (deficit), end of year	<u>\$ (703,614,367)</u>	<u>\$ (1,048,559,726)</u>

A detailed discussion of the results for each business-type activity follows.

Aviation Enterprise Fund

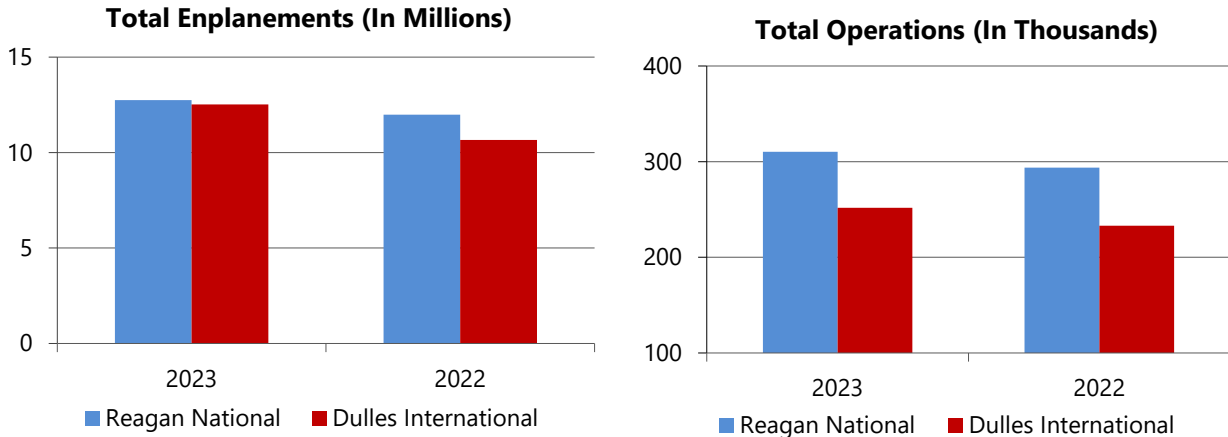
Air travel demand is directly related to key factors in regional, national, and international economies, such as business activity, disposable income levels, employment, and currency rates, among others. The Great Recession of 2008 severely impacted airline finances and was a significant factor in spurring the most recent airline merger activity. U.S. airlines calibrated capacity to the changing demand patterns that resulted from the economic downturn, and then were also able to control capacity growth as the U.S. economy recovered resulting in increasing yields and record profits for the industry.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

The U.S. economy grew by 3.1 percent in 2023, shaking off recession fears and offering an upbeat picture of consumers and businesses.⁵ In December 2023, the national unemployment rate increased slightly to 3.7 percent from 3.5 percent in December 2022 with local unemployment faring better at 2.7 percent, which was down from 2.9 percent in December 2022.⁶

Airports' enplanements and operations activity for the last two years were as follows:

Enplanements and Operations Activity



⁵ <https://www.washingtonpost.com/business/2024/01/25/gdp-2023-economy-boom/>

⁶ https://www.bls.gov/eag/eag.dc_washington_md.htm

Enplanements and Operations Activity

	Enplanements and Operations	
	2023	2022
Reagan National Enplanements		
Domestic	12,527,153	11,835,706
Transborder	208,034	133,779
Non-Commercial	14,124	12,662
Total Enplanements	12,749,311	11,982,147
Dulles International Enplanements		
Domestic	7,762,548	6,924,254
Transborder and International	4,637,642	3,661,757
Non-Commercial	119,001	73,866
Total Enplanements	12,519,191	10,659,877
Airports Authority System-wide Enplanements		
Domestic	20,289,701	18,759,960
Transborder and International	4,845,676	3,795,536
Non-Commercial	133,125	86,528
Total Enplanements	25,268,502	22,642,024
Total Operations		
Reagan National	310,280	293,674
Dulles International	251,823	232,972
Total Operations	562,103	526,646

Source: Airports Authority Records

In 2023, Airports Authority System-wide enplanements increased by 11.6 percent to 25.3 million, setting a new system-wide record.

Total enplanements at Reagan National increased to a record-high 12.7 million in 2023, a 6.4 percent increase over 2022 and 6.6 percent higher than 2019. This was despite flight reductions to accommodate a runway rehabilitation project and capacity limitations resulting from a slot waiver at New York City airports. This performance reflected domestic passenger demand exceeding pre-pandemic levels. American Airlines, including its regional affiliates, continued to have the largest commercial passenger market share with 53.9 percent of Reagan National's 2023 enplanements.

Total enplanements at Dulles International increased to 12.5 million in 2023, a 17.4 percent increase over 2022 and 1.1 percent higher than 2019. Passenger demand exceeded pre-pandemic levels, generating the second-most annual enplanements in the history of the airport. Dulles International served 4.6 million international enplaned passengers in 2023, reflecting record-high trans-Atlantic passenger demand. Domestic enplanements at Dulles International rose to 7.8 million, as United Airlines continued to increase domestic flights to provide better connections at the hub. United Airlines, including its regional affiliates, continued to have the largest commercial passenger market share with 66.8 percent of Dulles International's 2023 enplanements.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

According to Domestic U.S. DOT T-100 Onboard Passenger Data for the year ended November 30, 2023, U.S. domestic enplanements increased by 8.8 percent, while per the International U.S. DOT T-100 Onboard Passenger Data for the year ended August 31, 2023, U.S. international enplanements increased by 19.9 percent. The number of Reagan National domestic commercial enplaned passengers increased by 5.8 percent in 2023 which was below the industry domestic rate of 8.8 percent. Dulles International’s domestic commercial enplanements increased by 12.1 percent which was higher than the industry growth rate. Dulles International’s international enplanements increased by 26.7 percent in 2023 which was well above the industry rate of 19.9 percent.

<u>2023 Commercial Enplanements Growth</u>	Airports		<u>Difference</u>
	<u>Authority</u>	<u>North America</u>	
Reagan National (Domestic)	5.8%	8.8%	-3.0%
Dulles International (Domestic)	12.1%	8.8%	3.3%
Dulles International (International)	26.7%	19.9%	6.8%

Source: Airports Authority Records, U.S. DOT T-100 Onboard Passenger Data

In 2023, the Airports Authority continued to improve the customer experience as terminal concessionaires have returned to profitability after years of pandemic recovery. Terminal concession revenues have grown at a record pace, exceeding 2019 levels by approximately 8 percent.

The Airports Authority announced in April 2023 that 24 new concessions will be opening in the near future, ten at Reagan National and 14 at Dulles International, most of which began construction by the end of 2023. These food, beverage, and retail brands represent the latest awards of a multiyear concessions redevelopment program, which began in 2022 and aims to provide a sense of place, more variety, and more healthy options for the traveling public. In 2023, a total of ten new concessions opened, six at Reagan National and four at Dulles International.

As part of ongoing efforts to promote health, safety and innovation, the Airports Authority has introduced contactless concessions featuring Amazon’s “Just Walk Out” technology, which allows customers to enter a concession with a credit card, debit card, or smartphone app, shop for items as usual, and simply walk out when they are finished shopping.

In September 2023, a newly constructed Capital One Lounge opened at the base of Dulles International’s historic air traffic control tower. The 8,500-square-foot lounge is Capital One’s first on the East Coast and features healthy food options and a full-service coffee and pastry bar for travelers, as well as other premium amenities and seating, ample workspaces, a parent room, a full-service bar, and health-conscious in-lounge food service.

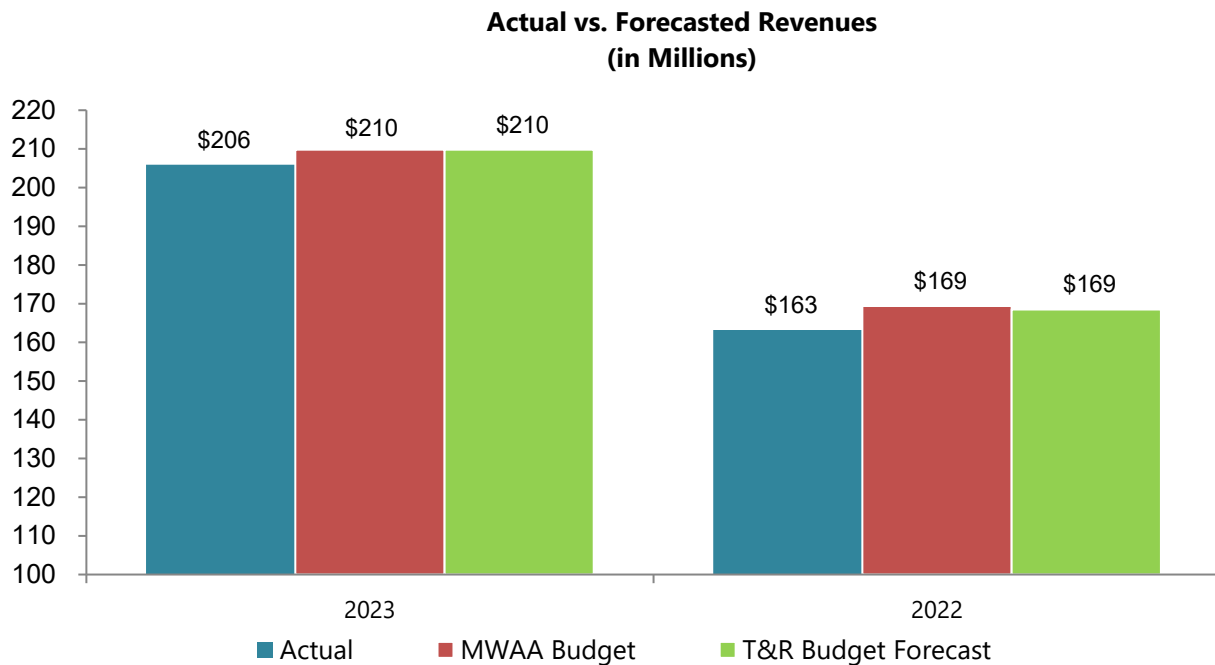
Dulles Corridor Enterprise Fund

On November 1, 2008, the Virginia Department of Transportation (VDOT) transferred operating and maintenance responsibility of the Dulles Toll Road to the Airports Authority through a Permit and Operating Agreement for a period of 50 years. As of October 1, 2009, the employees of the Dulles Toll Road became employees of the Airports Authority, and the Airports Authority’s public safety department began providing the primary police and fire service for the Dulles Toll Road. As part of the agreement with the Commonwealth, the Airports Authority committed to constructing the Dulles Metrorail Project from a location near the Metrorail West Falls Church station westward through Dulles International to Route 772 in Loudoun County as well as other improvements in the Dulles Corridor consistent with VDOT and regional plans, using revenues from the Dulles Toll Road to pay the resulting debt service.

Phase 1 of the Dulles Metrorail Project extended 11.7 miles from a location near the West Falls Church station to Wiehle Avenue in Reston, Virginia. It included five stations, improvements to the existing WMATA service, and an inspection yard at the West Falls Church station. Construction activities began in March 2009 and Phase 1 of the Silver Line opened for passenger service on July 26, 2014.

Phase 2 of the Dulles Metrorail Project extended 11.4 miles from the Metrorail Wiehle Avenue Station in Reston through Dulles International to Route 772 in Loudoun County, Virginia. It included six new stations and a maintenance yard on Dulles International airport property. Phase 2 construction was completed in 2022 and Phase 2 of the Silver Line opened for passenger service on November 15, 2022.

Toll rate increases implemented in 2010 through 2014, in 2019, and 2023 resulted in expected declines in Dulles Toll Road transactions. The Dulles Toll Road processed an average of 6.0 million and 6.1 million toll transactions per month in 2023 and 2022, respectively. A new budget forecast has been produced annually since 2014. Total revenues in 2023 and 2022 were approximately 98.1 and 96.8 percent of budgeted forecast revenues. Electronic (E-ZPass and Pay by Plate) transactions and violations from prior to the implementation of Pay by Plate accounted for 99.9 percent of Dulles Toll Road revenue in 2023, an increase from 98.4 percent in 2022.



FINANCIAL HIGHLIGHTS - AVIATION ENTERPRISE FUND

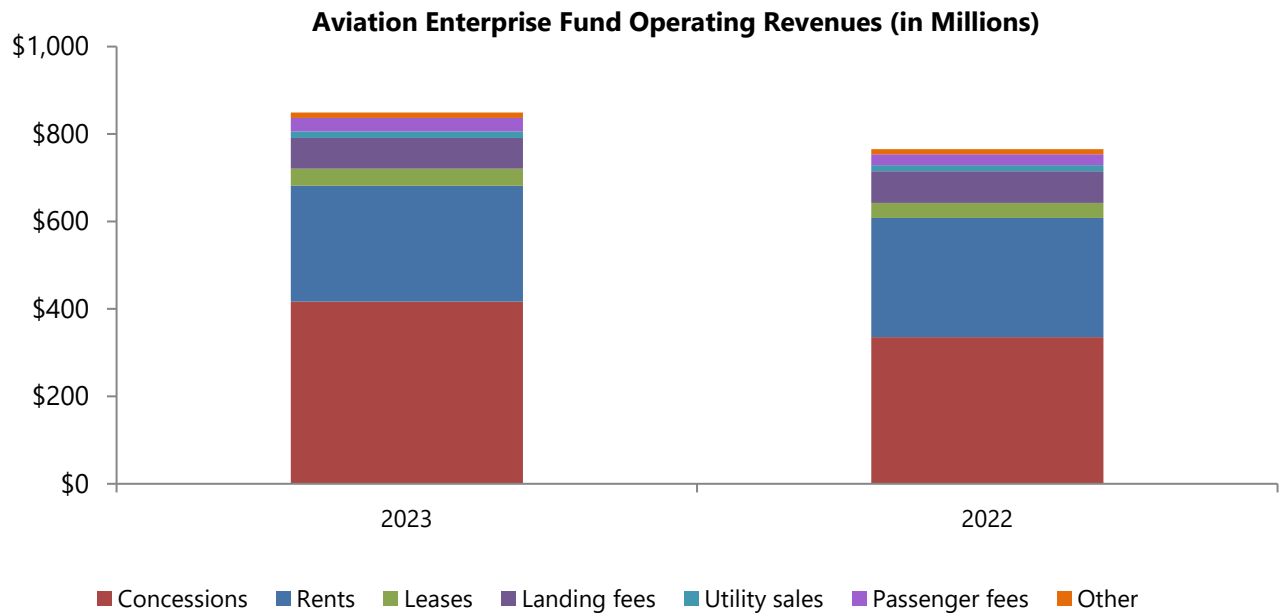
Pursuant to the Airports Authority’s Airport Use Agreement and Premises Lease (Use and Lease Agreement), the Airports Authority receives airline-based revenues such as terminal rents, landing fees, international arrival fees, and passenger conveyance fees as well as non-airline, activity-based concession revenues, which include public parking, rental car activities, and food, beverage, and retail operations, among others. Signatory Airlines (those that have signed the Use and Lease Agreement), are required to pay actual costs plus debt service coverage, while most concessionaires pay the greater of a percentage of sales revenue or a minimum annual guarantee.

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The Aviation Enterprise Fund recorded \$849.3 million in operating revenues for 2023, resulting in an increase of \$84.0 million from 2022. Higher revenues from concessions and passenger fees reflect strong post-pandemic travel demand and airline activity levels higher than those experienced prior to the COVID-19 pandemic.

Total operating revenues for each of the past two years were as follows:

	Aviation Enterprise Fund	
	2023	2022
Operating revenues		
Concessions	\$ 416,594,868	\$ 335,302,681
Rents	265,140,702	272,831,551
Leases	39,012,933	34,335,577
Landing fees	70,308,349	72,302,927
Utility sales	14,831,684	13,972,408
Passenger fees	30,747,716	24,943,139
Other	12,707,883	11,677,168
Total operating revenues	<u>\$ 849,344,135</u>	<u>\$ 765,365,451</u>



Airline Revenues

Airlines that operate at Reagan National and Dulles International pay for the actual costs to operate at the Airports including the Airports Authority’s principal and interest payments on outstanding Aviation Enterprise Fund debt as well as debt service coverage. When operating costs for the Aviation Enterprise Fund increase or decrease there is a corresponding increase or decrease in the rates charged to the airlines. In 2023, airline revenue totaled \$355.3 million, which consists of landing fees of \$70.3 million, terminal rents from airlines of \$216.1 million, and other airline fees of \$29.9 million, resulting in a decrease of \$1.3 million or 0.4 percent from the prior year.

In 2023, airline rent revenues totaled \$216.1 million, a decrease of \$9.9 million, or 4.4 percent, from 2022. The key driver of decreased airline rents in 2023 was the decrease in rental rates at Reagan National and Dulles International.

Landing fee revenues totaled \$70.3 million in 2023, a decrease of \$2.0 million from 2022 primarily due to a decrease in airline landing fee requirement. Signatory Airline landing fee rates paid per 1,000 pounds at Reagan National decreased to \$2.36 in 2023 from \$3.03 in 2022. In 2023, Signatory Airline landing fee rates paid per 1,000 pounds at Dulles International increased to \$1.54 from \$1.39 in 2022.

Passenger fees from airlines, including passenger conveyance and international arrivals fees, totaled \$29.9 million in 2023, a \$5.8 million or 24.3 percent increase from 2022.

Non-Airline Revenues

The Airports Authority's concession revenues totaled \$416.6 million in 2023, which was an increase of \$81.2 million, or 24.2 percent, from 2022. Concession revenues accounted for 49.0 percent of total operating revenues in 2023 attributable to the increased passenger traffic at both airports.

The following table details concession revenues by major category for the years ended 2023 and 2022:

	Concession Revenues	
	2023	2022
Parking	\$167,620,834	\$ 142,675,603
Rental cars	56,083,436	52,293,809
Food and beverage	26,115,596	20,004,949
Fixed based operator	44,373,231	35,633,425
Ground transportation	50,003,541	40,338,151
Inflight caterers	19,750,067	12,574,254
Display advertising	23,489,097	16,044,527
Newsstand and retail	8,205,601	5,747,113
Duty free	8,240,547	2,303,875
Lounge	707,080	499,834
All other	12,005,838	7,187,141
Total	\$ 416,594,868	\$ 335,302,681

Parking revenues continued to rank as the Airports Authority's largest concession in 2023, providing \$167.6 million in total revenues for the year, an increase of \$24.9 million or 17.5 percent over 2022. Rental car revenues totaled \$56.1 million in 2023, reflecting a \$3.8 million increase from the prior year. Food and beverage revenue totaled \$26.1 million in 2023, representing an increase of \$6.1 million from 2022.

Fixed based operator revenues increased by \$8.7 million in 2023, totaling \$44.4 million. Inflight catering revenues increased \$7.2 million from 2022, totaling \$19.8 million. Ground transportation revenues of \$50.0 million in 2023 increased by \$9.7 million from 2022 due to an upturn in passenger traffic and activity. Display advertising also had an increase in 2023 rising to \$23.5 million from \$16.0 million in 2022.

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Metropolitan Washington Airports Authority

Other revenue, which represents revenue from employees and tenant parking permits and other smaller concessions at the Airports increased to \$12.0 million in 2023 compared to 2022, primarily due to increased passenger traffic, and hence employee and tenant presence, at the Airports.

Non-airline rents totaled \$49.0 million in 2023. This was an increase from 2022 of \$2.2 million. The Airports Authority also receives revenues from the Transportation Security Administration (TSA) for reimbursement of expenses incurred by the Airports Authority’s public safety personnel serving in support of TSA operations.

Operating Expenses

Operating expenses for the Aviation Enterprise Fund for the fiscal year ended December 31, 2023, totaled \$718.7 million, an increase of \$32.1 million or 4.7 percent from 2022. Materials, equipment, supplies, contract services, and other expenses increased \$9.6 million or 4.9 percent, to \$205.6 million in 2023.

Salaries and related benefits expenses increased by \$11.0 million from \$196.6 million in 2022 to \$207.6 million in 2023. Regular full time pay for Airports Authority employees increased \$12.5 million, or 8.6 percent, in 2023 over 2022. In addition, the Airports Authority continued funding its Other Post-Employment Benefits (OPEB). The contribution percentages to the Airports Authority’s pension plans increased to 4.77 percent in 2023 from 3.06 percent of eligible earnings in 2022 for the General Employee Plan and increased to 6.0 percent in 2023 from 4.48 percent of eligible earnings in 2022 for the Police and Firefighters’ plan. The funded ratios as of the actuarial valuation dates of December 31, 2023, and 2022 were 89.21 percent and 86.11 percent, respectively, on a fair value and actuarial value basis for the General Employee Plan, and 89.15 percent and 86.21 percent, respectively, on a fair value and actuarial basis for the Police and Firefighters’ plan.

Depreciation and amortization expenses totaled \$262.6 million in 2023, an increase of \$6.3 million or 2.5 percent from 2022 resulting primarily from the amortization of subscription assets with the implementation of GASB 96. Within the building category, depreciation increased due to the Dulles Metrorail Station and Project Journey capital assets being placed in service.

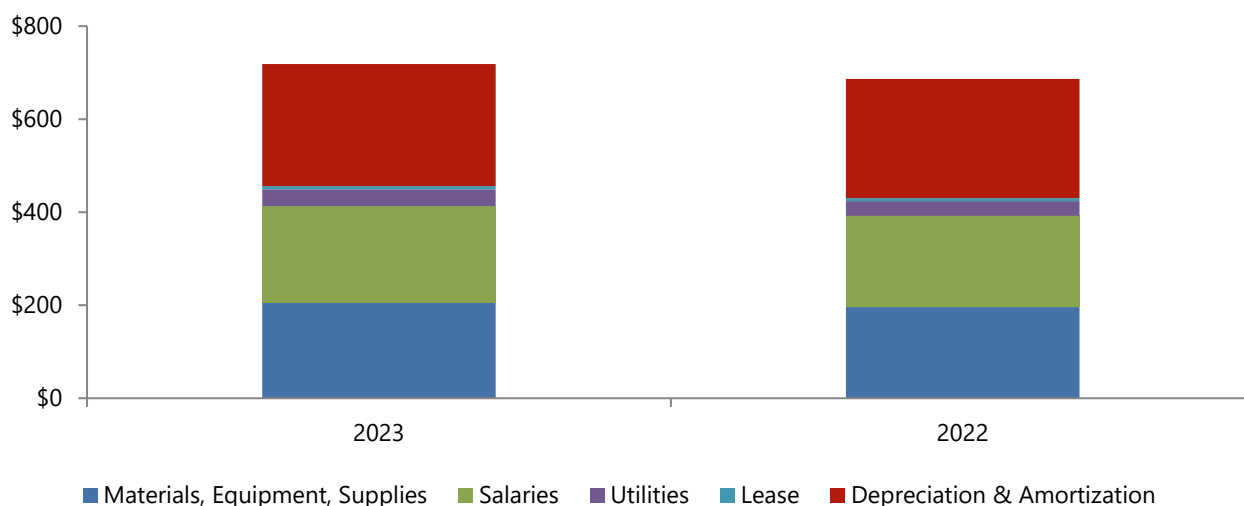
A cost allocation plan is used to identify and quantify all overhead and other indirect costs paid from the Aviation Enterprise Fund but appropriately allocable to the Dulles Toll Road or to the Dulles Metrorail Project within the Dulles Corridor Enterprise Fund. The following table shows the amount of the Aviation Enterprise Fund operating expenses that were allocated to the Dulles Corridor Enterprise Fund in 2023 and 2022, respectively.

	Year ended December 31,	
	2023	2022
Dulles Toll Road	\$ 5,393,025	\$ 5,547,505
Dulles Metrorail Project	1,394,227	1,768,196
	<u>\$ 6,787,252</u>	<u>\$ 7,315,701</u>

Operating expenses for the years ended 2023 and 2022 were as follows:

Operating expenses	Aviation Enterprise Fund	
	2023	2022
Materials, equipment, supplies, contract services, and other	\$ 205,579,170	\$ 195,985,389
Salaries and related benefits	207,608,515	196,634,503
Utilities	36,035,839	31,200,236
Lease from U.S. Government	6,816,131	6,459,290
Depreciation and amortization	262,624,684	256,280,973
Total operating expenses	\$ 718,664,339	\$ 686,560,391

Aviation Enterprise Fund Operating Expenses (in Millions)



Changes in Net Position

Operating income was \$130.7 million in 2023, an increase of \$51.9 million compared to 2022. Operating revenues improved across the board due to strong post-pandemic travel demand.

Non-operating federal, state, and local grant revenue decreased by \$54.1 million in 2023 primarily due to the decreased recognition of the CARES Act grant. Non-operating Passenger Facility Charges (PFC) revenue for 2023 was \$98.8 million, reflecting an increase of \$9.4 million from 2022. Contributions from other governments decreased to \$5.5 million primarily due to the transfer of \$260.5 million of the Dulles Metrorail Station and related Guideway from Phase 2 of the Dulles Metrorail Project to the Aviation Enterprise Fund. Investment income and net increase in the fair value of investments increased by \$52.5 million and \$80.4 million respectively from 2022 driven by favorable market conditions. Non-operating expenses, which included interest expense on the Aviation Enterprise Fund's \$4.7 billion bond debt, totaled \$145.5 million in 2023. Contributions to the Dulles Corridor

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Enterprise totaled \$2.3 million which reflected the Aviation Enterprise's portion of eligible expenses related to the closeout of Phase 2 of the Dulles Metrorail Project.

Capital contributions include federal, state, and local grants, and other capital property acquired. Net federal, state, and local grants in support of capital programs were \$44.5 million in 2023 and \$9.7 million in 2022. In 2023 and 2022, the Airports Authority received \$42.4 million and \$7.5 million, respectively, in Airport Improvement Program (AIP) grants primarily to reimburse for runway construction and rehabilitation, taxiway reconstruction, and runway safety area improvements.

The change in net position is an indicator of the overall fiscal condition of the Aviation Enterprise Fund. Net position increased by \$334.6 million and \$411.8 million in 2023 and 2022, respectively.

The following represents a summary of the Statements of Revenues, Expenses and Changes in Net Position for the Aviation Enterprise Fund:

	Aviation Enterprise Fund	
	2023	2022
Operating income		
Operating revenues	\$ 849,344,135	\$ 765,365,451
Operating expenses	<u>718,664,339</u>	<u>686,560,391</u>
Total operating income	<u>130,679,796</u>	<u>78,805,060</u>
Non-operating revenues		
Investment income	75,550,762	23,090,649
Net increase (decrease) in fair value of investments	44,426,527	(36,017,105)
Interest income - leases	3,531,503	2,621,690
Passenger facility charges	98,788,004	89,362,540
Federal, state and local grants	45,878,894	100,028,474
Fair value gains (loss) on swaps	31,326,787	44,898,724
Contributions from other governments	<u>5,485,600</u>	<u>260,452,223</u>
Total non-operating revenues	<u>304,988,077</u>	<u>484,437,195</u>
Non-operating expenses		
Interest expense	(143,203,083)	(142,262,718)
Contributions to other governments	<u>(2,338,316)</u>	<u>(18,924,214)</u>
Total non-operating expenses	<u>(145,541,399)</u>	<u>(161,186,932)</u>
Income before capital contributions	290,126,474	402,055,323
Capital contributions	<u>44,507,064</u>	<u>9,728,372</u>
Change in net position	334,633,538	411,783,695
Net position, beginning of year	1,773,937,587	1,359,459,146
Restatement due to implementation of GASB 87	<u>-</u>	<u>2,694,746</u>
Net position, end of year	<u>\$ 2,108,571,125</u>	<u>\$ 1,773,937,587</u>

FINANCIAL HIGHLIGHTS - DULLES CORRIDOR ENTERPRISE FUND

Operating Revenues

For the year ended December 31, 2023, the Airports Authority recorded toll revenues of \$205.9 million, which consisted of electronic toll collections (E-ZPass) of \$188.3 million, cash collections of \$0.1 million, Pay by plate revenues of \$11.9 million, and pre-Pay by plate violations revenue of \$5.4 million. Overall toll revenue increased \$42.6 million from 2022 due to a toll rate increase. Electronic (E-ZPass and Pay by plate) toll transactions and violations from prior to the implementation of Pay by Plate accounted for 99.9 percent of Dulles Toll Road revenue in 2023, an increase from 98.4 percent in 2022.

	Dulles Corridor Enterprise Fund	
	2023	2022
Operating revenues		
Electronic toll collection revenues	\$ 188,300,850	\$ 148,873,321
Cash revenues	135,617	2,610,091
Pay by plate revenues	11,860,935	-
Violation revenues	5,382,591	11,723,987
Other revenues	173,354	5,024
Total operating revenues	<u>\$ 205,853,347</u>	<u>\$ 163,212,423</u>

Operating Expenses

For the years ended December 31, 2023, and 2022, the Dulles Corridor Enterprise Fund recorded \$52.3 million and \$46.7 million in total operating expenses, respectively. Materials, supplies, equipment, contract services, and other totaled \$34.0 million in 2023, an increase of \$5.9 million from 2022. Electronic toll collection fees paid to the third-party processor of E-ZPass and Pay by Plate transactions were \$19.1 million, up \$2.1 million from 2022. Materials, supplies, equipment, contract services, and other totaled \$28.0 million in 2022, which included \$17.0 million in electronic toll collection fees.

Most costs related to the Dulles Corridor Enterprise Fund are directly charged to the Fund. In certain instances, overhead costs for the Airports Authority are initially paid from the Aviation Enterprise Fund but are appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with operation of the Dulles Toll Road or as costs of the Dulles Metrorail Project. In 2023, \$6.8 million was allocated from the Aviation Enterprise Fund to the Dulles Corridor Enterprise Fund, \$5.4 million of which was allocated to the Dulles Toll Road and \$1.4 million was allocated to the Dulles Metrorail Project. In 2022, \$7.3 million was allocated from the Aviation Enterprise Fund to the Dulles Corridor Enterprise Fund, \$5.5 million of which was allocated to the Dulles Toll Road and \$1.8 million was allocated to the Dulles Metrorail Project.

Depreciation and amortization expenses increased \$0.5 million to \$9.6 million in 2023. Recent increases in depreciation and amortization expenses were due to increases in capital assets in the Aviation Enterprise which were allocated to Dulles Corridor Enterprise.

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	<u>Dulles Corridor Enterprise Fund</u>	
	<u>2023</u>	<u>2022</u>
Operating expenses		
Materials, equipment, supplies, contract services, and other	\$ 33,954,890	\$ 28,012,583
Salaries and related benefits	8,551,951	9,398,422
Utilities	169,272	163,578
Depreciation and amortization	<u>9,615,182</u>	<u>9,124,365</u>
Total operating expenses	<u>\$ 52,291,295</u>	<u>\$ 46,698,948</u>

Changes in Net Position

The following represents a summary of the Statements of Revenues, Expenses and Changes in Net Position of the Dulles Corridor Enterprise Fund.

	<u>Dulles Corridor Enterprise Fund</u>	
	<u>2023</u>	<u>2022</u>
Operating income		
Operating revenues	\$ 205,853,347	\$ 163,212,423
Operating expenses	<u>52,291,295</u>	<u>46,698,948</u>
Total operating income	<u>153,562,052</u>	<u>116,513,475</u>
Non-operating revenues (expenses)		
Investment income	29,169,760	9,364,585
Net increase (decrease) in fair value of investments	4,274,195	(7,073,294)
Interest expense	(171,857,222)	(169,770,536)
Contributions from other governments	10,365,038	97,912,779
Contributions to other governments	<u>(32,204,257)</u>	<u>(2,778,437,481)</u>
Total non-operating revenues (expenses)	<u>(160,252,486)</u>	<u>(2,848,003,947)</u>
Income (loss) before capital contributions	(6,690,434)	(2,731,490,472)
Capital contributions	17,002,255	42,662,301
Change in net position	10,311,821	(2,688,828,171)
Net position (deficit), beginning of year	<u>(2,822,497,313)</u>	<u>(133,669,142)</u>
Net position (deficit), end of year	<u>\$ (2,812,185,492)</u>	<u>\$ (2,822,497,313)</u>

The increase in net position for the Dulles Corridor Enterprise Fund totaled \$10.3 million for the year ended December 31, 2023. The decrease in net position for the Dulles Corridor Enterprise Fund totaled \$2.7 billion for the year ended December 31, 2022. Total operating income for the Dulles Corridor Enterprise Fund was \$153.6 million in 2023 and \$116.5 million in 2022.

Total non-operating revenues (expenses) decreased \$2.7 billion in 2023 to \$160.3 million. Contributions from other governments decreased \$87.5 million due to the substantial completion of Phase 2 of the Dulles Metrorail Project. The decrease in contributions to other governments of \$2.7 billion resulted from the transfer of capitalized costs relating to Phase 2 of the Dulles Metrorail Project to the Washington Metropolitan Area Transit Authority (WMATA) and the Aviation Enterprise Fund in 2022. Overall, operating revenues and operating expenses increased in 2023 due to the toll rate increase and the introduction of the Pay by Plate program.

Government grants and contributions in support of capital programs for the Dulles Corridor Enterprise Fund totaled \$17.0 million for the fiscal year ended December 31, 2023, and \$42.7 million for the fiscal year ended December 31, 2022. Federal grants in 2023 included \$13.8 million related to the Dulles Metrorail Project, while the Commonwealth contributed \$3.2 million.

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STATEMENTS OF NET POSITION – TOTAL BUSINESS-TYPE ACTIVITIES

The Statements of Net Position present the financial position of the Airports Authority at the end of the fiscal year. The statements include all assets and liabilities of the Airports Authority. Net Position is the difference between total assets plus deferred outflows and total liabilities plus deferred inflows and is an indicator of the current fiscal health of the Airports Authority.

A summarized comparison of the Airports Authority's assets, liabilities, deferred outflows and inflows, and net position on December 31, 2023, and 2022 is as follows:

	<u>Total Business-Type Activities</u>	
	<u>2023</u>	<u>2022</u>
Assets		
Current assets	\$ 2,532,037,722	\$ 2,080,013,765
Non-current assets		
Restricted	484,986,837	501,803,704
Unrestricted	358,333,616	301,390,806
Capital assets, net	<u>4,600,078,194</u>	<u>4,637,848,578</u>
Total Assets	<u>7,975,436,369</u>	<u>7,521,056,853</u>
Deferred Outflows of Resources	<u>206,046,220</u>	<u>221,745,246</u>
Liabilities		
Current liabilities	464,287,221	439,925,451
Non-current liabilities	<u>8,210,147,846</u>	<u>8,207,064,131</u>
Total Liabilities	<u>8,674,435,067</u>	<u>8,646,989,582</u>
Deferred Inflows of Resources	<u>210,661,889</u>	<u>144,372,243</u>
Net Position		
Net investment in capital assets	162,409,632	464,033,098
Restricted	802,306,965	316,753,039
Unrestricted (deficit)	<u>(1,668,330,964)</u>	<u>(1,829,345,863)</u>
Total Net Position	<u>\$ (703,614,367)</u>	<u>\$ (1,048,559,726)</u>

Current assets for the Airports Authority totaled \$2.5 billion on December 31, 2023, an increase of \$452.0 million from 2022. Current assets for the Aviation Enterprise Fund increased \$444.5 million in 2023, primarily as a result of increased investments of \$232.1 million, restricted investments of \$243.6 million, restricted cash and cash equivalents of \$11.2 million and lease receivable of \$3.8 million. Cash and cash equivalents decreased by \$25.4 million and accounts receivable decreased by \$19.1 million.

Non-current assets for the Airports Authority increased \$40.1 million from 2022 to 2023. The most significant changes between 2023 and 2022 include a \$69.3 million increase in unrestricted lease receivable and a \$15.9 million increase in restricted accounts receivable. These were offset by decreases of \$27.7 million in restricted cash

and cash equivalents, \$3.0 million in restricted lease receivable, \$2.0 million in restricted investments, \$10.9 million in investments, and \$1.4 million in bond insurance costs.

Capital assets for the Airports Authority decreased by \$37.8 million primarily resulting from an increase of \$265.0 million in accumulated depreciation offset by increases of \$175.7 million in building, systems and equipment for Aviation Project Journey and \$51.4 million in Aviation construction in progress.

The Airports Authority's current liabilities increased by \$24.4 million from 2022, primarily the result of increases of \$23.6 million in current portion of bonds payable and \$9.9 million in advance billings and payments received in advance for the Aviation Enterprise offset by decreases of \$7.9 million in accounts payable and accrued expenses and \$11.2 million in advance billings and payments received in advance for the Dulles Corridor Enterprise.

In 2023, non-current liabilities increased \$3.1 million to \$8.2 billion. There were increases of \$18.9 million in bonds payable, \$5.2 million in subscription liability and \$3.2 million in other liabilities offset by decreases of \$12.5 million in net OPEB liability and \$9.5 million in net pension liability.

Total net position, which represents the residual interest in the Airports Authority's assets and deferred outflows of resources after liabilities and deferred inflows of resources are deducted, increased \$344.7 million in 2023 from 2022. The Aviation Enterprise Fund and Dulles Corridor Enterprise Fund provided increases in net position of \$334.4 million and \$10.3 million, respectively, for 2023. In 2022, the Aviation Enterprise Fund and Dulles Corridor Enterprise Fund provided an increase of \$414.5 million and a decrease of \$2.7 billion, respectively.

Net investment in capital assets decreased by \$301.6 million in 2023 from 2022. The decrease in 2023 was attributable to the issuance of new bonds in 2023 to fund Aviation Enterprise Fund capital projects.

On December 31, 2023, total restricted net position of \$802.3 million consisted of funds restricted for construction, debt service, leases, Dulles Metrorail Project latent defects, Dulles Toll Road repairs, and public safety. This was an overall increase from 2022 of \$485.6 million. The Aviation Enterprise Fund's restricted net position increased by \$520.1 million, primarily due to increases in assets restricted for construction and debt service. The Dulles Corridor Enterprise Fund's restricted net position decreased by \$34.6 million largely in assets restricted for construction and debt service.

Total unrestricted net position at the end of the reporting period for the Airports Authority was a deficit of \$1.7 billion in 2023, which represented an overall increase of \$160.0 million from 2022. Unrestricted net position increased by \$184.1 million for the Aviation Enterprise Fund and decreased by \$23.1 million for the Dulles Corridor Enterprise Fund. These net unrestricted assets may be used to meet any of the Airports Authority's ongoing operational needs, including debt service for the Aviation Enterprise Fund and Dulles Corridor Enterprise Fund, subject to approval by the Airports Authority's Board of Directors. Unrestricted net position is reduced by the debts associated with the Dulles Metrorail Project. The costs of this Project Phase 1 were effectively transferred to WMATA in 2014 and those of Phase 2 were transferred in 2022 and are no longer reflected in the Airports Authority's financial statements.

CAPITAL FINANCING AND DEBT MANAGEMENT

Aviation Enterprise Fund

The Airports Authority is financing its Aviation Enterprise Fund CCP through a combination of revenues, entitlements, and discretionary grants received from the FAA, state grants, PFCs, and revenue bonds. Long-term debt is the principal source of funding for the CCP.

As of December 31, 2023, the Airports Authority had \$4.24 billion of total outstanding Airport System Revenue bonds, which includes \$4.1 billion of fixed rate bonds and \$181.9 million of variable rate bonds, which are collateralized by Letters of Credit (LOC).

On July 12, 2023, the Airports Authority issued \$436.2 million of Series 2023A Airport System Revenue and Refunding Bonds resulting in net present value savings of \$8.9 million. The Series 2023A Alternative Minimum Tax (AMT) Airport System Revenue and Refunding Bonds refunded Series 2013A Airport System Revenue Refunding Bonds and funded \$265.0 million in new money for the Airports Authority's CCP needs, producing total gross savings of \$9.5 million.

The Airports Authority's Aviation Enterprise Fund's long-term uninsured bonds are rated "AA-" by Fitch, "Aa3" by Moody's, and "AA-" by Standard & Poor's Global Ratings (S&P). In May 2023, Fitch, Moody's, and S&P affirmed their ratings, each with a "Stable" outlook.

The Airports Authority, through its Master Indenture of Trust, has agreed to maintain debt service coverage of not less than 1.25. Debt service coverage is calculated as defined in the Master Indenture of Trust. Historically, the Airports Authority has maintained a coverage ratio significantly higher than its requirement. For 2023, the Airports Authority's debt service coverage was 2.77.

Dulles Corridor Enterprise Fund

In 2009, a Master Indenture of Trust was created to secure Dulles Toll Road Revenue Bonds issued by the Dulles Corridor Enterprise Fund of the Airports Authority. Under this Indenture, all bonds are secured by a pledge of the Toll Road Revenues derived by the Airports Authority from the operation of the Dulles Toll Road. As of December 31, 2023, the Airports Authority had \$3.47 billion of outstanding Dulles Toll Road Revenue bonds.

There were no debt issuances related to the Dulles Corridor Enterprise Fund in 2023.

The Dulles Corridor Enterprise Fund has three liens (First Senior, Second Senior, and Subordinate) associated with the Dulles Toll Road Revenue Bonds. The Bonds under these liens have been assigned ratings by Moody's and S&P. Moody's rates long-term uninsured bonds under the three liens as follows: "A2" for First Senior, "Baa1" for Second Senior, and "Baa2" for the Subordinate Lien. S&P rates long-term uninsured bonds under the three liens as follows: "A" for First Senior and "A-" for the Second Senior and Subordinate Liens. Both Moody's and S&P maintain a "Stable" outlook on the Airports Authority's Dulles Corridor Enterprise credit.

Please refer to Note 15 – Capital Debt for additional details on the Airports Authority's long-term debt activity and ratings.

FEDERAL, STATE, AND LOCAL GRANT ACTIVITY

Aviation Enterprise Fund

In 2023, the Aviation Enterprise Fund recognized \$46.8 million in total federal, state, and local grants in support of operations. This included \$18.3 million in Coronavirus Aid, Relief, and Economic Security Act ("CARES Act") and \$26.6 million in Airport Rescue Grant Program (ARGP) funds used in 2023. It also included \$0.9 million in funding for the Law Enforcement Officer Reimbursement Program, which offsets expenses incurred by the Airports Authority's Public Safety personnel serving in a support role to the TSA. Other federal grants included \$0.6 million from the TSA, which was used to offset the expense of training and caring for canines used in explosives detection and \$77 thousand related to the collaborative effort between the Airports Authority and the Department of Justice.

The Aviation Enterprise Fund also recognized \$61.5 million in federal, state, and local grants in support of capital programs in 2023. FAA grant awards from the Airport Improvement Program and Bipartisan Infrastructure Law provided \$42.4 million for runway construction and rehabilitation, taxiway reconstruction, runway safety area improvements, and the Tier-2 Concourse (East) project.

In 2023, the National Highway Traffic Safety Administration (NHTSA) awarded the Airports Authority \$37 thousand to reduce highway safety related injuries and to implement a traffic safety initiative.

The FAA has announced the Airport Infrastructure Grant (AIG) and Airport Terminal Program (ATP) grant programs through the Bipartisan Infrastructure Law (BIL). From ATP discretionary funding, the Authority has been awarded \$70.6 million in grant awards through 2023 for the Tier-2 Concourse (East) 14-gate project at Dulles International Airport (IAD). Subsequent to year end, the FAA announced a further award in 2024 of \$35.0 million for the Tier-2 Concourse (East) project, bringing the total awards to \$105.6 million for the project. The Tier-2 Concourse (East) project will construct a modern 14-gate, 400,000 square-foot new concourse with convenient access to the airport's underground Aerotrain system, new restaurants, shops, and other customer-focused concessions, as well as the latest in aircraft servicing technologies and sustainable design principles. In 2023, a total of \$13.1 million in ATP grants related to the Tier-2 Concourse (East) project was recognized. Under the Airport Infrastructure Grants (AIG) program, the Airports Authority has been awarded \$89.8 million total through 2023 for Passenger Facility Charge-eligible projects, consisting of \$44.2 at Reagan National and \$45.6 million at Dulles International. Subsequent to year end, the FAA announced further AIG allocations in 2024 of \$22.5 million at Reagan National and \$22.1 million at Dulles International, bringing the Airports Authority's total AIG allocation to \$134.4 million.

Dulles Corridor Enterprise Fund

The Federal Transit Administration was the primary grantor to the Dulles Metrorail Project and committed a total of \$900.0 million in federal New Starts funding for the project. The \$900.0 million Full Funding Grant Agreement (FFGA) was approved by the FTA on March 10, 2009, and was inclusive of all previously awarded federal grants for the Dulles Metrorail Project. During 2022, the Dulles Corridor Enterprise Fund recognized \$2 million of the FFGA award.

Please refer to Note 18 – Government Grants for more information on grant activity.

CASH AND INVESTMENT MANAGEMENT – TOTAL BUSINESS TYPE ACTIVITIES

The Airports Authority's cash and cash equivalents increased \$2.4 million to \$606.3 million as of December 31, 2023, as interest rates rose and cash was invested in securities. This was driven by a decrease of \$14.2 million in the cash and cash equivalents in the Aviation Enterprise Fund and a \$16.5 million increase in cash and cash equivalents in the Dulles Corridor Enterprise Fund. Cash and cash equivalents with an original maturity of three months or less are considered highly liquid investments. Restricted and unrestricted investments increased by \$422.5 million in 2023, which was attributable to a \$441.9 million increase in the Aviation Enterprise Fund and a decrease of \$19.4 million in the Dulles Corridor Enterprise Fund investments.

The following summary shows the major sources and use of cash:

	Total Business-Type Activities	
	2023	2022
Cash received from operations	\$ 1,076,189,630	\$ 916,181,800
Cash expended from operations	<u>(489,673,829)</u>	<u>(458,391,957)</u>
Net cash provided by operations	586,515,801	457,789,843
Net cash provided (used) by:		
Noncapital financing activities	66,576,955	153,967,511
Capital and related financing activities	(381,628,220)	(833,356,819)
Investing activities	<u>(269,113,165)</u>	<u>103,429,847</u>
Net increase (decrease) in cash and cash equivalents	2,351,371	(118,169,618)
Cash and cash equivalents, beginning of year	<u>603,912,554</u>	<u>722,082,172</u>
Cash and cash equivalents, end of year	<u><u>\$ 606,263,925</u></u>	<u><u>\$ 603,912,554</u></u>

Cash temporarily idle during 2023 was invested in demand deposits, certificates of deposit, U.S. government and agency obligations, mutual funds, repurchase agreements collateralized by the U.S. government or agency obligations, and other permitted investments as listed in the Master Indentures for the Airports Authority's outstanding bonds. During 2023, the Aviation Enterprise Fund operating account average portfolio balance was \$1,148.5 million, and the average yield on investments was 3.71 percent. The capital funds are held by an agent for the Trustee but managed by the Airports Authority. For 2023, the capital funds had an average portfolio balance of \$512.9 million and an average yield of 4.19 percent. During 2023, the Dulles Corridor Enterprise Fund operating account average portfolio balance was \$289.7 million and the average yield on investments was 4.48 percent. As is the case with the Aviation Enterprise Fund, capital funds for the Dulles Corridor Enterprise Fund are held by an agent for the Trustee but managed by the Airports Authority. For 2023, the capital funds had an average portfolio balance of \$282.1 million and an average yield of 3.79 percent.

Certain Airports Authority funds that will be used for bond requirements and capital projects are invested in long-term instruments. An annual cash flow projection for capital projects is developed for all bond proceeds, and investments are matched to maximize investment income while ensuring cash is available for capital project expenses. All investments must be made in adherence with the Investment Policy that was adopted by the Airports Authority's Board.

CAPITAL CONSTRUCTION

Aviation Enterprise Fund

The Aviation Enterprise Fund capitalized \$181.3 million in projects in 2023 principally for closeout work related to Project Journey as well as the rehabilitation of the airfield pavement at Reagan National. At Dulles International, new capitalized assets included the Concourse A/B Upgrade and Roof Replacement and the replacement of the Concourse D Substation A3 and A5.

Dulles Corridor Enterprise Fund

The Dulles Corridor Enterprise Fund's Renewal and Replacement program provided funds to address major maintenance requirements including overlays, sound wall repairs, studies, erosion and drainage control, and other maintenance projects. The Renewal and Replacement program is funded from toll road revenues. In addition, the Dulles Corridor Capital Improvement Program funds improvements related to the Dulles Toll Road including but not limited to toll system ramp improvements, programmable toll information signage, Intelligent Transportation Management Systems, and additional costs relating to the Dulles Metrorail Project. These projects, which are funded from bond proceeds, Federal Transit Administration grants, and contributions from Fairfax County, Loudoun County, the Northern Virginia Transportation Authority, and the Airports Authority, include the Dulles Metrorail Project as well as other studies and improvements. The total Capital Improvement Program budget for 2023 was \$129.1 million, of which \$54.1 million was allocated for Phase 1 of the Dulles Metrorail Project, \$52.5 million was allocated for Phase 2 of the Dulles Metrorail Project, and \$22.55 million for the Dulles Toll Road.

For more information on capital asset activity, please refer to Note 9 – Changes in Capital Assets.

CONTACTING THE AIRPORTS AUTHORITY'S FINANCIAL MANAGEMENT

This financial report is designed to provide the Airports Authority's Board, management, investors, creditors, and customers with a general view of the Airports Authority's finances and to demonstrate the Airports Authority's accountability for the funds it receives and expends. For additional information about this report, or for additional financial information, please contact Andrew Rountree, Senior Vice President for Finance and Chief Financial Officer, at the following address: 1 Aviation Circle, Washington, DC, 20001-6000 or e-mail bondholders.information@mwa.com.

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Business-Type Activities
Basic Financial Statements

Statement of Net Position
As of December 31, 2023

	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities
ASSETS			
Current assets			
Cash and cash equivalents	\$ 28,959,187	\$ 247,711,390	\$ 276,670,577
Restricted cash and cash equivalents	201,645,506	-	201,645,506
Accounts receivable, net	33,589,748	5,015,187	38,604,935
Lease receivable	37,591,262	-	37,591,262
Restricted lease receivable	3,037,223	-	3,037,223
Investments	1,171,923,496	-	1,171,923,496
Restricted investments	557,280,469	227,388,444	784,668,913
Inventory	8,232,428	81,424	8,313,852
Prepaid expenses and other current assets	9,127,654	454,304	9,581,958
Total current assets	<u>2,051,386,973</u>	<u>480,650,749</u>	<u>2,532,037,722</u>
Non-current assets			
Restricted:			
Cash and cash equivalents	-	127,947,842	127,947,842
Accounts receivable	32,862,464	8,526,428	41,388,892
Lease receivable	3,177,798	-	3,177,798
Investments	208,064,079	104,408,226	312,472,305
Total restricted	<u>244,104,341</u>	<u>240,882,496</u>	<u>484,986,837</u>
Unrestricted:			
Investments	213,616,568	-	213,616,568
Lease receivable	140,251,884	-	140,251,884
Bond insurance costs	-	4,465,164	4,465,164
Total unrestricted	<u>353,868,452</u>	<u>4,465,164</u>	<u>358,333,616</u>
Capital assets:			
Land and other non-depreciable assets	155,540,568	15,857,853	171,398,421
Construction in progress	140,531,928	1,827,690	142,359,618
Construction in progress - Dulles Metrorail Project	-	6,915,683	6,915,683
Buildings, systems and equipment	9,058,393,413	166,479,938	9,224,873,351
Less: accumulated depreciation and amortization	<u>(4,871,102,708)</u>	<u>(74,366,171)</u>	<u>(4,945,468,879)</u>
Capital assets, net	<u>4,483,363,201</u>	<u>116,714,993</u>	<u>4,600,078,194</u>
Total non-current assets	<u>5,081,335,994</u>	<u>362,062,653</u>	<u>5,443,398,647</u>
Total assets	<u>7,132,722,967</u>	<u>842,713,402</u>	<u>7,975,436,369</u>
DEFERRED OUTFLOWS OF RESOURCES			
Deferred outflows - debt refundings	40,638,029	62,914,075	103,552,104
Deferred outflows - pension plans	47,343,353	1,956,259	49,299,612
Deferred outflows - OPEB plans	22,472,258	928,569	23,400,827
Deferred outflows - interest rate swaps	29,793,677	-	29,793,677
Total deferred outflows of resources	<u>140,247,317</u>	<u>65,798,903</u>	<u>206,046,220</u>

The accompanying notes are an integral part of these financial statements.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Statement of Net Position
As of December 31, 2023

	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities
LIABILITIES			
Current liabilities			
Accounts payable and accrued expenses	\$ 92,728,571	\$ 18,568,268	\$ 111,296,839
Advance billings and payments received in advance	20,556,962	14,821,615	35,378,577
Lease liability	4,444,985	182	4,445,167
Subscription liability	4,491,451	-	4,491,451
Due to (due from) other funds	20,406,815	(20,406,815)	-
Accrued interest payable	50,322,844	39,771,212	90,094,056
Current portion of bonds payable	<u>207,950,000</u>	<u>10,631,131</u>	<u>218,581,131</u>
Total current liabilities	<u>400,901,628</u>	<u>63,385,593</u>	<u>464,287,221</u>
Non-current liabilities			
Other liabilities	9,071,407	136,691	9,208,098
Lease liability	15,533,030	-	15,533,030
Subscription liability	5,238,257	-	5,238,257
Interest rate swaps payable	29,793,677	-	29,793,677
Net pension liability	44,313,257	2,187,628	46,500,885
Net OPEB liability	2,609,711	205,437	2,815,148
Revolving notes payable	-	65,014,100	65,014,100
Bonds payable, net	<u>4,448,388,557</u>	<u>3,587,656,094</u>	<u>8,036,044,651</u>
Total non-current liabilities	<u>4,554,947,896</u>	<u>3,655,199,950</u>	<u>8,210,147,846</u>
Total liabilities	<u>4,955,849,524</u>	<u>3,718,585,543</u>	<u>8,674,435,067</u>
DEFERRED INFLOWS OF RESOURCES			
Deferred inflows - debt refundings	682,664	1,160,982	1,843,646
Deferred inflows - leases	184,845,246	-	184,845,246
Deferred inflows - pension plans	5,235,140	216,319	5,451,459
Deferred inflows - OPEB plans	<u>17,786,585</u>	<u>734,953</u>	<u>18,521,538</u>
Total deferred inflows of resources	<u>208,549,635</u>	<u>2,112,254</u>	<u>210,661,889</u>
NET POSITION (DEFICIT)			
Net investment in capital assets	39,518,121	122,891,511	162,409,632
Restricted for			
Construction	587,486,305	36,225,434	623,711,739
Debt service	120,168,082	21,641,891	141,809,973
Leases	9,767,724	-	9,767,724
Dulles Rail latent defects	-	16,438,732	16,438,732
Dulles Toll Road repairs	-	9,734,104	9,734,104
Public safety	844,693	-	844,693
Unrestricted (deficit)	<u>1,350,786,200</u>	<u>(3,019,117,164)</u>	<u>(1,668,330,964)</u>
Total net position (deficit)	<u>\$ 2,108,571,125</u>	<u>\$ (2,812,185,492)</u>	<u>\$ (703,614,367)</u>

The accompanying notes are an integral part of these financial statements.

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Statement of Revenues, Expenses and Changes in Net Position
For the year ended December 31, 2023

	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities
OPERATING REVENUES			
Concessions	\$ 416,594,868	\$ -	\$ 416,594,868
Tolls	-	205,679,993	205,679,993
Rents	265,140,702	-	265,140,702
Leases	39,012,933	-	39,012,933
Landing fees	70,308,349	-	70,308,349
Utility sales	14,831,684	-	14,831,684
Passenger fees	30,747,716	-	30,747,716
Other	12,707,883	173,354	12,881,237
Total operating revenues	849,344,135	205,853,347	1,055,197,482
OPERATING EXPENSES			
Materials, equipment, supplies, contract services, and other	205,579,170	33,954,890	239,534,060
Salaries and related benefits	207,608,515	8,551,951	216,160,466
Utilities	36,035,839	169,272	36,205,111
Lease from U.S. Government	6,816,131	-	6,816,131
Depreciation and amortization	262,624,684	9,615,182	272,239,866
Total operating expenses	718,664,339	52,291,295	770,955,634
OPERATING INCOME (LOSS)	130,679,796	153,562,052	284,241,848
NON-OPERATING REVENUES (EXPENSES)			
Investment income	75,550,762	29,169,760	104,720,522
Net increase (decrease) in fair value of investments	44,426,527	4,274,195	48,700,722
Interest income - leases	3,531,503	-	3,531,503
Interest expense	(143,203,083)	(171,857,222)	(315,060,305)
Passenger facility charges	98,788,004	-	98,788,004
Federal, state and local grants	45,878,894	-	45,878,894
Fair value gain on swaps	31,326,787	-	31,326,787
Contributions from other governments	5,485,600	10,365,038	15,850,638
Contributions to other governments	(2,338,316)	(32,204,257)	(34,542,573)
Total non-operating revenues (expenses)	159,446,678	(160,252,486)	(805,808)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS	290,126,474	(6,690,434)	283,436,040
CAPITAL CONTRIBUTIONS			
Net federal, state and local grants	44,507,064	17,002,255	61,509,319
Total capital contributions	44,507,064	17,002,255	61,509,319
NET POSITION (DEFICIT)			
Change in net position	334,633,538	10,311,821	344,945,359
Net position (deficit), beginning of year	1,773,937,587	(2,822,497,313)	(1,048,559,726)
Net position (deficit), end of year	\$ 2,108,571,125	\$ (2,812,185,492)	\$ (703,614,367)

The accompanying notes are an integral part of these financial statements.

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2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Statement of Cash Flows
For the year ended December 31, 2023

	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities
CASH FLOWS FROM OPERATING ACTIVITIES:			
Operating cash receipts from customers	\$ 867,576,309	\$ 202,054,769	\$ 1,069,631,078
Cash payments to suppliers for goods and services	(245,250,077)	(32,430,811)	(277,680,888)
Cash payments to employees for services	(203,679,815)	(1,754,574)	(205,434,389)
Cash receipts for interfund services	6,558,552	-	6,558,552
Cash payments for interfund services	-	(6,558,552)	(6,558,552)
NET CASH PROVIDED BY OPERATING ACTIVITIES	425,204,969	161,310,832	586,515,801
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES			
Interest paid to vendors (refunded)	(10,026)	(26)	(10,052)
Federal, state and local grants in support of operations	66,587,007	-	66,587,007
NET CASH PROVIDED BY NONCAPITAL FINANCING ACTIVITIES	66,576,981	(26)	66,576,955
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:			
Proceeds from issuance of bonds/notes	299,309,533	-	299,309,533
Principal payments on bonds/notes	(184,330,000)	9,267,174	(175,062,826)
Payments for capital expenditures and construction in progress	(223,761,701)	(41,118,249)	(264,879,950)
Proceeds from sale of capital assets	123,142	23,485	146,627
Interest paid on bonds	(205,775,302)	(176,613,791)	(382,389,093)
Federal, state and local grants in aid of construction	32,448,089	10,868,002	43,316,091
Passenger facility charge receipts	97,931,398	-	97,931,398
NET CASH USED BY CAPITAL AND RELATED FINANCING ACTIVITIES	(184,054,841)	(197,573,379)	(381,628,220)
CASH FLOWS FROM INVESTING ACTIVITIES:			
Proceeds from short-term investment maturities	2,218,892,077	399,013,753	2,617,905,830
Purchase of short-term investments	(2,639,185,463)	(343,497,548)	(2,982,683,011)
Proceeds from long-term investment maturities	134,502,907	23,942,207	158,445,114
Purchase of long-term investments	(36,118,574)	(26,662,524)	(62,781,098)
NET CASH PROVIDED (USED) BY INVESTING ACTIVITIES	(321,909,053)	52,795,888	(269,113,165)
NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(14,181,944)	16,533,315	2,351,371
CASH AND CASH EQUIVALENTS, Beginning of year	244,786,637	359,125,917	603,912,554
CASH AND CASH EQUIVALENTS, End of year	\$ 230,604,693	\$ 375,659,232	\$ 606,263,925

The accompanying notes are an integral part of these financial statements.

Statement of Cash Flows
For the year ended December 31, 2023

	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY OPERATING ACTIVITIES:			
Operating income	\$ 130,679,796	\$ 153,562,052	\$ 284,241,848
Adjustments to reconcile operating income (loss) to net cash provided by operating activities:			
Depreciation and amortization	262,442,829	9,638,667	272,081,496
Loss (gain) on disposal of assets	181,855	(23,485)	158,370
Provision for losses on accounts receivable	564,011	12,660,259	13,224,270
(Increase) decrease in assets:			
Accounts receivable	(3,351,622)	(16,458,836)	(19,810,458)
Lease receivable	(70,077,177)	-	(70,077,177)
Inventory	349,517	4,569	354,086
Prepaid expenses and other current assets	1,291,918	236,497	1,528,415
Deferred outflows pension plans	20,768,275	1,312,414	22,080,689
Deferred outflows OPEB plans	13,075,532	777,368	13,852,900
Increase (decrease) in liabilities:			
Accounts payable and accrued expenses	2,661,635	11,408,682	14,070,317
Advance billings and payments received in advance	9,929,207	(11,228,655)	(1,299,448)
Accrued Lease obligations	229,906	(449)	229,457
Subscription liability - short term	4,491,451	-	4,491,451
Due to (due from) other funds	(641,671)	641,671	-
Other liabilities	2,477,591	939	2,478,530
Subscription liability - long term	5,238,257	-	5,238,257
Net OPEB liability	(12,024,883)	(496,876)	(12,521,759)
Net Pension liability	(9,151,898)	(378,162)	(9,530,060)
Deferred inflows pension plans	(2,562,236)	(157,877)	(2,720,113)
Deferred inflows OPEB plans	(1,444,501)	(187,946)	(1,632,447)
Deferred inflows leases	70,077,177	-	70,077,177
NET CASH PROVIDED BY OPERATING ACTIVITIES	\$ 425,204,969	\$ 161,310,832	\$ 586,515,801
NONCASH INVESTING, CAPITAL AND FINANCING ACTIVITIES:			
Unrealized gain on investments	\$ 119,977,289	\$ 33,443,955	\$ 153,421,244
Contributions to other entities	\$ (2,338,316)	\$ (32,204,257)	\$ (34,542,573)
Contributions from other entities	\$ 5,485,600	\$ 10,365,038	\$ 15,850,638
Decrease in assets in non-operating accounts receivable	\$ (3,454,118)	\$ (3,038,603)	\$ (6,492,721)
Decrease in capital assets in accounts payable and accrued expenses	\$ (941,214)	\$ 3,759,768	\$ 2,818,554
Fair value gain on swaps	\$ (31,326,787)	\$ -	\$ (31,326,787)
Proceeds from issuance of refunding bonds	\$ 472,791,204	\$ -	\$ 472,791,204
Bond proceeds paid to escrow to refund outstanding bonds and pay interest	\$ 173,481,671	\$ -	\$ 173,481,671

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Metropolitan Washington Airports Authority

Fiduciary Component Units
Basic Financial Statements

Statement of Fiduciary Net Position
As of December 31, 2023

	<u>As of December 31, 2023</u>
	<u>Pension and Other Post- Employment Benefit Trust Funds</u>
Assets	
Restricted	
Current investments	
Short-term investments	\$ 8,691,084
Non-current investments	
Debt securities	150,596,937
Equity securities	362,985,045
Private equity	14,933,891
Real estate	8,532,110
Total non-current investments	<u>537,047,983</u>
Total investments	<u>545,739,067</u>
Receivables	
Accrued investment income and other	2,705,827
Accrued contributions	432,594
Total receivables	<u>3,138,421</u>
Total assets	<u>548,877,488</u>
Liabilities	
Payables	
Accrued plan expenses	401,196
Total liabilities	<u>401,196</u>
Net Position	
Net position restricted for pensions	383,623,922
Net position restricted for other post-employment benefits	<u>164,852,370</u>
Total net position	<u>\$ 548,476,292</u>

The accompanying notes are an integral part of the financial statements.

Statement of Changes in Fiduciary Net Position
For the Year Ended December 31, 2023

	For the year ended December 31, 2023
	Pension and Other Post- Employment Benefit Trust Funds
Additions	
Employer contributions	\$ 11,080,196
Employee contributions	3,557,263
Total contributions	14,637,459
Net (depreciation) appreciation in fair value of investments	62,173,185
Interest income	2,890,342
Dividends	9,668,656
Total investment (loss) income	74,732,183
Less investment expenses	(695,286)
Net investment (loss) income	74,036,897
Total additions, net	88,674,356
Deductions	
Benefit payments	37,097,885
Administrative expenses	300,305
Total deductions	37,398,190
Change in net position	51,276,166
Net Position	
Beginning of year	497,200,126
End of year	\$ 548,476,292

The accompanying notes are an integral part of the financial statements.

Notes to Financial Statements

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The Metropolitan Washington Airports Authority (the Airports Authority) is an independent interstate agency created by the Commonwealth of Virginia (the Commonwealth) and the District of Columbia with the consent of the United States Congress. The Commonwealth and the District of Columbia enacted essentially identical legislation creating the Airports Authority for the purpose of operating Ronald Reagan Washington National Airport (Reagan National) and Washington Dulles International Airport (Dulles International) (collectively, the Airports).

Pursuant to an Agreement and Deed of Lease, effective June 7, 1987, the Airports were transferred by the U.S. Government to the Airports Authority for an initial term of 50 years. On June 17, 2003, the Agreement and Deed of Lease was extended 30 years to June 6, 2067.

On November 1, 2008, the Virginia Department of Transportation (VDOT) transferred responsibility for the operation and maintenance of the Dulles Toll Road to the Airports Authority for an initial term of 50 years. In connection with the transfer, the Airports Authority is constructing the Dulles Metrorail Project and is making other improvements in the Dulles Corridor consistent with VDOT and regional plans.

The Airports Authority is governed by a Board of Directors (the Board) with members appointed by the Governors of the Commonwealth and the State of Maryland, the Mayor of the District of Columbia, and the President of the United States. Only the accounts of the Airports Authority are included in the reporting entity. There are no U.S. or state government agency finances that should be considered for inclusion in the Airports Authority's financial reporting entity.

In evaluating the Airports Authority as a reporting entity, management has addressed all potential component units (traditionally separate reporting entities) for which the Airports Authority may be financially accountable and, as such, should be included within the Airports Authority's financial statements. The Airports Authority (the primary government) is financially accountable if it appoints a voting majority of the organization's governing board and (1) it is able to impose its will on the organization or (2) there is a potential for the organization to provide specific financial benefits to or impose specific financial burdens on the Airports Authority. Potential organizations for which the Airports Authority is not financially accountable but would be misleading if not disclosed within the Airports Authority's financial statements were considered, and the Pension and Other Post-Employment Benefit Trust Funds were identified as a blended component unit.

The financial statements are formatted to allow the user to clearly distinguish between the primary government and its blended component unit.

Blended Component Unit

The Pension and Other Post-Employment Benefits Trust Funds – The blended component units consist of the following three trust funds established as fiduciary activities to provide retirement benefits to qualified Airports Authority employees: the General Retirement Plan; the Police Officers and Firefighters Retirement Plan; and the Retired Employees Health Care Plan. The trust funds are governed by the Airports Authority Retirement Committee (Retirement Committee), and the Retirement Committee is appointed by the Board. The Airports Authority assumes a financial burden of making contributions to the trust funds.

B. Measurement Focus, Basis of Accounting & Financial Statement Presentation

The financial statements of the Airports Authority are presented using the economic resources measurement focus and the accrual basis of accounting in accordance with generally accepted accounting principles in the United States of America (GAAP), as prescribed by the Governmental Accounting Standards Board (GASB). Under the accrual basis of accounting, revenues are recorded when earned, and expenses are recorded when incurred. As defined by the GASB, the Airports Authority reports the operations of the Airports and the Dulles Toll Road, Dulles Metrorail Project, and related improvements as two separate Business-Type Activities. In addition, the Airports Authority Pension and Other Post-Employment Benefits Trust funds are reported as component units in the Fiduciary Fund Financial Statements.

Business-Type Activities

Business-Type Activities are those financed in whole or in part by fees charged to external parties for goods or services. The Airports operate as a single Business-Type Activity and are reported in the Airports Authority's Aviation Enterprise Fund. The Dulles Toll Road, the Dulles Metrorail Project, and related improvements in the Dulles Corridor operate as a single Business-Type Activity and are reported in the Dulles Corridor Enterprise Fund. Both Business-Type Activities are major funds. The effects of interfund activity between these two enterprise funds have been eliminated in the total columns of the financial statements.

Revenues from airlines, concessions, leases, rental cars, parking, and toll collections are reported as operating revenues. Financing and investing related transactions are reported as non-operating revenues. All expenses related to operating the Airports Authority are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Fiduciary Activities

As defined by the GASB, the Airports Authority reports the operations of the Pension and Other Post-Employment Benefits Trust Funds as blended component units in the Fiduciary Fund Financial Statements. These Pension and Other Post-Employment Benefits Trust Funds provide retirement benefits in the form of pensions and health insurance to qualified Airports Authority employees. These Pension and Other Post-Employment Benefits Trust Funds are legally separate entities, and the resources of the Pension and Other Post-Employment Benefits Trust Funds are restricted and cannot be used to finance the Airports Authority's operations. The assets of the trusts are held and administered in trust arrangements which are governed by the Retirement Committee. The Retirement Committee is staffed by Airports Authority employees and receives its authority by delegation from the Airports Authority Board of Directors. The Airports Authority has committed to making contributions into each of the plans thereby assuming a financial burden for the plan and thus having financial accountability, so the activity of the fiduciary funds is presented as a blended component unit. The assets in each trust are held for only Airports Authority employees' benefits.

The Airports Authority Retirement Plan and the Airports Authority Retirement Plan for Police Officers and Firefighters, established in January 1989, and the Airports Authority Retired Employees Healthcare Plan, established in January 2005 are governed by the Retirement Committee established by the Airports Authority's Board of Directors in March 1989. The Retirement Committee consists of senior management staff appointed by the President and Chief Executive Officer and a member of the Board of Directors, designated by the Board Chairman. The Senior Vice President for Human Resources and Administrative Services serves as the Chair of the Retirement Committee and the Manager of Benefits and Retirement serves as the Committee Secretary.

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Metropolitan Washington Airports Authority

The Airports Authority's Retirement Plan and the Airports Authority's Plan for Police Officers and Firefighters issue separate publicly available financial statements. These reports and financial information for the Airports Authority's Retired Employees Healthcare Plan can be obtained by request to William Caldwell, Manager, Compensation and Benefits, 1 Aviation Circle, Washington, DC, 20001-6000 or email William.Caldwell@mwaa.com.

The Airports Authority Retired Employees Healthcare Plan does not issue separate financial statements. The relevant financial information can be found within the preceding financial statements and subsequent footnote disclosures.

C. Use of Estimates in the Preparation of the Financial Statements

The preparation of financial statements in conformity with GAAP in the United States of America requires management, where necessary, to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Significant estimates include the useful lives of capital assets, the fair value of derivative financial instruments, an allowance for doubtful accounts, pension obligations, other post-employment benefits obligations, the actuarial present value of accumulated plan benefits and certain self-insured liabilities. Actual results could differ from those estimates.

D. Budgeting Requirements

The Airports Authority's annual budgeting process is a financial planning tool used to establish the estimated revenues and expenditures for the Aviation Enterprise Fund and Dulles Corridor Enterprise Fund. The Airports Authority is not required to demonstrate statutory compliance with its annual operating budgets. Accordingly, budgetary data is not included in the basic financial statements.

Employer contributions to the Pension and Other Post-Employment Benefits Trust Funds are recognized when the employer has made formal commitments to provide the contribution. The contribution rates for any given year for the plans are calculated based on the actuarial valuation done for the year two years prior to the current year. The contribution rate for any given year incorporates (1) the current and projected funded status of the funds; (2) recent investment performance, and the advice of the investment consultant; and (3) anticipated changes to the Plans' demographics to the extent reflected in the actuarial assumptions used by the actuary in their most recent actuarial valuation or projections. The Airports Authority's funding policy is to provide for periodic employer contributions rates expressed as percentages of annual covered payroll. Employer contributions are determined in accordance with Pension and Other Post-Employment Benefits Trust Funds plan provisions and approved by the Airports Authority's Retirement Committee.

E. Net Position

Net position represents the residual interest of all other elements presented in the statement of net position for the Aviation Enterprise Fund, the Dulles Corridor Enterprise Fund and the Pension and Other Post-employment Benefit Trust Funds. Net position is the difference between (a) assets and deferred outflows of resources and (b) liabilities and deferred inflows of resources. Net position is displayed in three components: *Net investment in capital assets*, which includes capital assets funded from unrestricted and restricted sources, net of accumulated depreciation and outstanding debt attributable to acquisition of the capital assets; *Restricted* when constraints are imposed by third parties or enabling legislation on assets or deferred outflows of resources, net of any liabilities and deferred inflows of resources which will be liquidated with the restricted assets; or *Unrestricted*, which include all remaining assets, deferred outflows of resources, liabilities and deferred inflows of resources not included in the preceding two categories.

F. Revenue Recognition

Business-Type Activities

Revenues that result from providing services in connection with the principal ongoing operations of the Airports Authority's enterprises are reported as operating revenues. Revenues are reported net of estimated uncollectible amounts. The Airports Authority's operating revenues are presented in eight major categories as follows:

Concessions – Concession revenues are generated from public parking facilities and from commercial tenants who provide goods and services to the public or to other tenants of the Airports. Commercial tenant operations include car rentals, food and beverage sales, retail and newsstand sales, display advertising, ground transportation, in-flight catering, fixed-based operations, and other provided services. Revenues earned by the Airports Authority for commercial tenant operations are based on negotiated agreements and are usually based on the greater of a minimum annual guarantee or a percentage of the tenants' gross receipts. Parking fees are collected directly by the Airports Authority. Concession revenues are recognized when minimum guarantees are earned or as services are provided or goods are sold to the public or other tenants of the airports.

Customer Facility Charge – On April 1, 1993, the Airports Authority began requiring the on-airport car rental companies at Reagan National to charge a Customer Facility Charge (CFC) to be used to pay, or to reimburse the Airports Authority, for costs, fees, and expenses associated with financing, maintaining, and operating the car rental companies' Quick Turn-Around Facility, 44 percent of the cost of the south parking structure, 44 percent of the costs of busing service used to transport public parking patrons, and other costs, fees and expenses that may be paid from CFC proceeds. For 2022, 2021 and 2020 the CFC at Reagan National was \$3.50 per rental day and is collected by the car rental companies from each of their customers and subsequently remitted to the Airports Authority. On July 1, 2019, the Airports Authority began requiring the on-airport car rental companies at Dulles International to charge a CFC of \$3.00 per rental day to be used to pay, or to reimburse the Airports Authority, for costs, fees, and expenses associated with financing, maintaining, and operating the car rental companies' facilities and other costs, fees and expenses that may be paid from CFC proceeds. In accordance with the concession contracts between the Airports Authority and the car rental companies, the CFC cannot be used for the Airports Authority's indirect costs. CFC revenues are included in the Statements of Revenues, Expenses and Changes in Net Position as concession revenues and associated assets are included in the Statements of Net Position as unrestricted assets.

Tolls – Toll revenues represent revenues collected from vehicles using the Dulles Toll Road and include automated vehicle identification or electronic toll collections, cash collections and violation revenues. Violation revenues are recorded at gross amounts, and the related collection and administrative fees are expensed. Toll revenues are recognized in the period in which toll road usage occurred.

Rents/Lease– Rental and Lease revenues are earned through leases of Airports Authority terminal and non-terminal property space. Leases with the airlines are based on full cost recovery plus debt service coverage, through rates and charges as described in Note 3 – Airport Use Agreement and Premises Lease. Other leases are for terms of one or more years and include contractually established rental rates and provisions for annual rent adjustments. Rental revenues include common area maintenance charges as well as cost recovery for normal utility usage in most cases. Terminal and concourse rental rates at Dulles International include cost recovery and debt service coverage for the Automated People Mover system (the AeroTrain). Rental revenue is recognized over the life of the respective leases.

Landing Fees – Landing fees are generated principally from the airlines and are based on the landed weight of aircraft. The landing fee structure is determined annually based on full cost recovery of airside related charges

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pursuant to an agreement between the Airports Authority and the signatory airlines, as described in Note 3 – Airport Use Agreement and Premises Lease.

Utility Sales – Utility revenues are generated from metered utility usage for terminal and non-terminal tenants whose utility usage is not already included in rental fees. Utility revenues are recognized based on the period of actual usage.

Passenger Fees – Passenger fee revenues are comprised of fees charged to airlines for use of U.S. Customs and Border Protection Federal Inspection facilities and for use of the mobile lounge passenger conveyance system at Dulles International. Passenger fee revenues also include security fees charged to the Transportation Security Administration. Passenger fee revenues are recognized when the facilities and systems are used or when the security services are provided.

Other Revenues – The other revenues category includes employee parking fees, medical service fees, and other miscellaneous revenues. Other revenues are recognized during the period the services are provided.

Fiduciary Activities

The Pension and Other Post-Employment Benefit Trust Funds recognize employer and employee contributions to the plans. Interest income is recorded on the accrual basis. Dividends are recorded on the ex-dividend date and the trust funds present the net appreciation in the fair value of its investments, which consists of the realized and unrealized gains and losses on those investments.

G. Allocations of Overhead and Other Indirect Costs and Project Costs

Most costs related to the Aviation Enterprise Fund and the Dulles Corridor Enterprise Fund are directly charged to the appropriate fund as a direct cost. Administrative functions, which represent overhead costs for the entire Airports Authority, as well as other indirect costs, such as Public Safety functions, are initially paid from the Aviation Enterprise Fund, but include costs which are appropriately allocable to the Dulles Corridor Enterprise Fund as costs associated with the operation of the Dulles Toll Road or as project management and administration costs for the Dulles Metrorail Project. A cost allocation plan is used to identify and quantify all overhead and other indirect costs appropriately allocable to the Dulles Toll Road or to the Dulles Metrorail Project within the Dulles Corridor Enterprise Fund.

All allocated overhead and other indirect costs are expensed by the Dulles Corridor Enterprise Fund and recognized as a reduction of expenses by the Aviation Enterprise Fund. Costs allocated for 2023 are recognized within Operating Expenses on the Statements of Revenues, Expenses and Changes in Net Position as follows:

	<u>Year ended December 31,</u> <u>2023</u>
Materials, equipment, supplies, contract services, and other	\$ 309,136
Salaries and related benefits	5,922,852
Utilities	17,330
Depreciation and amortization	537,934
Total	<u>\$ 6,787,252</u>

The Dulles Metrorail Project is being constructed in two phases (refer to Note 4 – The Dulles Toll Road and Construction of the Dulles Metrorail Project). Project overhead costs are allocated between the two phases of the project based on a cost allocation plan and are recorded as expenses.

H. Cash and Cash Equivalents

For purposes of reporting cash flows, cash and cash equivalents include cash on hand, demand deposits, certificates of deposit, commercial paper, United States government and agency obligations, money market funds, and repurchase agreements collateralized by United States government or agency obligations with an original maturity of three months or less, including restricted assets.

I. Investments

Business-Type Activities

The Airports Authority's investment policy is determined by the Board. Permitted investments are set within the policy. Written investment objectives and procedures are developed by the staff in consultation with the Investment Committee. The Investment Committee meets quarterly to review the portfolio performance, confirm compliance to the policy, and formulate an investment plan for the next quarter.

In accordance with the provisions of GAAP, investments with an original maturity greater than one year are recorded at their fair value and all investment income, including changes in the fair value of investments, are reported as investment income in the financial statements. Investments with an original maturity of less than one year are carried at amortized cost. Fair value measurements are categorized within the fair value hierarchy and are based on the valuation inputs used to measure the fair value of the asset. The inputs are categorized into levels with highest priority given to unadjusted quoted prices in active markets (level 1) and the lowest priority to unobservable inputs (level 3).

Investments consist of securities with an original maturity greater than three months and include United States government and agency obligations, guaranteed investment contracts and repurchase agreements collateralized by United States government or agency obligations, certificates of deposit and commercial paper.

Fiduciary Activities

The Pension and Other Post-Employment Benefits Trust Funds' investment policy is determined by the Board. The Statement of Investment Policy was adopted at the Board of Directors' meeting on October 2, 1996, with the latest amendment on January 21, 2015. The Retirement Committee is authorized to administer the investment policies, develop investment manager guidelines and objectives, and approve the retention of qualified advisors and investment managers.

In accordance with the provisions of GAAP, investments with an original maturity greater than one year are recorded at their fair value and all investment income, including changes in the fair value of investments, are reported as investment income in the financial statements. Investments with an original maturity greater than one year include debt securities, equity securities, private equity funds, real estate trust funds and short-term investments. Investments with an original maturity of less than one year are carried at amortized cost. Fair value measurements are categorized within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The inputs are categorized into levels with the highest priority given to unadjusted quoted prices in active markets (level 1),

the second priority given to other observable inputs (level 2) and the lowest priority to unobservable inputs (level 3).

Investments consist of debt and equity securities, private equity funds, real estate trust funds and short-term investments.

Purchases and sales of securities are reflected on a trade-date basis. Interest income is recorded on the accrual basis. Dividends are recorded on the ex-dividend date. The Statements of Fiduciary Net Position present the net appreciation in the fair value of investments, which consists of the realized and unrealized gains and losses on those investments.

J. Accounts Receivable

Accounts receivable are reported net of estimated uncollectible amounts when earned. The Airports Authority's payment terms range from zero to 30 days (60 days for government agencies), depending on the type of service provided. An allowance for doubtful accounts for the Aviation Enterprise Fund is based on management estimates of uncollectible revenue billings. As a customer's balance is deemed uncollectible, the receivable is offset against this allowance. Subsequent receipt of a receivable previously written off is applied to this allowance. An allowance for doubtful accounts for the Dulles Corridor Enterprise Fund is based on management estimates of uncollectible revenue billings. Since the receivables in the Dulles Corridor Enterprise Fund are primarily from governmental entities, the allowance for doubtful accounts is not needed. Receivables in the Pension and Other Post-Employment Benefits Trust Funds are primarily the accrual of security transactions and contributions due but not yet paid. The receivables in the Pension and Other Post-Employment Benefits Trust Funds are primarily due from the investment managers and the Airports Authority so no allowance for doubtful accounts is needed.

K. Lease Receivable

Leases receivable are recognized at the commencement of the lease term and are measured as the present value of lease payments expected to be received during the life of the lease reduced by any estimated uncollectible amounts. The lease receivable is reduced as payments are received. The lease receivable is remeasured if there is a change in the lease term, a change in the interest rate charged to the lessee, or if a contingency, upon which some or all of the variable payments that will be received over the lease term are based, is resolved such that those payments now need to be included in the calculation of the lease receivable.

The future lease payments are discounted using the interest rate implicit in the lease agreement. When the interest rate is not provided in the lease agreement, the Airports Authority uses its estimated incremental borrowing rate calculated using the weighted average interest rates across the Airports Authority's bonds calculated at the beginning of each year. The weighted average interest rate is calculated for each 12-month period and the rate used in the present value calculations is that which aligns with term of the lease. The lease terms and lease payments used are those that are stated in the executed agreements. The lease term includes the non-cancellable period of the lease.

L. Inventory and Prepaid Items

Inventory consists of supplies, maintenance parts, and bulk materials such as sand and salt, all of which are for use at the Airports and Dulles Toll Road. Inventories of materials and supplies are determined both by physical counts and through perpetual inventory systems. Inventories are valued at cost using the weighted average valuation method. The Airports Authority records all inventory adjustments identified by physical counts directly to expense. Obsolete inventory is either returned to the vendor for credit (if possible) or disposed of according to Airports Authority policy.

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the financial statements. The cost of prepaid items is recorded as expenses when consumed rather than when purchased.

M. Restricted Assets

Assets restricted to specific purposes by legally enforceable requirements are segregated on the Statements of Net Position and Statements of Fiduciary Net Position. Requirements include externally imposed requirements by creditors (such as through debt covenants), grantors or contributors; laws or regulations of other governments; and constitutional provisions or enabling legislation.

The Airports Authority's restricted assets are expendable. The Airports Authority's policy is to spend restricted assets before unrestricted assets are spent when both are available for the same purpose. Restricted assets necessary to meet current liability obligations are classified as current assets. Restricted assets that are restricted for disbursement in the acquisition or construction of non-current assets or that are segregated for the liquidation of long-term debts are classified as non-current assets.

Assets restricted for construction include the funds available for the design and construction of capital improvements for the Airports and the Dulles Toll Road as well as for construction of the Dulles Metrorail Project. Assets restricted for construction include cash, investments and receivables obtained from debt proceeds, grants, and passenger facility charges. Assets restricted for debt service include the cash balances required to pay the semi-annual interest payments as well as the principal for the annual October bond payments. The restricted assets for debt service reserve include cash and investments totaling the maximum amount of required principal payments for the bonds scheduled to come due in one year. The debt service reserve accounts are revalued each year in October. Any amounts in excess of the debt service requirements are transferred to the applicable construction fund or taken into the operating fund of the Airports Authority if the construction funds have been expended. If the debt service reserve is insufficient, the Airports Authority transfers funds into the accounts. Assets restricted for leases represent funds which have been restricted based on operating lease agreements. Assets restricted for Dulles Metrorail Project latent defects and for Dulles Toll Road repairs represent cash and investments which are held in accordance with contractual agreements for the construction of the Dulles Metrorail Project as well as the operation of the Dulles Toll Road (refer to Note 4 – The Dulles Toll Road and Construction of the Dulles Metrorail Project). Assets restricted for the benefit of the Airports Authority's Public Safety department represent cash funds obtained through cooperative seizure activities with federal and state justice agencies (refer to Note 18 – Government Grants).

Assets restricted for the Pension and Other Post-Employment Benefits Trust Funds are available for payment of benefits to eligible retirees and administrative expenses associated with the trust funds in accordance with the trust funds' provisions.

N. Pensions

For purposes of measuring the net pension liability or (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Airports Authority General and Public Safety Employee Retirement Plans (the Authority Plans) and the additions to and deductions from the Civil Service Retirement Systems (CSRS), Federal Employees' Retirement System (FERS) and the Authority Plans' net fiduciary position have been determined on the same basis as they were reported by the United States Office of Personnel Management and the actuaries. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

The Airports Authority recognizes pension expense and deferred outflows of resources and deferred inflows of resources related to pension benefits that result in changes in the components of the net pension liability. Net pension liability is measured as a portion of the actuarial present value of projected benefits payments that is attributed to past periods of employee service net of the pensions plan's fiduciary net position. See Note 7 – Pension Plans and Deferred Compensation Plan.

O. Capital Assets

Capital assets used in operations

Capital assets are stated at historical cost or, if acquired upon termination or expiration of tenant leases, acquisition value at the date of transfer. Costs for capital assets under construction include direct, indirect project management costs and financing costs incurred. Right-to-use lease assets are recorded at the initial measurement of the lease liability, plus any payments made to the lessor at or before commencement date of the lease term and direct ancillary costs necessary to place the asset into service. Subscription assets are recorded at the initial measurement of the subscription liability, plus any payments associated with the Subscription-Based Information Technology Arrangement (SBITA) contract made to the SBITA vendor at the commencement of the subscription term, and any capitalizable implementation costs.

Provision for depreciation has been calculated using the straight-line method over the estimated useful lives of the assets. The cost of internally developed software and other assets, if amortized, uses the straight-line method. The Airports Authority does identify certain intangible assets, such as permanent easements, as having indefinite lives. Right-to-use lease assets are amortized in a systematic and rational manner over the shorter of the lease term or the useful life of the underlying asset. Amortization expense is recognized representing the decrease in the useful life of the right-to-use lease assets over the lease term. Subscription assets are amortized in a systematic and rational manner over the shorter of the subscription term or the useful life of the underlying IT assets. Amortization expense is recognized representing the decrease in useful life of the subscription assets over the subscription term.

The estimated useful lives and corresponding capitalization thresholds are as follows:

<u>Category</u>	<u>Useful Life</u>	<u>Threshold</u>
Equipment	3-15 years	\$10,000
Motor vehicles	3-15 years	\$10,000
Intangible assets	3-15 years	\$10,000
Buildings	5-50 years	\$25,000
Systems and structures	5-50 years	\$25,000
Right-to-use buildings	5-50 years	\$100
Right-to-use systems and structures	5-50 years	\$100
Right-to-use equipment	3-15 years	\$100
Subscription assets	2-10 years	\$100

Maintenance, repairs, and minor improvements and replacements are expensed as incurred. Permanently impaired capital assets that will continue to be used by the Airports Authority are written down to their measured impaired value; assets the Airports Authority has determined will no longer be used are written off completely. Pollution remediation obligations that do not qualify for capitalization are accrued as liabilities and expensed when a range of expected outlays is reasonably estimable or upon receipt of goods and services.

Capital assets under construction to be transferred to other governmental agencies

Costs for capital assets under construction, which upon completion will be transferred to other governmental agencies, are stated at historical cost, and include direct costs, indirect costs, and financing costs. Indirect costs capitalized as project costs only include construction administration expenses directly attributable to these specific capital asset programs.

The Airports Authority is responsible for acquiring the rights-of-way and property interest, including easements, necessary for the construction of the Dulles Metrorail Project and other projects within the Dulles Corridor. However, the Airports Authority and VDOT are coordinating the acquisition of the property and determining where property interests will be acquired by VDOT in the name of the Commonwealth either through eminent domain or through some other procedure. At the discretion of VDOT, all property in VDOT’s control needed for these projects will be made available to the Airports Authority in the form of a land use permit. At the completion of the projects, VDOT shall transfer certain properties acquired for construction and operation of the projects by deed, easement, or permit to the Airports Authority. Although VDOT may hold the legal title to these acquired property interests, the costs incurred to acquire these property interests are included in Construction in Progress, as the Airports Authority has control of these property interests during the construction period.

Pollution remediation liabilities associated with the capital assets under construction to be transferred to other governmental agencies are capitalized as incurred, as these liabilities are incurred to prepare the capital asset for transfer to another governmental agency and the associated property was acquired with known or suspected pollution that was expected to be remediated.

Once construction is completed and the asset is accepted by the other government agency, the Airports Authority will account for the transfer in accordance with the relevant accounting requirements.

P. Deferred Outflows/Inflows of Resources

In addition to assets, the Statements of Net Position contains a separate section for deferred outflows of resources which represent a consumption of net position that applies to a future period and will be recognized as an outflow of resources in a future period. The Airports Authority recognizes deferred outflows for debt refundings, interest rate swaps, pension plans, and other post-employment benefits (OPEB) plans.

In addition to liabilities, the Statement of Net Position contains a separate section for deferred inflows of resources which represent an acquisition of net position that applies to a future period and will be recognized as an inflow of resources in a future period. The Airports Authority recognizes deferred inflows for debt refundings, pension plans, leases and OPEB plans. Deferred outflows and inflows of resources for debt refundings are amortized over the shorter maturity of the refunded or refunding debt. The Airports Authority recognizes changes in the fair value of effective hedging derivative instruments as either deferred outflows or deferred inflows of resources until a termination event occurs. Upon such a termination event, the deferred change in fair value will be recognized as either a current outflow or inflow of resources. The deferred inflows of resources for leases are recognized over the life of the lease term. The pension and OPEB deferred inflows and outflows related to the difference between expected and actual experience, changes in assumptions, and the difference between projected and actual earnings on pension plan investments are recognized in pension expense using a systematic and rational method over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions and OPEB through the plans. Deferred inflows and outflows of resources related to the difference between actual and projected earnings on investments are presented as net outflows and net inflows. The pension and OPEB deferred inflows and outflows related to the difference between projected and actual earnings are recognized in pension expense using a systematic and rational method over a closed five-year period.

Q. Long-Term Debt

Debt issuance costs represent expenses incurred in the process of issuing bonds, commercial paper notes, revolving lines of credit and interest rate swaps and are expensed as incurred. Insurance related to debt issuance is amortized over the life of the related debt. Original issue discounts or premiums are amortized using the effective-interest method over the life of the related debt. Interest on capital appreciation debt is accreted using the straight-line method. For debt refunded, the difference between the reacquisition price and the net carrying amount of the refunded debt is deferred and amortized as a component of interest expense using the straight-line method over the remaining life of the refunded debt or the life of the new debt, whichever is shorter.

R. Federal, State & Local Grants

The Airports Authority receives federal, state, and local grants in support of specific operational programs, its Capital Construction Program (CCP) and the Dulles Metrorail Project. Grants are recognized as related expenditures are made and all eligibility requirements are met.

Grants recognized for services provided directly to a government entity are reported as operating revenues in the Statements of Revenues, Expenses and Changes in Net Position. Grants obtained through operational activities that are not related to services provided to any governmental entity are reported as non-operating revenues. Grants for capital asset acquisition, facility development, and/or rehabilitation and long-term planning are reported as capital contributions. Capital contributions are reported in the Statements of Revenues, Expenses and Changes in Net Position after non-operating revenues and expenses.

S. Passenger Facility Charges

In 1990, Congress approved the Aviation Safety and Capacity Expansion Act, which authorized domestic airports to impose a Passenger Facility Charge (PFC) on enplaning passengers. PFCs may be used for airport projects that meet at least one of the following criteria: preserve or enhance safety, security, or capacity of the national air transportation system; reduce noise or mitigate noise impact resulting from an airport; or furnish opportunities for enhanced competition between or among carriers.

The Airports Authority has imposed PFCs since November 1993 at Reagan National and since January 1994 at Dulles International. PFCs are collected by the airlines and remitted monthly to the Airports Authority. The Airports Authority accounts for PFCs on an accrual basis, based on the month the charges were collected by the airlines. Due to their restricted use, PFCs are categorized as capital contributions.

T. Lease Liabilities

The Airports Authority classifies leases as those agreements in which the Airports Authority controls the right to use a tangible asset over a period of time. At the commencement of these agreements, the Airports Authority recognizes a lease liability and an intangible right-to-use asset based on the net present value of future expected lease payments. The right-to-use assets are amortized over the lease term or the estimated useful life of the right-to-use asset whichever is less. The Airports Authority leases certain assets from multiple third parties. They include leases for office space, technology assets and general operating equipment. For those leases that are short term (12 months or less) or variable in nature, the payments are recognized as lease expense in the current period and no asset is recorded.

The Airports were transferred by the federal government to the Airports Authority under the terms of an agreement (the Federal Lease) which transferred a leasehold interest in all of the Airports' then-existing real property, including access highways and related facilities, and transferred title to all equipment, materials, furnishings, and other personal property appurtenant to or located on the Airports' property (other than particular property required for federal air traffic control responsibilities). Upon expiration of the Federal Lease, the Airports, including improvements, will be returned to the Federal government. Since the transfer, the Airports Authority has acquired title to land and aviation easements adjacent to Dulles International for airport expansion. All land acquired after the transfer is not subject to the Federal Lease except that, pursuant to amendments to the Federal Lease, any after-acquired land in the Airports Authority's possession at the expiration of the Federal Lease will revert to the federal government.

The Airports Authority accounts for the Federal Lease as a non-exchange transaction and records the payments as operating expenses in the current period. The Federal Lease provides for an annual base rental of \$3.0 million payable to the United States Treasury and is subject to annual adjustment for inflation and interest. The Airports Authority invests the monthly lease payments in an interest-bearing account or investments allowed by the Airports Authority Investment Policy and makes semi-annual payments, including interest, to the Federal government. In accordance with generally accepted accounting principles for an operating lease, the property originally transferred under the Federal Lease does not appear on the Statement of Net Position.

The Dulles Toll Road is operated under the Permit and Operating Agreement (the Permit) from VDOT. Under the terms of the Permit, the Airports Authority has the exclusive right to establish, charge, and collect tolls and other user fees for the use of the Dulles Toll Road until the expiration of the term, or earlier termination, of the Permit. Under the terms of the Permit, the revenues from the Dulles Toll Road are to pay for the operation and maintenance of the Dulles Toll Road, to pay the debt service associated with construction of the Dulles Metrorail

Project and other Dulles Corridor improvements, and to fund reserves associated with maintaining and preserving the Dulles Toll Road. Any residual amounts are to be paid to VDOT within 180 days of the end of the fiscal year. Upon the expiration of the term, or earlier termination, of the Permit, all facilities of the Dulles Toll Road, including any improvements, will be returned to VDOT in its original or an enhanced condition.

Other than the residual amounts which may be owed by the Airports Authority to VDOT, the Permit does not require any significant consideration in exchange for the Airports Authority's access to operate and maintain the Dulles Toll Road.

U. Subscription-Based Information Technology Arrangements (SBITAs)

The Airports Authority classifies subscription-based information technology arrangements (SBITAs) as those contracts which convey control of the right to use another party's (a SBITA vendor's) IT software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time. At the commencement of the subscription term, the Airports Authority recognizes a subscription liability and an intangible right-to-use subscription asset. The subscription liability is measured at the present value of subscription payments expected to be made during the subscription term.

The subscription asset is measured as the sum of the initial measurement of the subscription liability, any payments associated with the SBITA contract made at the commencement of the subscription term, and any capitalizable initial implementation costs. Subscription assets are amortized in a systematic and rational manner over the shorter of the subscription term or the estimated useful life of the underlying IT assets.

The Airports Authority enters into subscription-based contracts for a variety of software systems from multiple third parties. Some significant examples include its enterprise resource planning (ERP) system, computerized maintenance management system, and cloud-based office productivity suite.

Contracts for software which convey a perpetual license, which include only payments for support and maintenance for perpetually licensed software, which contain only variable payments, or which have an initial maximum possible term of 12 months or less do not meet the criteria for recognition as a SBITA. Subscription payments pursuant to these contracts are recognized as current outflows of resources in an appropriate expense account and no subscription asset or liability is recorded.

V. Post-Employment Benefits

The Airports Authority provides OPEB of healthcare and life insurance. The Airports Authority in the business-type activities recognizes expense and deferred outflows of resources and deferred inflows of resources related to OPEB that result in changes in the components of the net OPEB liability. The contribution requirements are based upon projected pay-as-you-go financing requirements and funding for future benefits. The Airports Authority pays 80 percent of the health premium costs, 45 percent of the dental premium costs, and 100 percent of the basic life insurance costs for eligible employees, with the retirees paying the remaining premium costs and 100 percent of the cost of supplemental life insurance. See Note 8 – Other Post-Employment Benefits.

W. Compensated Absences

Airports Authority employees are granted paid vacation at rates of 13 to 30 days per year, depending on their length of employment. General employees may accumulate up to a maximum of 30 days. Firefighters who work a 56-hour week may accumulate up to a maximum of 6 weeks. Executive employees exceeding a specified pay scale are entitled to accumulate up to 60 days. The accumulated vacation is accrued when incurred, as employees will be paid for accumulated vacation either during their future service to the Airports Authority or upon their termination of service. The calculation of the liability is based on compensation rates plus related employer-paid benefits in effect as of the end of the current fiscal year. The portion of this liability expected to be paid within the next year is reflected in accrued expenses while the amount expected to be paid out after one year is included in other non-current liabilities.

Airports Authority employees earn 13 days of sick leave per year. Unused sick leave for employees enrolled in the Airports Authority's retirement plan is counted at retirement as additional time worked for calculation of the pension benefit. There is no liability for unpaid accumulated sick leave, as the Airports Authority does not pay any amounts when employees separate from service.

X. Advance Billings and Payments Received in Advance

Advance billings consist of certain charges for rents, landing fees, and passenger fees to be earned at both airports and certain non-airline rental income at Dulles International. The applicable advance billing charges for rents, landing fees, and passenger fees charged to airlines are determined by the calculation of settlement (refer to Note 3 - Airport Use Agreement and Premises Lease). Advance billings as a result of settlement are recognized on a straight-line basis over a term of one year. The applicable non-airline rental income represents lease rentals, received in advance, for certain ground leases entered with developers. The applicable non-airline rental income is recognized as revenue on a straight-line basis over the terms of the related leases when the term is less than one year. The applicable revenue for leases with developers with terms in excess of one year is recognized using the effective-interest method over the terms of the related agreements.

Payments received in advance represent remittances received from tenants in payment of future period rent obligations, in payment of future periods for annual parking permits, or payments which exceed that tenant's total outstanding obligations to the Airports Authority.

Y. Self-Insurance

The Airports Authority provides employee group medical and dental insurance through a combination of self-insured and insured arrangements. Under the self-insured plans, the Airports Authority assumes the financial risk for the payment of employee medical and pharmacy claim expenses incurred by participants. Under the fully insured plans, the Airports Authority pays a fixed premium for employee health care, prescription drugs, and dental insurance, and the insurance company assumes the risk for all claims expenses.

Risk management insurance is also provided through a combination of self-insured and insured arrangements (refer to Note 20 – Risk Management). The cost of claims reported, and an estimate of claims incurred but not reported is charged to operating expenses. Liabilities for unpaid claims are accrued based on management's estimate using actual costs, historical experience, current trends, and quarterly actuarial reviews. Liabilities for unpaid claims expected to be paid out within the next year are included on the Statements of Net Position in accounts payable and accrued expenses, while liabilities for unpaid claims which are expected to be paid out in

years subsequent to the next year are included in other long-term liabilities. The appropriateness of the self-insurance accrued liabilities is continually reviewed and updated by management.

Z. Taxes

The Airports Authority is exempt from the payment of federal and state income, property, and certain other taxes.

AA. Recently Issued Accounting Pronouncements

On January 1, 2023, the Airports Authority adopted GASB Statement No. 93, *Replacement of Interbank Offered Rates*. This Statement addresses accounting and other financial reporting implications that resulted from the replacement of an interbank offered rate (IBOR) as the reference rate of a hedging derivative instrument's variable payment. The Statement also removes the London Interbank Offered Rate (LIBOR) as an appropriate benchmark interest rate for a derivative instrument that hedges the interest rate risk of taxable debt when LIBOR ceases to be determined by the ICE Benchmark Administration using the methodology in place as of December 31, 2021. The Airports Authority's interest rate swap agreements were previously evaluated as ineffective hedges of their underlying variable rate bonds, and hedge accounting was never applied to them. Therefore, the Statement's exception that a change in reference rate does not constitute a termination event does not apply to the Airports Authority's interest rate swaps. GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments* requires that when a critical element in a derivative instrument is modified, the original derivative instrument is terminated and a new potential hedging derivative instrument is enacted, and further requires re-evaluation of hedge accounting (i.e. effectiveness) for the new instrument at the end of each reporting period. Following the transition of the Airports Authority's Swap Agreements from LIBOR to SOFR due to the cessation of the publication of LIBOR as of June 30, 2023, the Airports Authority reevaluated its outstanding swap agreements at the end of the reporting period. For the period ending December 31, 2023, the Airports Authority's four interest rate swap agreements met the criteria to be evaluated as effective hedging derivative instruments of their underlying variable rate bonds. As such, the Airports Authority began applying hedge accounting to record the fair value of its interest rate swaps as of December 31, 2023. Please refer to Note 14 – Accounting and Financial Reporting for Derivatives.

On January 1, 2023, the Airports Authority adopted GASB Statement No. 94, *Public-Private and Public-Public Partnerships (PPP) and Availability Payment Arrangements*. This Statement defines and provides accounting and financial reporting guidance for public-private and public-public partnerships (PPPs) and service concession arrangements (SCAs) as well as availability payment arrangements (APAs). It enhances financial reporting by improving the comparability of financial statements among governments that enter into PPPs and APAs and by enhancing the understandability, reliability, relevance, and consistency of information about PPPs and APAs. Per the Statement, a PPP is an arrangement in which a government (the transferor) contracts with an operator to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or another capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. The standard defines an APA as an arrangement in which a government compensates an operator for activities that may include designing, constructing, maintaining, or operating an underlying nonfinancial asset for a period of time in an exchange or exchange-like transaction. The Airports Authority has determined that, as of January 1, 2023, and December 31, 2023, none of its contracts met the Statement's criteria for recognition as a PPP, SCA, or APA. The Airports Authority will continue to review new and modified contracts in future years to determine if PPP, SCA, or APA recognition is required.

On January 1, 2023, the Airports Authority adopted GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement requires recognition of certain subscription assets and liabilities for subscription-based information technology arrangements (SBITAs). These transactions were previously recorded

either as outflows of resources, to the extent of subscription payments, or as capital assets, to the extent of capitalizable initial implementation costs. The Statement had a significant effect on the financial statements of the Airports Authority. Please refer to Note 2 – Implementation of GASB Statement No. 96 and Note 12 – SBITA Commitments.

GASB Statement No. 99, *Omnibus 2022* enhances comparability in accounting and financial reporting and improves the consistency of authoritative literature. The Airports Authority implemented this standard in the fiscal year ending December 31, 2023, and incorporated any required changes in its financial reporting.

On January 1, 2023, the Airports Authority adopted GASB Statement No. 100, *Accounting Changes and Error Corrections – an amendment of GASB Statement No. 62*. This Statement enhances accounting and financial reporting requirements for accounting changes and error corrections to provide more understandable, reliable, relevant, consistent, and comparable information for making decisions or assessing accountability. The Airports Authority is applying its requirements for the presentation and disclosure of changes in accounting principle, changes in accounting estimate, and error corrections.

GASB Statement No. 101, *Compensated Absences* updates the recognition and measurement guidance for compensated absences. The requirements of this statement are effective for fiscal years beginning after December 15, 2023. The Airports Authority will review the statement and incorporate any required changes in its financial reporting.

GASB Statement No. 102, *Certain Risk Disclosures*, improves financial reporting by providing users of financial statements with timely information regarding certain concentrations or constraints and related events that have occurred or have begun to occur that make a government vulnerable to a substantial impact. The requirements of this statement are effective for fiscal years beginning after June 15, 2024. The Airports Authority will review the statement and incorporate any required changes in its financial reporting.

2. IMPLEMENTATION OF GASB STATEMENT NO. 96

Effective January 1, 2023, the Airports Authority implemented GASB Statement No. 96, *Subscription-Based Information Technology Arrangements* (GASB 96) which improves financial reporting by establishing a definition for subscription-based information technology arrangements (SBITAs) and providing uniform guidance for accounting and financial reporting for transactions that meet that definition. The standard defines a SBITA as a contract that conveys control of the right to use another party's (a SBITA vendor's) information technology (IT) software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time in an exchange or exchange-like transaction.

This change in accounting principle is preferable because this SBITA definition and uniform guidance for transactions results in greater consistency in practice, reducing diversity and improving comparability in financial reporting by governments. By reporting subscription assets and liabilities for SBITAs and disclosing essential information about their arrangements, the Airports Authority will enable users of its financial statements to understand the scale of its SBITA activities and evaluate its obligations and assets resulting from SBITAs.

The provisions of GASB 96 were effective for reporting periods beginning after June 15, 2022.

To implement GASB 96, the Airports Authority changed the accounting principle it applied to transactions involving SBITAs. The Airports Authority recognized a subscription liability and an intangible right-to-use subscription asset for qualifying SBITAs with IT vendors. GASB 96 and GASB 100 require changes adopted to conform to the provisions of this standard to be applied retroactively by restating financial statements for all prior

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years presented. The Airports Authority presents a single year financial statement; therefore, all changes required to conform with the standard are presented as a restatement of beginning balances and net position as of January 1, 2023.

Change in Presentation of Asset, Liabilities and Net Position

Statement of Net Position				
as of January 1, 2023				
	Total Business-Type Activities			
	Prior to GASB 96	Post GASB 96	Effect of Change	
Total current assets	\$ 2,080,013,765	\$ 2,080,013,765	\$ -	
Total non-current restricted assets	501,803,704	501,803,704	-	
Total non-current unrestricted assets	301,390,806	301,390,806	-	
Capital assets, net	4,637,848,578	4,645,842,315	7,993,737	
Total assets	<u>7,521,056,853</u>	<u>7,529,050,590</u>	<u>7,993,737</u>	
Deferred outflows - debt refundings	113,111,218	113,111,218	-	
Deferred outflows - pension plans	71,380,301	71,380,301	-	
Deferred outflows - OPEB plans	37,253,727	37,253,727	-	
Total deferred outflows of resources	<u>221,745,246</u>	<u>221,745,246</u>	<u>-</u>	
Current liabilities	439,925,451	442,936,728	3,011,277	
Net pension and OPEB liabilities	71,367,852	71,367,852	-	
Other non-current liabilities	8,135,696,279	8,140,678,739	4,982,460	
Total liabilities	<u>8,646,989,582</u>	<u>8,654,983,319</u>	<u>7,993,737</u>	
Deferred inflows - debt refundings	1,278,617	1,278,617	-	
Deferred inflows - leases	114,768,069	114,768,069	-	
Deferred inflows - pension plans	8,171,572	8,171,572	-	
Deferred inflows - OPEB plans	20,153,985	20,153,985	-	
Total deferred inflows of resources	<u>144,372,243</u>	<u>144,372,243</u>	<u>-</u>	
Net position	<u>\$ (1,048,559,726)</u>	<u>\$ (1,048,559,726)</u>	<u>\$ -</u>	

As of January 1, 2023, the Airports Authority recorded an increase of \$8.0 million in subscription assets and increases of \$3.0 million and \$5.0 million in current and non-current subscription liabilities, respectively. These changes were the result of the Airports Authority's recognition of eligible SBITAs as of January 1, 2023.

3. AIRPORT USE AGREEMENT AND PREMISES LEASE

The Airport Use Agreement and Premises Lease Agreement (Use and Lease Agreement) provides for the use and occupancy of facilities at the Airports and establishes the rates and charges, including landing fees and terminal

rents, to be paid by the major airlines (Signatory Airlines) serving the Airports. Airline payments of rents, fees and other charges pay for the costs assigned to the airline-supported cost centers. The Airports Authority's other revenues, principally concession revenue, pay for the costs assigned to other cost centers at the Airports, such as roadways, parking areas and non-airline revenue generating portions of the terminal.

In February 1990, the Airports Authority entered into a long-term Airport Use and Lease Agreement with the Signatory Airlines serving the Airports. That Use and Lease Agreement was for a term of 25 years to expire on September 30, 2014, but was extended through December 31, 2014, terminating as of the end of the 2014 fiscal year. In November 2014, the Airports Authority's Board approved a new Use and Lease Agreement which became effective January 1, 2015. The new Use and Lease Agreement became effective with nearly all of the airlines providing service at Reagan National and Dulles International. For airlines operating at Reagan National, the term of agreement is 10 years, starting from the effective date of the agreement to December 31, 2024. For airlines operating at Dulles International, the term of agreement was originally three years, starting from the effective date of the agreement to December 31, 2017. In 2016, the First Universal Amendment to the Use and Lease Agreement (First Amendment) was agreed upon between the Airports Authority and the Signatory Airlines, which extended the Use and Lease Agreement for Dulles International through December 31, 2024.

The Authority and the Signatory Airlines amended the 2015 Agreement as it relates to the operations of the airlines and other airlines at Dulles by amending the 2015 Agreement's definition of "Revenues" to exclude proceeds from the Authority's sale of certain Authority-owned land at Dulles and adding new provisions which, among other things, provide for the Authority's use of the proceeds it obtains from the sale of such land.

Both the former and the new Use and Lease Agreements are hybrid agreements, which include elements of both compensatory and residual rate-making methodologies. The Use and Lease Agreements are compensatory to the extent the costs are allocated to specified cost centers, and the users of those cost centers are responsible for paying the costs. Signatory Airlines agree to pay fees that allow the Airports Authority to recover the total cost requirement of the airline-supported cost centers, which include airfield, terminal, equipment (e.g., loading bridges, baggage conveyors and devices), passenger conveyance, and the International Arrivals Building at Dulles International. The Airports Authority is responsible for all non-airline cost centers, such as general aviation, ground transportation, and Dulles International cargo.

The residual element of the Use and Lease Agreement provides that, in accordance with a formula, the Airports Authority will share its revenue, after certain expenses, referred to as Net Remaining Revenue (NRR), with the Signatory Airlines. To calculate the Airports Authority's and the Signatory Airlines' respective shares of NRR, the total amount of NRR is first segregated by Airport. NRR at each Airport is then reduced by depreciation, debt service coverage on Senior Bonds and Subordinated Bonds and coverage in the tenant equipment cost centers allocable to each Airport, with the Signatory Airlines receiving 100 percent of an amount equal to the debt service coverage on any Senior Bonds and Subordinated Bonds and coverage in the tenant equipment cost centers and the Airports Authority receiving 100 percent of an amount equal to depreciation.

Rates and charges are established annually and are based on projected activity and costs. The Use and Lease Agreement provides for a mid-year adjustment to rates and charges. In addition, at any time during the year if revenues fall five percent or more below projections, rates and charges may be adjusted to provide for full cost recovery plus debt service coverage.

The Use and Lease Agreement has rate making features that are designed to ensure the Airports Authority's debt service and related coverage obligations under the Indenture are met. The Use and Lease Agreement authorizes the Airports Authority to make immediate rate adjustments in the event projected revenues are not adequate to meet the rate covenant under the Indenture. These adjustments are referred to as "Extraordinary Coverage

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Protection Payments” under the Use and Lease Agreement. The Indenture requires there to be 125 percent coverage on the debt service on the Bonds. Under the Use and Lease Agreement, the Airports Authority sets its airline rates and charges at each Airport to recover its costs in the airline-supported cost centers. These costs include 100 percent of the debt service assigned to these cost centers, plus debt service coverage at varying amounts, depending on the Airport and the year, to satisfy, with respect to this debt service, the 125 percent coverage covenant included in the Indenture.

Under the previous Use and Lease Agreement in effect through December 31, 2014, airline-funded debt service coverage at both Reagan National and Dulles International was 25 percent of debt service. In the first three years of the new Use and Lease Agreement, from 2015-2017, airline-funded debt service coverage at both Reagan National and Dulles International will be 35 percent of debt service. In the fourth through ninth years of the new Use and Lease Agreement, from 2018-2023, airline-funded debt service coverage will be 30 percent of debt service only at Reagan National. This requirement was extended to Dulles International under the First Amendment. In 2024, the final year of the new Use and Lease Agreement, airline-funded debt service coverage will be 25 percent of debt service at Reagan National. This requirement was also extended to Dulles International under the First Amendment.

In the event the 125 percent debt service coverage is not met at an Airport, an adjustment in the airlines rates and charges will occur at that Airport to produce compliance with the coverage covenant. In the event the Airports Authority is unable to adjust airline rates sufficiently at the Airport that failed to generate the required 125 percent debt service coverage, under the Use and Lease Agreement, the Airports Authority shall adjust the rates at the other Airport as necessary to fulfill the Airports Authority’s obligation to meet the debt service coverage covenant required by the Indenture.

The Use and Lease Agreement provides for a Capital Construction Program (CCP) at each of the Airports. The approved CCP at Reagan National includes a \$1 billion capital construction program including the following projects: (i) a project for the design and construction of a new commuter concourse; (ii) a project consisting of “enabling projects” associated with the commuter concourse project; (iii) a Terminal B/C “Secure National Hall” project; (iv) a project consisting of a set of “enabling projects” associated with the “Secure National Hall” project; (v) a project consisting of preliminary planning and design work on a facility to expand or replace current Terminal A; and (vi) a project for the design and construction of a new structured parking garage (collectively, the “Reagan National CCP”). In addition, the Reagan National CCP will include various airfield, roadway, utility and other projects.

The CCP at Dulles International includes a \$142.0 million three-year CCP that is expected to include major maintenance to the existing infrastructure of buildings, airfields, roadways, utilities and other projects (the “Dulles CCP”). The First Amendment to the Use and Lease Agreement added \$445.6 million of additional capital projects and extended the Dulles CCP through December 31, 2024. Per the Use and Lease Agreement, with regards to Dulles International, the Airports Authority may undertake a portion of the Dulles CCP but will not be required to do so and may fund the projects it elects to undertake through the issuance of debt. The Reagan National CCP and the Dulles CCP together comprise the 2015-2024 CCP.

An airline that files for bankruptcy has the right to reject its Use and Lease Agreement with the Airports Authority. In the event the Airports Authority does not recover all of its costs pursuant to the Use and Lease Agreement with a bankrupt carrier, the Airports Authority may adjust the rates and charges for all Signatory Airlines in a subsequent rate period to recover the rates and charges due from the bankrupt carrier. As a result, if a Signatory Airline were to reject its lease of space at either Airport, the unrecovered rental costs could be allocated among the remaining airline tenants.

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If an airline is not a Signatory Airline, it is required to pay rates and charges set by the Airports Authority in accordance with regulations adopted by the Board and United States Department of Transportation requirements.

The Use and Lease Agreement excludes Dulles Toll Road revenues to ensure no revenues from the operation of the Airports will be used to support the operation of the Dulles Toll Road or finance Dulles Toll Road improvements or the Dulles Metrorail Project.

NRR at Reagan National will be shared as shown in the table below:

<u>Year in Which NRR is Generated</u>	<u>NRR Sharing</u>	<u>Maximum Amount of Airports Authority Share Usable at Dulles International in Year Following Year of Generation</u>
2014, 2015, 2016	100% Airports Authority/ 0% Airlines	\$40 million
2017	55% Airports Authority/ 45% Airlines	\$35 million
2018	55% Airports Authority/ 45% Airlines	\$30 million
2019 through 2023	45% Airports Authority/ 55% Airlines	\$25 million
2024	NRR allocation between the Airports Authority and the Airlines, as well as any limitation on the use of the Airports Authority's share at Dulles International, to be described in a new airport use and lease agreement, which would be effective in 2025, or, if none, in accordance with the allocation for NRR generated in 2023, as described above.	

NRR at Dulles International will be shared in the same manner as it had been shared under the previously existing agreement. At Dulles International, NRR will be divided equally between the Airports Authority and the Signatory Airlines up to a plateau of \$15.6 million (in 2014 dollars) escalated by the U.S. Implicit Price Deflator Index from the base date of January 1, 2014, to the current year. The remainder will then be split with 25 percent allocated to the Airports Authority and 75 percent allocated to the Signatory Airlines.

The Signatory Airlines' share of NRR, referred to as Transfers, is used to lower airline rates and charges in the year following the year the NRR is earned. The Airports Authority uses its share of NRR to finance its Capital, Operating and Maintenance Investment Program or for any other lawful purpose. Under the new formula, the Airports Authority will retain an increased level of NRR from Reagan National and have the ability to use revenues generated at Reagan National to pay outstanding debt service costs at Dulles International, up to a maximum of \$40 million per year in years 2014, 2015, and 2016; \$35 million in 2017; \$30 million in 2018; and \$25 million in 2019 through 2023. Such revenue sharing between Reagan National and Dulles International is allowed under the Use and Lease Agreement.

Under the Use and Lease Agreement, the Airports Authority may increase its allocable share of NRR, with regard to Reagan National, in the event any new legislation is enacted which expands the Perimeter Rule by allowing additional flights in excess of the 1,250-mile perimeter. For each new pair of beyond-perimeter flights, the Airports Authority would be entitled to \$1.5 million from NRR, before any sharing of NRR occurs with the airlines. For the year ended December 31, 2023, the Signatory Airlines' Transfer amounts were \$264.4 million, and the Airports Authority's share of NRR was \$156.2 million.

The Use and Lease Agreement also provides for an annual settlement whereby rates and charges are recalculated using audited financial data to determine any airline over- or under-payment for airline-supported cost centers. For the year ended December 31, 2023, the settlement resulted in net charges to the Airports Authority of \$7.7 million. Each year's net charge adjusts the amount of revenue recognized during that year, with either a corresponding receivable due from the Signatory Airlines (refer to Note 6 – Accounts Receivable) or advance billings.

4. THE DULLES TOLL ROAD AND CONSTRUCTION OF THE DULLES METRORAIL PROJECT

Dulles Toll Road

On November 1, 2008, the Virginia Department of Transportation (VDOT) transferred operational and financial control of the Dulles Toll Road (Omer L. Hirst – Adelard L. Brault Expressway) (DTR) to the Airports Authority for a term of 50 years, upon the terms and conditions set forth by the Master Transfer Agreement dated December 29, 2006, and the Permit and Operating Agreement dated December 29, 2006, each entered into by and between VDOT and the Airports Authority. Concurrent with this transfer of rights and responsibility, VDOT contributed to the Airports Authority approximately \$272.1 million of capital property, including \$254.8 million of Construction in Progress for the Dulles Metrorail Project. The Airports Authority accounted for the transfer in accordance with GAAP. The Airports Authority took control and responsibility for all the assets associated with the transfer of the DTR and accordingly recorded the capital assets on its Statement of Net Position.

In exchange for the rights to the revenues from operation of the Dulles Toll Road and certain other revenues described in the VDOT Agreements, the Airports Authority agreed to (i) operate and maintain the Dulles Toll Road, (ii) cause the design and construction of the extension of the WMATA Metrorail system from a location near the Metrorail Orange Line West Falls Church station on I-66 through Tysons Corner to Dulles International and beyond Route 772 to Loudoun County (the Dulles Metrorail Project) and (iii) make other improvements in the Dulles Corridor consistent with VDOT and regional plans. The Dulles Corridor is defined as the transportation corridor with an eastern terminus of the East Falls Church Metrorail station at I-66 and a western terminus of Route 772 in Loudoun County, Virginia.

The Airports Authority is solely responsible for setting toll rates and collecting tolls on the Dulles Toll Road, following its process for issuing regulations and in consultation with the Dulles Corridor Advisory Committee. The Dulles Corridor Advisory Committee is an eight-member committee, composed of two representatives for each of the Airports Authority, Fairfax County, Loudoun County, and the Commonwealth, to provide the Airports Authority with advice on issues related to the management, improvement, and expansion of the Dulles Corridor, as well as changes to the toll rates on the Dulles Toll Road.

The Airports Authority may not use any net revenues pledged for payment of the Airport System Revenue Bonds or Notes to support the operation of the Dulles Toll Road or to pay debt service on Dulles Toll Road Revenue Bonds. Likewise, the Airports Authority may not use any revenues pledged for payment of the Dulles Toll Road Revenue Bonds or Notes to support the operation of the Airports or to pay debt service on Airport System Revenue Bonds or Notes. The deficit in Unrestricted Net Position is expected to be reversed over time through the accumulation of additional reserves resulting from future Dulles Toll Road revenue growth. Future Dulles Toll Road revenue will be used to service the debt following the transfer to WMATA for the construction of the Metrorail extension. Debt service through 2019 was augmented by a contribution of \$150.0 million from the Commonwealth. The Commonwealth augmented the Airport Authority's debt service on the Dulles Toll Road Revenue Bonds by \$15.0 million for the year ended December 31, 2019, thereby expending the full balance of the \$150.0 million.

In March 2023, the Airports Authority began all-electronic tolling by offering Pay by Plate on the Dulles Toll Road, and toll booths were removed throughout 2023. Toll revenue from cash transactions of \$135 thousand in 2023 relates to January and February 2023.

Dulles Metrorail Project

The Airports Authority funded and constructed the 23.1-mile Dulles Metrorail Project in two phases. Phase 1 of the Dulles Metrorail Project extends 11.7 miles from a location near the Metrorail Orange Line West Falls Church station to Wiehle Avenue in Reston, Virginia. It includes five new stations and improvements to the existing WMATA Service and Inspection Yard at the West Falls Church station. Phase 2 of the Dulles Metrorail Project extends the Metrorail system an additional 11.4 miles from Wiehle Avenue through Dulles International property and west into Loudoun County, Virginia. Phase 2 of the Dulles Metrorail Project includes six new stations and a maintenance yard located on Dulles International property.

The Dulles Metrorail Project is funded with a combination of toll road revenue bonds secured by a pledge of Dulles Toll Road revenues, federal grants, and contributions from local jurisdictions. In addition, approximately 4.1 percent of the costs are expected to be paid from Passenger Facility Charges of the Airports. The current Use and Lease Agreement, as more fully described in Note 3 – Airport Use Agreement and Premises Lease, limits to \$10.0 million the amount of airport capital costs that can be incurred for construction of the Dulles Metrorail Project at Dulles International, unless otherwise agreed upon. As of December 31, 2023, the Airports Authority has approximately \$3.6 billion of Dulles Toll Road revenue bonds payable (refer to Note 15 – Capital Debt).

Upon completion of construction of each phase of the Dulles Metrorail Project and acceptance by WMATA into the Metrorail system, the Airports Authority transferred, without financial retribution, ownership of the completed phase of the project to WMATA. At that point, WMATA became the owner and operator of the completed phase and is solely responsible for its operation and maintenance. None of the operating and maintenance expenses of the completed phases will constitute operating or maintenance expenses of the Airports Authority. Such expenses will be payable entirely from WMATA's operating and other revenues (including revenues derived from the operation of the Dulles Metrorail Project). The debt associated with construction of each phase of the Dulles Metrorail Project will remain with the Airports Authority and will not be transferred to WMATA.

The Airports Authority reports the Construction in Progress amounts related to both phases of the Dulles Metrorail Project in its Statement of Net Position. These are disclosed in Note 9 – Changes in Capital Assets. Assets transferred to WMATA for Phase 1 and Phase 2 are removed from the Airports Authority's Statement of Net Position and reported in the financial reports of WMATA.

Phase 1 of the Dulles Metrorail Project consisting of the 11.7-mile extension and related assets were accepted by WMATA and began operating on July 26, 2014. At that time, the assets were transferred to WMATA in their entirety and WMATA obtained ownership and title to these assets. These assets included the rail track, rail stations, buildings, power substations, rail cars, land, easements, rights-of-way, etc. WMATA is responsible for all ongoing operating and maintenance costs pertaining to these transferred assets. The Airports Authority did not transfer any Phase 1 assets to WMATA during 2023.

The transfer of these assets resulted in a reduction of \$3,331.6 million (\$3,142.3 million in 2014, \$86.7 million in 2015, \$35.0 million in 2016, \$7.5 million in 2017, \$21.6 million in 2018, \$5.6 million in 2019, \$12.5 million in 2020, \$4.1 million in 2021, and 16.3 million in 2022) in Construction in Progress as shown on the Authority's Statement of Net Position and a \$3,331.6 million non-operating expense (contribution to other governments) on the Authority's Statement of Revenues, Expenses and Changes in Net Position in their respective years. It is expected the final project closeout for Phase 1 of the Dulles Metrorail Project will occur over the next few years and as part

of the project close out, the Authority will transfer these additional costs on an on-going basis. In addition to these costs, costs for Metrorail cars will be included in these subsequent transfers.

Phase 2 of the Dulles Metrorail Project consisting of the 11.4 miles extension and related assets were accepted by WMATA and began operating on November 15, 2022. Prior to 2022, the Airports Authority transferred \$137.8 million to WMATA for the costs of the Metrorail cars for Phase 2 and other equipment. In 2022, the Airports Authority transferred to WMATA and others the remainder of the costs for the Phase 2 extension of \$2,501.7 million. The Airports Authority retained \$255.7 million in costs for the Dulles Metrorail Station and the guideway and related structures east of the Dulles Metrorail Station. The Airports Authority will retain ownership of these assets, but WMATA will be required to maintain them per the Operation and Maintenance Agreement between WMATA and the Airports Authority. The Airports Authority also retained \$22.3 million in costs for certain road improvements and stormwater structures. These assets will be owned and maintained by the Airports Authority and have been transferred from Construction in Progress to the appropriate depreciable capital asset category. The transfer of the Metrorail cars, other equipment, stormwater ponds, roadway improvements and the metro system resulted in a reduction of \$2,917.5 million (\$127.0 million in 2017, \$7.2 million in 2019, \$2.6 million in 2020, \$1.0 million in 2021, and \$2,779.7 million in 2022) in Construction in Progress shown on the Authority's Statement of Net Position, a \$278.0 million increase in capital assets on the Authority's Statement of Net Position and a \$2,900.0 million non-operating expense (contribution to governments) on the Authority's Statement of Revenues, Expenses and Changes in Net Position in their respective years. Following this transfer in 2022, an additional \$22.7 million in Phase 2 closeout costs was transferred to WMATA in 2023.

5. DEPOSITS AND INVESTMENTS

Business-Type Activities

The Airports Authority's investment policy, as approved by the Board, requires deposits in excess of the federally insured amount be held at institutions with a Kroll Bond Rating Agency rating of B or above. In the event a financial institution's rating falls below this level, the deposits are to be reduced to the federally insured amount. The Airports Authority's practice is to sweep all demand deposits at the close of each business day into overnight money market fund investments.

As of December 31, 2023, the Airports Authority had various certificates of deposit in the amount of \$17.3 million of which \$11.3 million were not covered by insurance and were not collateralized with securities held by the pledging financial institutions. These certificates of deposit were held at institutions with a Kroll Bond Rating Agency rating of B or above. These certificates of deposit were part of the Airports Authority's Linked Deposit Program, whereby a portion of the reserve funds were deposited with banks that have a Community Reinvestment Act rating of "Outstanding" or the Local Deposit Program established for regional banks with a Community Reinvestment Act rating of "Satisfactory". Participants in the Local Deposit Program must collateralize any deposit over the Federal Deposit Insurance Corporation (FDIC) limit.

The Airports Authority maintains multiple imprest cash funds in certain departments. These amounts are not covered by insurance and are not collateralized. These funds totaled \$43,500 as of December 31, 2023.

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As of December 31, 2023, cash and cash equivalents and investments were classified on the Statements of Net Position as follows:

	December 31, 2023		
	Aviation Enterprise	Dulles Corridor Enterprise	Total Business- Type Activities
Cash and cash equivalents			
Current, unrestricted	\$ 28,959,187	\$ 247,711,390	\$ 276,670,577
Current, restricted	201,645,506	-	201,645,506
Non-current, restricted	-	127,947,842	127,947,842
Total cash and cash equivalents	<u>230,604,693</u>	<u>375,659,232</u>	<u>606,263,925</u>
Investments			
Current, unrestricted	1,171,923,496	-	1,171,923,496
Current, restricted	557,280,469	227,388,444	784,668,913
Non-current, unrestricted	213,616,568	-	213,616,568
Non-current, restricted	208,064,079	104,408,226	312,472,305
Total investments	<u>2,150,884,612</u>	<u>331,796,670</u>	<u>2,482,681,282</u>
Total cash, cash equivalents and investments	<u>\$ 2,381,489,305</u>	<u>\$ 707,455,902</u>	<u>\$ 3,088,945,207</u>

Cash and cash equivalents and securities as of December 31, 2023, were comprised of the following:

	2023		
	Aviation Enterprise	Dulles Corridor Enterprise	Total Business- Type Activities
Cash deposits	\$ 146,538,886	\$ 301,378,872	\$ 447,917,758
Money market	103,948,276	75,356,212	179,304,488
Securities	2,131,002,143	330,720,818	2,461,722,961
Total cash, cash equivalents, and investments	<u>\$ 2,381,489,305</u>	<u>\$ 707,455,902</u>	<u>\$ 3,088,945,207</u>

Fair Value Measurements

In accordance with the provisions of GAAP, investments with an original maturity greater than one year are recorded at their fair value and all investment income, including changes in the fair value of investments, are reported as investment income in the financial statements. Investments with an original maturity greater than one year include debt securities, non-participatory guaranteed investment contracts and repurchase agreements. Investments with an original maturity of less than one year are carried at amortized cost. Fair value measurements are categorized within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset.

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The inputs are categorized into levels with highest priority given to unadjusted quoted prices in active markets (Level 1) and the lowest priority to unobservable inputs (Level 3):

Level 1	Unadjusted quoted prices for identical instruments in active markets.
Level 2	Quoted prices for similar instruments in active markets; quoted prices for identical or similar assets in markets that are not active; inputs other than quoted prices that are observable.
Level 3	Valuations derived from valuation techniques in which significant inputs are unobservable.

In instances where inputs used to measure fair value fall into two different levels in the fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest priority level input that is significant to the valuation.

The change in carrying value of total securities during 2023 was an increase of \$430.5 million. At December 31, 2023, the carrying value and the fair value measures used of the securities was determined through the portfolio tracking system and verified with the Trustee statements. The portfolio tracking system uses an independent company for pricing with a goal of producing fixed income evaluations representing a market-based measurement that represents their good faith opinion as to what the holder would receive in an orderly transaction (for an institutional round lot position typically \$1 million or greater) under current market conditions. They use a global team of 200 evaluators to create the evaluation each day. Given that, on average, less than 1 percent of the outstanding U.S. dollar debt trades on any given day, they generally draw parallels from current market activity to generate evaluations for the majority of issues that have not traded. There were no changes in valuation techniques or nonrecurring fair value measurements in 2023.

Investment Type	Carrying Value as of December 31, 2023			Fair Value Measurements Using				Amortized Cost
	Aviation Enterprise	Dulles Corridor Enterprise	Total Business-Type Activities	Quoted Prices in Active Markets for Identical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)		
Debt Securities								
Treasury	\$ 516,907,413	\$ 318,623,674	\$ 835,531,087	\$ -	\$ 238,860,144	\$ -	\$ -	\$ 596,670,943
Home Loan	1,197,516,153	12,097,144	1,209,613,297	-	-	-	-	1,209,613,297
Farm Credit	44,335,533	-	44,335,533	-	-	-	-	44,335,533
Farmer Mac	29,173,866	-	29,173,866	-	-	-	-	29,173,866
Freddie Mac	13,966,414	-	13,966,414	-	13,966,414	-	-	-
Mutual Funds - Equity								
Vanguard Total Stock Mkt Idx	50,097,535	-	50,097,535	50,097,535	-	-	-	-
Vanguard Value Index	5,728,970	-	5,728,970	5,728,970	-	-	-	-
MFS Low Volatility Global Equ	4,449,054	-	4,449,054	4,449,054	-	-	-	-
Vanguard Total Intl Stk Idx	26,397,946	-	26,397,946	26,397,946	-	-	-	-
Hartford Schroders Intl MultiC	4,370,684	-	4,370,684	4,370,684	-	-	-	-
Cohen & Steers Global	8,873,251	-	8,873,251	8,873,251	-	-	-	-
AMG GW&K SM/MID Cap	2,984,505	-	2,984,505	2,984,505	-	-	-	-
GQG Part Emerg Markets	3,297,112	-	3,297,112	3,297,112	-	-	-	-
Mutual Funds - Bond Funds								
Fidelity US Bond Index Fund	25,740,235	-	25,740,235	25,740,235	-	-	-	-
Lord Abbett Sh Duration Income	24,531,671	-	24,531,671	24,531,671	-	-	-	-
Baird Core Plus Bond Fund	24,729,412	-	24,729,412	24,729,412	-	-	-	-
Vanguard ST Corp Bond Index	28,178,241	-	28,178,241	28,178,241	-	-	-	-
Vanguard Ultra-S/T Bond Index	4,237,953	-	4,237,953	4,237,953	-	-	-	-
Nonparticipatory Contracts								
MBIA GIC ¹	33,645,518	-	33,645,518	-	-	-	-	33,645,518
Mass Mutual GIC ¹	30,215,597	-	30,215,597	-	-	-	-	30,215,597
Repurchase Agreements:								
Morgan Stanley Repo ¹	51,625,080	-	51,625,080	-	-	-	-	51,625,080
Total securities	\$ 2,131,002,143	\$ 330,720,818	\$ 2,461,722,961	\$ 213,616,569	\$ 252,826,558	-	-	\$ 1,995,279,834

¹ Collateralized by Federal Agency Notes

The tables below present the Airports Authority's investments in accordance with GAAP:

	As of December 31, 2023	
	Cost	Carrying Value
Securities with original maturity 1 year and over	\$ 574,592,588	\$ 581,929,321
Securities with original maturity less than 1 year	1,855,932,825	1,879,793,640
	\$ 2,430,525,413	\$ 2,461,722,961

Credit Risk

Credit risk is the risk that the Airports Authority will lose money due to the default of the issuer or investment counterparty of the security.

The primary objectives of the Airports Authority's Investment Policy are the safety of capital, the liquidity of the portfolio and the yield of investments. Bond proceeds may be invested in securities as permitted in the bond indentures; otherwise, assets of the Airports Authority may be invested in U.S. Treasury securities; short-term obligations of the U.S. Government agencies; short-term obligations of the Commonwealth of Virginia, the State of Maryland, and the District of Columbia; certificates of deposit with banks that have a Kroll Rating Agency rating of "B" or better, or that are fully insured or collateralized; prime CP rated "A1" and "P1" by Standard & Poor's Global Ratings (S&P) and Moody's Investors Service Inc. (Moody's), respectively; prime bankers' acceptance notes; repurchase agreements whose underlying collateral consists of the foregoing; money market or mutual funds or other such securities or obligations that may be approved by the Finance Committee by modification of the Airports Authority's Investment Policy.

The table below summarizes the investments by type and credit rating as of December 31, 2023:

Investment Type	Credit Rating		
	Moody's	S&P	Fitch
Treasury	Aaa	AA+	AAA
Farmer Mac	Not Rated	Not Rated	Not Rated
Freddie Mac	Aaa	Not Rated	AA+
Farm Credit	Aaa	Not Rated	AA+
Home Loan	Aaa	Not Rated	Not Rated
MBIA GIC ¹	Ba3	Not Rated	Not Rated
Mass Mutual GIC ¹	Aa3	AA+	AA
Debt Service Reserve Repurchase Agreements:			
Morgan Stanley Repo ¹	A1	A-	A+

¹ Underlying rating of the counterparties

Custodial Credit Risk

Custodial credit risk is the risk that, in the event of a failure of the counterparty, the Airports Authority would not be able to recover the value of its deposits, investments or collateral securities that were in the possession of an outside party. Deposits are exposed to custodial credit risk if they are uninsured and uncollateralized. Investment

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securities are exposed to custodial credit risk if they are uninsured or not registered in the name of the Airports Authority and are held by either the counterparty or the counterparty's trust department or agent but not in the Airports Authority's name.

The Airports Authority's Investment Policy requires securities be insured or registered investments or securities held by the Airports Authority or its agent in the Airports Authority's name. As of December 31, 2023, all the Airports Authority's securities are held by the Airports Authority or its agent in the Airports Authority's name and are fully insured or registered investments.

Repurchase agreements and guaranteed investment contracts are required to be collateralized at 103.0 percent and require the collateral to be Permitted Investments as described in the Investment Policy and the Master Bond Indenture.

The fair value of the collateral for the guaranteed investment contracts was \$69.0 million on December 31, 2023. The fair value of the collateral for the Debt Service Reserve repurchase agreements was \$52.5 million as of December 31, 2023. All the collateral for these contracts was held by the Airports Authority's agent in the Airports Authority's name.

Interest Rate Risk

The Airports Authority's Investment Policy as approved by the Board is designed to maximize investment earnings, while protecting the security of the principal and providing adequate liquidity. The overriding policy for investment decisions is to have funds available as needed for construction and general operating expenses. The Airports Authority's Investment Committee meets quarterly and determines the investment horizon for each fund based on current construction or operating needs and the prevailing market conditions. Each investment transaction shall seek to ensure capital losses are avoided, whether they are from securities defaults or erosion of fair value. The Airports Authority mitigates interest rate risk by managing the weighted average maturity of each portfolio type to best meet liquidity needs.

As of December 31, 2023, the Airports Authority had the following investments with the respected weighted average maturity in years:

Investment Type	2023
Treasury	0.7
Freddie Mac	0.9
Farmer Mac	0.5
Farm Credit	0.3
Home Loan	0.3
MBIA GIC	10.5
Mass Mutual GIC	11.8
Debt Service Reserve Repurchase Agreements:	
Morgan Stanley Repo	12.3

Concentration of Credit Risk

The Airports Authority, as previously described, is limited to Permitted Investments allowed by the Bond Indentures and the Investment Policy. However, the Policy does not limit the aggregation of investments in any one type of security. There are providers of securities in which the Airports Authority has invested individually more than 5.0 percent of the total portfolio.

As of December 31, 2023, investments accounted for the following percentages of the total portfolio:

Investment Type	As of December 31, 2023
Home Loan	49.1%
Treasury	33.9%
Freddie Mac	0.6%
Farmer Mac	1.2%
Farm Credit	1.8%
MBIA GIC	1.4%
Mass Mutual GIC	1.2%
Mutual Funds	8.7%
Debt Service Reserve Repurchase Agreements:	
Morgan Stanley Repo	2.1%
	100.0%

Fiduciary Activities

The investments of the fiduciary activities are governed by the Statement of Investment Policy adopted by the Board on October 2, 1996, with the last amendment on January 21, 2015. In accordance with the provisions of GAAP, investments with an original maturity greater than one year are recorded at their fair value and all investment income, including changes in the fair value of investments, are reported as investment income in the financial statements. Investments with an original maturity greater than one year include debt securities, equity securities, private equity funds, real estate trust funds and short-term investments. Investments with an original maturity of less than one year are carried at amortized cost. Fair value measurements are categorized within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. The inputs are categorized into levels with the highest priority given to unadjusted quoted prices in active markets (Level 1), the second priority given to other observable inputs (level 2) and the lowest priority to unobservable inputs (Level 3).

Level 1	Unadjusted quoted prices for identical instruments in active markets.
Level 2	Quoted prices for similar instruments in active markets; quoted prices for identical or similar assets in markets that are not active; inputs other than quoted prices that are observable.
Level 3	Valuations derived from valuation techniques in which significant inputs are unobservable.

In instances where inputs used to measure fair value fall into two different levels in the fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest priority level input that is significant to the valuation.

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The fiduciary activities assessment of the significance of particular inputs to these fair value measurements requires judgement and considers factors specific to each asset and liability. The tables below show the fair value leveling of the activities investments as of December 31, 2023.

Investment by fair value level	As of December 31, 2023	Fair Value Measurements Using			Percentage of Portfolio
		Level 1	Level 2	Level 3	
Debt securities					
Government obligations	\$ 35,211,010	\$ 35,183,637	\$ 27,373	\$ -	
Corporate bonds	93,681,718	39,852,922	53,828,796	-	
Asset backed securities	21,704,209	-	21,704,209	-	
Total debt securities	<u>150,596,937</u>	<u>75,036,559</u>	<u>75,560,378</u>	<u>-</u>	27.60%
Equity securities					
Consumer discretionary	2,366,784	2,366,784	-	-	
Consumer staples	5,511,107	5,511,107	-	-	
Energy	2,263,876	2,263,876	-	-	
Financials	12,838,614	9,428,491	3,410,123	-	
Industrials	6,669,249	6,669,249	-	-	
Communication services	1,212,537	1,212,537	-	-	
Materials	992,305	992,305	-	-	
Technology	2,379,269	2,379,269	-	-	
Utilities	3,031,528	3,031,528	-	-	
Commingled equity funds	224,743,168	224,743,168	-	-	
Commingled global equity funds	100,976,608	100,976,608	-	-	
Total equity securities	<u>362,985,045</u>	<u>359,574,922</u>	<u>3,410,123</u>	<u>-</u>	66.51%
Private equity	14,933,891	-	-	14,933,891	2.74%
Real estate	8,532,110	-	-	8,532,110	1.56%
Short term investments	8,691,084	2,891,601	-	5,799,483	1.59%
Total investments by fair value level	<u>\$ 545,739,067</u>	<u>\$ 437,503,082</u>	<u>\$ 78,970,501</u>	<u>\$ 29,265,484</u>	<u>100.00%</u>

Debt and equity securities classified in Level 1 of the fair value hierarchy are valued using prices quoted in active markets for those securities. Debt securities classified in Level 2 of the fair value hierarchy are valued using a combination of prevailing market prices and interest payments that are discounted at prevailing interest rates for similar instruments. Equity securities classified in Level 3 of the fair value hierarchy are valued using unobservable inputs.

Commingled equity funds consist of eight U.S. equity funds in 2023, respectively. The fair value of the investments in these types of funds has been determined using the prevailing market value per share of the investments. All funds in 2023 were publicly traded mutual funds and can be redeemed daily.

Private equity fund consists of one U.S. core real estate private equity limited partnership in 2023. The fair value of investments in this type of fund has been determined using the prevailing market value per share of the investments. The private equity partnership is fully funded, and the Plan has no unfunded commitment. Redemption requests are subject to certain restrictions and the availability of cash.

Real estate trust fund consists of one U.S. real estate trust in 2023. The fair value measures in this type of fund have been determined using the prevailing market value per share of the investments. The real estate trust is fully funded, and the Plans have no unfunded commitment. Redemption requests are subject to certain restrictions and the availability of cash.

Short-term investments are comprised of cash and cash equivalents held in custodial investment accounts. These funds are held in money market accounts in the name of the financial institutions, they are not collateralized, and they are not insured.

The Plans invest in several instruments that may be exposed to various risks. Due to the level of risk associated with certain investment securities, it is at least reasonably possible that changes in the values of investment securities will occur in the near term, and such changes could materially affect the amounts reported in the Statements of Fiduciary Net Position.

Foreign currency risk is the risk that changes in exchange rates will adversely affect the fair value of an investment or a deposit. All of the Plans' direct investments are held in U.S. currency or U.S. dollar-denominated securities. The fair value of non-U.S. equity exposures was \$84.8 million as of December 31, 2023. There currently is limited liquidity for Russian securities as the Russian stock market has been closed on top of limited interest in such securities due to the uncertain investment environment.

Interest rate risk is the risk that changes in interest rates will adversely affect the fair value of an investment or deposit. The fiduciary trust funds allow the investment managers to invest up to 25 percent of their portfolio in long-duration bonds up to 25 percent in long-duration fixed income securities to the existing "Core" bond portfolios. This allows for an alignment of the trust funds' investment assets with the trust funds' liabilities.

Credit risk is the risk that the Plans will lose money because of the default of the security of the issuer or investment counterparty. The fiduciary trust fund investment managers may not hold more than 5 percent of the portfolio in any one issuer's securities other than direct obligations of the U.S. Government or its agencies based on fair value.

Custodial credit risk is the risk that, in the event of a failure of the counterparty, the Plans would not be able to recover the value of its deposits, investments, or collateral securities that were in the possession of an outside party. Deposits are exposed to custodial credit risk if they are uninsured and uncollateralized. Investment securities are exposed to custodial credit risk if they are uninsured or not registered in the name of the Plans and are held by either the counterparty or the counterparty's trust department or agent, but not in the Plans' name.

Concentration of credit risk is the risk of loss attributed to the magnitude of the Plans' investments in a single issuer. The Plans' investment policies and guidelines limit the percentage of the total fund and individual manager's account which can be invested in fixed income securities rated below investment grade. In addition, the Plans' investment policies and guidelines limit the percentage of each investment manager's account that may be allocated to any one issuer's securities to less than 5 percent of the portfolio. The Plans do not have a single exposure to a credit issuer which is greater than 5 percent of the respective portfolio.

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As of December 31, 2023, the Plans' fixed income investments had the following quality ratings and sensitivity to changes in interest rates.

<u>Investment Type</u>	<u>Credit Rating¹</u>	<u>As of December 31, 2023</u> <u>Fair Value</u>	<u>Weighted</u> <u>Average Maturity</u> <u>(years)</u>	<u>Percentage of</u> <u>Fixed Income</u> <u>Portfolio</u>
U.S. government obligations	AA+	\$ 35,183,637	3.17	23.36%
Foreign government obligations	AA-	27,373	3.04	0.02%
Corporate bonds	AAA	5,146,767	0.24	3.42%
	AA+	153,376	0.18	0.10%
	AA	1,819,326	0.00	1.21%
	AA-	534,340	0.32	0.36%
	A+	771,390	0.36	0.51%
	A	7,748,139	1.12	5.15%
	A-	8,021,752	2.43	5.33%
	BBB+	11,195,878	2.91	7.43%
	BBB	16,008,391	2.05	10.63%
	BBB-	3,550,502	0.86	2.36%
	BB	366,792	0.00	0.24%
	B	229,912	0.00	0.15%
	Below B	419,530	0.00	0.28%
Asset backed securities	Unrated	37,715,623	3.06	25.04%
	AAA	262,732	0.34	0.17%
	AA+	19,512,551	22.84	12.96%
	Unrated	1,928,926	2.51	1.28%
Total fixed income securities		<u>\$ 150,596,937</u>		<u>100.00%</u>

¹ Standard & Poor's

6. ACCOUNTS RECEIVABLE

As of December 31, 2023, Accounts receivable consisted of the following:

	<u>As of December 31,</u> <u>2023</u>
Trade accounts receivable	\$ 40,184,685
Less: allowance for doubtful accounts	<u>(3,679,853)</u>
Trade accounts receivable, net	36,504,832
Grants receivable in support of operations	1,454,032
Other unrestricted receivables	<u>646,071</u>
Total current accounts receivable	<u>\$ 38,604,935</u>
Grants receivable in support of capital programs	\$ 28,549,602
Passenger facility charge receivables	12,427,974
Other restricted receivables	<u>411,316</u>
Total restricted accounts receivable	<u>\$ 41,388,892</u>

During 2023, the total uncollectible amount written off was \$54,634. The Airports Authority's existing reserves are sufficient to cover any potentially uncollectible receivables owed as of December 31, 2023.

7. PENSION PLANS AND DEFERRED COMPENSATION PLAN

The Airports Authority participates in two United States government pension plans: the Civil Service Retirement System (CSRS) and the Federal Employees' Retirement System (FERS). Each is considered a cost-sharing, multiple-employer public employee retirement system. The CSRS was established by the Civil Service Retirement Act and The Airports Authority participates in two United States government pension plans: the Civil Service Retirement System (CSRS) and the Federal Employees' Retirement System (FERS). Each is considered a cost-sharing, multiple-employer public employee retirement system. The CSRS was established by the Civil Service Retirement Act and the FERS was established by the Federal Employees' Retirement System Act of 1986. Employees hired before December 31, 1983, are members of the CSRS unless they elected to transfer to the FERS either before December 31, 1987, or during the special enrollment period from July 1, 1998, through December 31, 1998. Effective April 1, 1987, a Thrift Savings Plan was added whereby CSRS and FERS members can contribute a percentage of their salaries on a tax-deferred basis up to the Internal Revenue Service elective deferral limit (\$22,500 in 2023).

In addition to the above-described Plans, the Airports Authority maintains single-employer defined benefit pension plans that cover its regular employees and its police and fire (public safety) employees hired on or after June 7, 1987. The Airports Authority also offers employees a deferred compensation plan and a money purchase pension plan.

Under the CSRS, employees contribute 7.0 percent of their base pay and the Airports Authority matches the employees' contributions. Retirement benefits are based on length of service and the average of the employee's three highest years of base pay. Employees are eligible to retire at age 55 with 30 years of service; age 60 with 20 years of service; or age 62 with 5 years of service. Retirement annuities range from 7.5 percent to a maximum 80.0 percent of the average of the employee's three highest years of base pay depending on an employee's length of service. The numbers of regular employees enrolled in the CSRS were 2 as of December 31, 2023.

Under the FERS, employees derive benefits from three different sources: a Basic Benefit Plan (BBP), Social Security, and a Thrift Savings Plan. Regular employees contribute 0.8 percent of their base pay to the BBP. The Airports Authority's contribute 10.7 percent of base pay for regular employees. Employees are eligible to retire when they have 10 years of service and have reached a minimum retirement age based on date of birth and ranging from 55 to 57 years of age. Retirement annuities range from 1.0 percent (less than 20 years of service) to 1.1 percent (20 or more years of service) of the average of the employee's three highest years of base pay for each year of service. The numbers of regular employees enrolled in the FERS were 5 as of December 31, 2023.

The Airports Authority's base pay for employees covered by the CSRS and the FERS for the year ended December 31, 2023 was \$0.8 million. Employee contributions to the federal pension plans for 2023 were \$21 thousand. Employer contributions to the federal pension plans for 2023 were \$77 thousand. These contributions represent 100 percent of required contributions for each of the respective years. The Airports Authority's total base pay for all employees, including employees covered by CSRS and FERS, was \$146.1 million in 2023. The pension expense, deferred inflows and outflows for these pension plans are not recognized by the Airports Authority. See Schedule 4 – Schedule of Employer Contributions – U.S. Government Pension Plans.

Plan documents and audited plan financials for the CSRS and FERS plans may be obtained by written request to: U.S. Office of Personnel Management, Retirement Operations Center, P.O. Box 45, Boyers, PA, 16017.

Airports Authority Pension Plans

Effective January 1, 1989, the Airports Authority established a retirement benefits program for employees hired on or after June 7, 1987. Employee coverage and service credit was retroactive to June 7, 1987. The program

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includes the Airports Authority’s General Employee Retirement Plan (the “Regular Plan,” covering regular employees) and the Police Officers and Firefighters Retirement Plan (the “Police and Firefighter Plan,” covering public safety employees) with the exception of employees working less than 20 hours per week and other temporary employees. Collectively, these plans are referred to as “the Plans.” Both are considered to be single employer defined benefit plans. Any amendment to the Plans must be approved by the Airports Authority’s Retirement Committee.

The Plans provide retirement and death benefits to plan members and beneficiaries. As of December 31, 2023, the number of employees participating in the Plans was:

	Regular	Public Safety	Total
Current Participants			
Vested	789	233	1,022
Non-vested	398	122	520
Retirees/disabled employees currently receiving benefits	810	231	1,041
Terminated vested participants	253	96	349
Total	<u>2,250</u>	<u>682</u>	<u>2,932</u>

Regular employees who retire at or after age 60 with five years of credited service are entitled to an annual retirement benefit, payable monthly for life, in an amount equal to 1.2 percent of final-average eligible compensation up to covered compensation and 1.6 percent of final-average base pay above covered compensation for each year of credited service (maximum of 30 years). Eligible compensation includes base pay and shift differential for wage grade employees. Regular employees with at least five years of service can receive benefits starting at age 55 with a 5.0 percent reduction in benefits for each year the participant is younger than age 60. Employees do not contribute to the Regular Plan.

Public safety employees who retire at age 55 with five years of service or at any age with 25 years of service are entitled to an annual retirement benefit of 2.0 percent of final-average base pay for each year of service up to 25 years and 1.0 percent of the final-average base pay for each year of service between 25 and 30 years. Public safety employees with at least 25 years of service can receive benefits starting before age 55; however, the benefit is reduced by 5 percent for each year by which benefits begin prior to age 55. Public safety employees are required to contribute 1.5 percent of base pay per year of participation to the Police and Firefighter Plan. This contributed amount is accumulated with a 5.0 percent interest rate and is returned when a benefit is forfeited. The Airports Authority contributes the remaining amounts necessary to fund the Plans using the entry age normal actuarial method in addition to an amount necessary to amortize the total pension liability.

For the Plans, the final-average base pay is the better of the average of the employee’s last 78 bi-weekly pay periods or, if a participant on December 31, 2019, the highest consecutive 78 bi-weekly pay periods in the 120 months prior to December 31, 2019, while covered compensation is the 35-year average of the Social Security Wage Bases ending with the year in which the participant attains Social Security normal retirement age. A participant’s years of benefit service include the number of hours of accrued unused sick leave at a participant’s termination provided the maximum amount of benefit service that may be credited to a participant is 30 years. A pre-retirement surviving spouse benefit is payable in the event of death, equal to 50.0 percent of the benefit which would have been payable had the employee retired, provided the employee had at least five years of service. Retiree benefits are adjusted annually by the lesser of one-half of the Consumer Price Index or 4.0 percent.

Contributions Required and Made

The Airports Authority's funding policy is to provide for periodic employer contributions at actuarially determined rates that, expressed as percentages of annual covered payroll, are designed to accumulate sufficient assets to pay benefits when due. Employer contributions are determined in accordance with the plan provisions and are approved by the Airports Authority's Retirement Committee. Level percentages of payroll employer contribution rates are determined using the entry age actuarial cost method. The total pension liability is being amortized over a period of 20 years on a closed basis.

The Airports Authority contributed 4.80 percent of the applicable covered payroll to the Regular Plan and 6.05 percent of the applicable base payroll to the Police and Firefighters Plan in 2023. The Airports Authority's base payroll for employees covered by the Regular Plan and the Police and Firefighters Plan for 2023 was \$116.5 million and \$30.6 million, respectively. The Airports Authority contributed \$5.6 million to the Regular Plan and \$1.8 million to the Police and Firefighters Plan in 2023.

Net Pension Liability (Asset)

The components of the net pension liability (asset) of the Plans as of December 31, 2023, were as follows:

General Employees Retirement Plan

Actuarial Valuation Date	Total Pension Liability (TPL) (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (Asset) (a-b)	Plan Fiduciary Net Position as a Percentage of the TPL
12/31/2023	\$ 270,143,812	\$ 241,008,460	\$ 29,135,352	89.21%

Police Officers & Firefighters Retirement Plan

Actuarial Valuation Date	Total Pension Liability (TPL) (a)	Plan Fiduciary Net Position (b)	Net Pension Liability (Asset) (a-b)	Plan Fiduciary Net Position as a Percentage of the TPL
12/31/2023	\$ 159,980,995	\$ 142,615,462	\$ 17,365,533	89.15%

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The total pension liability was determined by an actuarial valuation as of December 31, 2023, using the following actuarial assumptions, applied to all periods included in the measurement:

Measurement Dates	December 31, 2023
Valuation Dates	December 31, 2023
Actuarial Cost Method	Entry-age actuarial cost method
Amortization Method	20-year level dollar, closed
Assets Valuation Method	5-year smoothed fair value
Actuarial Assumptions:	
(a) Discount rate / Investment return	7.25%, net of expenses
(b) Projected salary increases	General Plan: 2.50% - 4.25% per year; Police & Fire: 2.75% - 6.75% per year
(a) and (b) include inflation at	2.25%
(c) Cost of living adjustments	1.13%
(d) Mortality Rates	<u>For General Employees Plan:</u> PUB-2010-G Mortality Tables, including separate tables for males and females with generational improvement based upon 50% of projection scale MP-2015 paused until 2030 <u>For Police Officers and Firefighters Plan:</u> PUB-2010-S Mortality Tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015 paused until 2030

Trends in assets in excess of TPL and annual covered payroll are both affected by inflation. Expressing the TPL in excess of assets as a percentage of annual covered payroll approximately adjusts for the effects of inflation and aids analysis of progress made in accumulating sufficient assets to pay benefits when due. Generally, the lower this percentage, the stronger the retirement plans. The comparability of trend information is affected by changes in actuarial assumptions, benefit provisions, actuarial funding methods, accounting policies, the size or composition of the population covered by the Plans, and other changes. Those changes usually affect trends in contribution requirements and in ratios that use the TPL as a factor. The Fiduciary Net Position is determined on the same basis of accounting as for benefits, payments, and valuation of investments.

All assets of the Airports Authority pension plans are held in trust at the Bank of New York Mellon. A copy of the Plans audited financial statements, Plan documents, and required supplementary information for the Plans may be obtained by written request to: Metropolitan Washington Airports Authority, Attention: Compensation and Benefits Department, 1 Aviation Circle, Washington, DC 20001-6000.

Summary financial results of the Airports Authority pension plans are presented below. These financial results are included in the Fiduciary Financial statements presented in this document with detailed results in the Supplementary Information.

Statement of Fiduciary Net Position

As of December 31, 2023

	<u>General Retirement Plan</u>	<u>Police Officers and Firefighters Retirement Plan</u>
Assets		
Restricted		
Investments	\$ 240,462,443	\$ 142,318,125
Receivables	743,803	390,776
Total assets	<u>241,206,246</u>	<u>142,708,901</u>
Liabilities		
Payables	197,786	93,439
Total liabilities	<u>197,786</u>	<u>93,439</u>
Net Position		
Net position restricted for pensions	<u>241,008,460</u>	<u>142,615,462</u>
Total net position	<u>\$ 241,008,460</u>	<u>\$ 142,615,462</u>

Statement of Changes in Fiduciary Net Position

For the Year Ended December 31, 2023

	<u>General Retirement Plan</u>	<u>Police Officers and Firefighters Retirement Plan</u>
Additions		
Employer contributions	\$ 5,599,065	\$ 1,849,285
Employee contributions		455,943
Net investment income	29,814,767	17,786,347
Total additions, net	<u>35,413,832</u>	<u>20,091,575</u>
Deductions		
Total deductions	<u>12,746,816</u>	<u>7,674,077</u>
Change in net position	22,667,016	12,417,498
Net Position		
Beginning of year	<u>218,341,444</u>	<u>130,197,964</u>
End of year	<u>\$ 241,008,460</u>	<u>\$ 142,615,462</u>

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Changes in the Net Pension Liability (Asset)

General Employees Retirement Plan	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability/(Asset) (a) - (b)
Balances as of December 31, 2022	\$ 253,546,432	\$ 218,341,444	\$ 35,204,988
Changes for the year:			
Service cost	7,603,173	-	7,603,173
Interest	18,478,066	-	18,478,066
Differences between expected and actual experience	3,075,607	-	3,075,607
Changes of assumptions	-	-	-
Contribution - employer	-	5,599,065	(5,599,065)
Net investment income	-	29,814,767	(29,814,767)
Benefit payments	(12,559,466)	(12,559,466)	-
Plan administrative expenses	-	(187,350)	187,350
Net changes	<u>16,597,380</u>	<u>22,667,016</u>	<u>(6,069,636)</u>
Balances as of December 31, 2023	<u>\$ 270,143,812</u>	<u>\$ 241,008,460</u>	<u>\$ 29,135,352</u>

Police Officers and Firefighters Retirement Plan	Total Pension Liability (a)	Plan Fiduciary Net Position (b)	Net Pension Liability/(Asset) (a) - (b)
Balances as of December 31, 2022	\$ 151,023,921	\$ 130,197,964	\$ 20,825,957
Changes for the year:			
Service cost	3,203,808	-	3,203,808
Interest	10,906,922	-	10,906,922
Differences between expected and actual experience	2,421,192	-	2,421,192
Changes of assumptions	-	-	-
Contribution - employer	-	1,849,285	(1,849,285)
Contribution - member	-	455,943	(455,943)
Net investment income	-	17,786,347	(17,786,347)
Benefit payments	(7,574,848)	(7,574,848)	-
Plan administrative expenses	-	(99,229)	99,229
Net changes	<u>8,957,074</u>	<u>12,417,498</u>	<u>(3,460,424)</u>
Balances as of December 31, 2023	<u>\$ 159,980,995</u>	<u>\$ 142,615,462</u>	<u>\$ 17,365,533</u>

The long-term expected rate of return on the pension plans is 7.25 percent for 2023. The long-term expected rate of return was determined using best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation), developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

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Best estimates of arithmetic real rates of return for each major asset class included in the pension plan's target asset allocation as of December 31, 2023, is summarized in the following table:

<u>For the Year Ended December 31, 2023</u>			
<u>Asset Class</u>	<u>Allocation Target</u>	<u>Long-Term Expected Real Rate of Return¹</u>	<u>Money-Weighted Rate of Return</u>
Domestic Equity	40.0%	7.50%	3.00%
International Equity	20.0%	8.50%	1.70%
Domestic Bonds	20.0%	2.50%	0.50%
Convertible Bonds ²	10.0%	4.50%	0.45%
Real Estate	10.0%	4.50%	0.45%
Total	100.0%		6.10%

¹ The long-term expected rates of return listed are expected arithmetic average returns over the foreseeable future based on reasonable return expectations but cannot be guaranteed. These returns exclude inflation.

The long-term annual inflation assumption used is currently 2.50% for 2022.

² 50% of the nominal return on Domestic Equity plus 2% yield.

The annual money-weighted rates of return, net of investment expenses, for the year ended December 31, 2023, were 13.9 percent for the Retirement Plan for General Employees and 14.0 percent for the Retirement Plan for Police Officers and Firefighters.

Discount Rate

The discount rate used to measure the net pension liability (asset) was 7.25 percent for 2023. The projection of cash flows used to determine the discount rate assumed contributions from plan participants will be made at the current contribution rate and contributions from the Airports Authority will be made at required rates, actuarially determined. Based on these assumptions, the pension plans' fiduciary net position was projected to be available to make all projected future benefit payments to current participants. Therefore, long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability (asset).

Changes in the discount rate affect the measurement of the net pension liability (asset). Lower discount rates produce a higher net pension liability (asset) and higher discount rates produce a lower net pension liability (asset). Because the discount rate does not affect the measurement of assets, the percentage change in the net pension liability can be very significant for a relatively small change in the discount rate. The table below shows the sensitivity of the net pension liability (asset) to the discount rate.

For the Year Ended December 31, 2023

	1% Decrease 6.25%	Discount Rate 7.25%	1% Increase 8.25%
<u>Net pension liability (asset)</u>			
General Employees Retirement Plan	\$ 60,684,956	\$ 29,135,352	\$ 2,451,670
Police Officers & Firefighters Retirement Plan	38,303,722	17,365,533	(26,523)

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The Net Pension Liability (Asset) and related deferred outflows and inflows were allocated between the Aviation Enterprise and the Dulles Corridor Enterprise based on wages and benefits of each Enterprise.

Pension Deferred Outflows of Resources and Deferred Inflows of Resources

For the year ended December 31, 2023, the Airports Authority recognized pension expenses (benefit) of \$11.6 million and \$5.6 million, respectively for the General Plan and Police and Firefighter Plan. The Airports Authority's total pension expenses for the Plans were \$17.2 million for the year ended December 31, 2023.

At December 31, 2023, the Airports Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources and will be recognized in future pension expenses as follows:

For the Year Ended December 31, 2023

	Deferred Outflows of Resources	Deferred Inflows of Resources
General Employees Retirement Plan		
Differences between expected and actual experience	\$ 10,659,517	\$ 1,966,078
Changes in assumptions	5,492,747	1,684,879
Net differences between projected and actual earnings on pension plan investments	14,159,319	-
Total	\$ 30,311,583	\$ 3,650,957

Amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expenses as follows:

Year ended December 31,	Deferred Outflows/(Inflows) of Resources
2024	\$ 6,159,178
2025	8,351,011
2026	11,782,948
2027	(861,284)
2028	992,186
Thereafter	236,587
	\$ 26,660,626

For the Year Ended December 31, 2023

	Deferred Outflows of Resources	Deferred Inflows of Resources
Police Officers & Firefighters Retirement Plan		
Differences between expected and actual experience	\$ 7,830,703	\$ 747,093
Changes in assumptions	2,774,639	1,053,409
Net differences between projected and actual earnings on pension plan investments	8,382,687	-
Total	\$ 18,988,029	\$ 1,800,502

Amount reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expenses as follows:

Year ended December 31,	Deferred Outflows/(Inflows) of Resources
2024	\$ 3,814,816
2025	4,941,592
2026	6,925,276
2027	86,057
2028	1,017,237
Thereafter	402,549
	\$ 17,187,527

The Fiduciary Net Position is determined on the same basis of accounting as for benefits, payments, and valuation of investments.

Deferred Compensation Plan

The Airports Authority offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, effective as of July 2, 1989, is available to all career and non-career term employees and permits the deferral of a portion of regular compensation until future years. Participation in the plan is optional. As of January 1, 2020, new hires to career positions are automatically enrolled in the plan at 1 percent. Until December 31, 2013, the Airports Authority matched 100 percent of participant contributions for career employees up to the first 2 percent of regular compensation and matched an additional 50 percent of participant contributions between 2 percent and 4 percent of regular compensation. As of January 1, 2014, the Airports Authority's matching contributions are made to the Governmental Profit-Sharing Plan. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency. The assets of the plan are held in custodial and annuity accounts for the exclusive benefit of plan participants, and accordingly, the related assets of the plan are not reflected on the Airports Authority's Statement of Net Position. The trust agent for the plan is the Lincoln Financial Group. Investments are managed for participants by the Lincoln Financial Group through one of several investment options or a combination thereof. The choice of the investment option(s) is made by each participant. Amounts contributed by participants to the deferred compensation plan, totaled \$13.7 million in the year ended December 31, 2023.

Governmental Profit-Sharing Plan

The Airports Authority established a supplemental defined contribution retirement plan under Section 401(a) of the Internal Revenue Code (the "Supplemental Savings Plan") effective May 15, 2013. The Airports Authority's matching contributions, the contributions it makes to match, fully or partially, the contributions career employees elect to make under the Retirement Savings Plan, are made under the Supplemental Savings Plan as of January 1, 2014. For eligible employees, the Airports Authority matches 100 percent of participant contributions up to the first 2 percent of regular compensation and matches an additional 50 percent of participant contributions between 2 percent and 4 percent of regular compensation. The Airports Authority contributed \$3.9 million in the year ended December 31, 2023.

8. OTHER POST-EMPLOYMENT BENEFITS

The Airports Authority provides post-employment group healthcare, dental, and life insurance benefits for its retired employees. The Airports Authority Retired Employees Healthcare Plan (the Healthcare Plan) is a single employer defined benefit healthcare, dental, and life insurance plan and is administered by the Airports Authority. The Healthcare Plan provides medical, dental, and life insurance benefits to eligible retirees, their spouses, and their dependents (the Participants). Participants hired prior to January 1, 2016, are eligible for the Healthcare Plan if they have attained 5 years of eligible service and retire with a pension. Participants hired on or after January 1, 2016, are eligible for the Healthcare Plan if they have attained 10 years of eligible service. As of December 31, 2023, 923 Participants were receiving health insurance benefits, and 886 Participants were receiving life insurance benefits. As of December 31, 2022, 901 Participants were receiving health insurance benefits, and 861 Participants were receiving life insurance benefits under the Healthcare Plan.

The management of the Airports Authority can establish and amend benefit provisions of the Healthcare Plan. The Airports Authority created and began funding an Employee Welfare Benefits Trust (the Trust) in February 2005 in order to provide a funding mechanism for its other post-employment benefit obligations.

There are no separate stand-alone financial reports for the Healthcare Plan. A copy of the plan documents may be obtained by written request to: Metropolitan Washington Airports Authority, Attention: Benefits Department, 1 Aviation Circle, Washington, DC 20001-6000.

Contributions Required and Made

The contribution requirements of the Healthcare Plan’s Participants and the Airports Authority for health and dental insurance are established and may be amended by the management of the Airports Authority. The contribution requirements are based upon projected pay-as-you-go financing requirements and funding for future benefits. The Airports Authority pays 80 percent of the health premium costs and 45 percent of the dental premium costs, with the retirees paying the remaining premium costs. For the year ended December 31, 2023, the Airports Authority’s share of health and dental insurance premium costs totaled \$3.6 million. Plan participants contributed \$3.1 million of the total premiums for the year ended December 31, 2023. The monthly contribution requirements for participants in the Healthcare Plan depend on several factors including provider choices, participant age, and type of benefit coverage.

Monthly Contributions for Retirees Under 65 for 2023

Provider Choices	Retiree Only	Retiree Plus Spouse	Retiree Plus Child(ren)	Family
United Healthcare Choice	\$ 173	\$ 361	\$ 327	\$ 514
United Healthcare Choice Plus	192	399	362	568
Kaiser Permanente HMO	154	324	293	463
United Concordia Dental	18	35	46	70

Monthly Contributions for Retirees Over 65 for 2023

Provider Choices	Retiree Only	One > Age 65	Two Party	Family
		One < Age 65	Medicare	Medicare
United Healthcare Choice	\$ 153	\$ 341	\$ 319	\$ 473
United Healthcare Choice Plus	N/A	361	N/A	489
Kaiser Permanente HMO	56	226	112	251
United Concordia Dental	18	35	35	70

The Airports Authority offers two life insurance options to its Participants. Under Option 1, the Airports Authority pays 100 percent of the Participant's basic and supplemental life insurance cost. Basic life insurance cost is reduced to 25 percent of the Participant's life insurance in force at the time of retirement. Supplemental life insurance is a multiple of the basic life insurance (1 to 5 times) the Participant had selected prior to retirement. Supplemental life insurance is reduced at a rate of 2 percent each month so that at the end of 50 months, no supplemental life insurance coverage remains in force.

Option 2 is available to Participants who retire from the Airports Authority on or after May 1, 2007. Under Option 2, the Airports Authority pays 100 percent of the Participant's basic life insurance benefit. Basic life insurance benefit is reduced to 25 percent of the Participant's life insurance in force at the time of retirement. Participants pay 100 percent of the cost of supplemental life insurance. The amount of supplemental life insurance in force remains equal to the amount the Participant had at the time of retirement but is reduced by 50 percent at age 70 and another 50 percent at age 75.

As of December 31, 2023, 63 out of 886 retired employees had supplemental coverage. The total retiree premiums were approximately \$720 thousand, of which retiree contributions covered approximately \$40 thousand and the Authority paid the balance of \$680 thousand.

The number of employees covered by the benefit terms for the Healthcare Plan is as follows:

	Health and Dental	Life Insurance	Total
	2023	2023	2023
Inactive employees or beneficiaries currently receiving benefits	923	886	1,809
Active Employees	1,388	1,205	2,593
Total	2,311	2,091	4,402

Net OPEB Liability/(Asset)

The components of the net OPEB liability (asset) of the plans as of December 31, 2023, were as follows:

Health, Dental and Life Insurance Plan

Actuarial Valuation Date	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (Asset) (a-b)	Plan Fiduciary Net Position as a Percentage of the TOL
12/31/2023	\$ 167,667,518	\$ 164,852,370	\$ 2,815,148	98.32%

Actuarial Methods and Assumptions

Projections of benefits for financial reporting purposes are based on the substantive plan (the Plan as understood by the employer and the Plan members) and include the types of benefits provided at the time of each valuation as well as the historical pattern of sharing the benefit costs between the employer and plan members to that point.

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future, including but not limited to future employment, mortality, and healthcare cost trends. Actuarially determined amounts are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future.

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Significant actuarial assumptions used in determining the total OPEB liability are as follows:

Valuation Date	December 31, 2023
Measurement Date	December 31, 2023
Actuarial Cost Method	Entry-age, normal
Amortization Method	20-year level dollar, closed for 2023
Assets Valuation Method	5-year smoothed fair value
Actuarial Assumptions:	
(a) Investment rate of return	7.25% in 2023, net of expenses
(b) Projected salary increases	Variable rate 2.50% to 6.75% in 2023
(a) and (b) include inflation at	2.25% for 2023
(c) Mortality Rates	<u>Active Employees</u> PUB-2010-G Employee Mortality tables, including separate tables for males and females, with generational improvement based upon 50% in 2022 of projection scale MP-2015 paused until 2030 <u>Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 50% in 2022 of projection scale MP-2015 paused until 2030 <u>Hazardous Duty Active Employees</u> PUB-2010-S Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% in 2022 of projection scale MP-2015 paused until 2030 <u>Hazardous Duty Retired, Disabled and Survivor</u> PUB-2010-S Healthy Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 50% in 2022 of projection scale MP-2015 paused until 2030
	Pre-Medicare- 5.80% for 2023, decreasing to an ultimate rate of 3.61% by 2060
(d) Healthcare Cost Trend Rate	Medicare - 5.80% for 2023, decreasing to an ultimate rate of 3.61% by 2059 Dental - 4.00% for all future years

Summary financial results of the Airports Authority Retired Employees Healthcare Plan are presented below. These financial results are included in the Fiduciary Financial statements presented in this document with detailed results in the Required Supplementary Information.

The Fiduciary Net Position is determined on the same basis of accounting as for benefits, payments, and valuation of investments.

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Statement of Fiduciary Net Position

As of December 31, 2023

	<u>As of December 31, 2023</u>
	<u>Retired Employees Health Care Plan</u>
Assets	
Restricted	
Investments	\$ 162,958,499
Receivables	<u>2,003,842</u>
Total assets	<u>164,962,341</u>
Liabilities	
Total liabilities	<u>109,971</u>
Net Position	
Net position restricted for post- employment benefits	<u>164,852,370</u>
Total net position	<u>\$ 164,852,370</u>

Statement of Changes in Fiduciary Net Position

For the Year Ended December 31, 2023

	<u>For the year ended December 31, 2023</u>
	<u>Retired Employees Health Care Plan</u>
Additions	
Contributions	\$ 3,631,846
Received from plan administrator	<u>3,101,320</u>
Net investment income (loss)	<u>26,435,783</u>
Total additions, net	33,168,949
Deductions	
Total deductions	<u>16,977,297</u>
Change in net position	16,191,652
Net Position	
Beginning of year	<u>148,660,718</u>
End of year	<u>\$ 164,852,370</u>

Changes in the Net OPEB Liability/(Asset)

The net OPEB liability (asset) and related deferred outflows and inflows were allocated between the Aviation Enterprise and the Dulles Corridor Enterprise based on the allocated wages and benefits per the cost allocation model.

<u>Health, Dental and Life Insurance Plan</u>	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Net OPEB Liability (a) - (b)
Balances as of December 31, 2022	\$ 163,997,625	\$ 148,660,718	\$ 15,336,907
Changes for the year:			
Service cost	5,588,281	-	5,588,281
Interest	11,387,321	-	11,387,321
Difference between expected and actual experience	(2,654,599)	-	(2,654,599)
Changes in assumptions or other inputs	3,211,141	-	3,211,141
Contribution - employer	-	3,631,846	(3,631,846)
Net investment income	-	26,435,783	(26,435,783)
Benefit payments*	(13,862,251)	(13,862,251)	-
Administrative expenses	-	(13,726)	13,726
Net changes	<u>3,669,893</u>	<u>16,191,652</u>	<u>(12,521,759)</u>
Balance as of December 31, 2023	<u>\$ 167,667,518</u>	<u>\$ 164,852,370</u>	<u>\$ 2,815,148</u>

* Net of retiree contributions

The long term expected rate of return on OPEB plan investments is 7.25 percent for 2023. The long-term expected rate of return for the OPEB plans was determined using the best-estimate ranges of expected future real rates of return (expected returns, net of plan investment expenses and inflation), developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation.

Best estimates of arithmetic real rates of return for each major asset class included in the Healthcare Plan's target asset allocation as of December 31, 2023, is summarized in the following table:

For year ended December 31, 2023

<u>Asset Class</u>	<u>Allocation Target</u>	<u>Long Term Expected Real Rate of Return</u>	<u>Money-Weighted Rate of Return</u>
Domestic Equity	55%	7.5%	4.125%
International Equity	15%	8.5%	1.275%
Domestic Bonds	30%	2.5%	0.750%
Convertible Bonds	0%	4.5%	0.00%
Real Estate	0%	4.5%	0.00%
Total	<u>100%</u>		<u>6.15%</u>

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Discount Rate

The Discount rate used to measure the total OPEB liability was 7.25 percent for 2023. The Airports Authority is advance funding the postemployment medical and life insurance benefits; the Authority is using the same rate that is used for funding the retirement plan benefits.

Changes in the discount rate affect the measurement of the net OPEB liability. Lower discount rates produce a higher net OPEB liability and higher discount rates produce a lower net OPEB liability. Because the discount rate does not affect the measurement of assets, the percentage change in the net OPEB liability can be very significant for a relatively small change in the discount rate. The following presents the net OPEB liability of the Airports Authority, as well as what the Airports Authority’s net OPEB liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower or 1-percentage-point higher than the current discount rate.

For the Year Ended December 31, 2023

Net OPEB Liability	1% Decrease 6.25%	Discount Rate 7.25%	1% Increase 8.25%
Health, Dental and Life Insurance Plan	\$ 21,936,371	\$ 2,815,148	\$ (13,232,859)

The net OPEB liability (asset) and related deferred outflows and inflows were allocated between the Aviation Enterprise and the Dulles Corridor Enterprise based on the current active employee’s payroll cost by enterprise. In 2023, the Health and Dental and the Life Insurance plans reported a net OPEB liability (asset) which were separately allocated to the Aviation Enterprise and Dulles Corridor Enterprise funds.

Health Care Cost Trend Rates

The following presents the net OPEB liability (asset) of the Airports Authority, as well as what the Airports Authority’s net OPEB liability (asset) would be if it were calculated using healthcare cost trend rates that a 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates.

For the Year Ended December 31, 2023

Net OPEB Liability (Asset)	1% Decrease 4.8%	Trend Rate 5.8%	1% Increase 6.8%
Health, Dental and Life Insurance Plan	\$ (13,179,790)	\$ 2,815,148	\$ 22,223,096

OPEB Deferred Outflows of Resources and Deferred Inflow of Resources

For the year ended December 31, 2023, the Airports Authority recognized OPEB expenses of \$3.3 million for the Health, Dental and Life Insurance plans. At December 31, 2023, the Airports Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

For the Year Ended December 31, 2023

<u>Health, Dental and Life Insurance Plan</u>	<u>Deferred Outflow of Resources</u>	<u>Deferred Inflow of Resources</u>
Differences between expected and actual experience	\$ 8,165,653	\$ 5,677,489
Changes in assumptions	9,083,827	12,844,049
Net Differences between projected and actual earnings on OPEB plan investments	6,151,347	-
	<u>\$ 23,400,827</u>	<u>\$ 18,521,538</u>

Amount reported as deferred outflows and deferred inflows of resources related to Health, Dental, and Life Insurance OPEB will be recognized in future OPEB expenses as follows:

<u>Year Ended December 31,</u>	<u>Deferred Outflows/(Inflows) of Resources</u>
2024	\$ 335,896
2025	2,847,577
2026	4,995,165
2027	(4,062,906)
2028	(216,374)
Thereafter	979,931
	<u>\$ 4,879,289</u>

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9. CHANGES IN CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2023, was as follows:

	Balance as of January 1, 2023, as restated	Transfers and Additions	Transfers and Retirements	Balance as of December 31, 2023
Capital assets not being depreciated:				
Land and other non-depreciable assets	\$ 171,398,421	\$ -	\$ -	\$ 171,398,421
Construction in progress- Aviation Enterprise	89,121,770	207,057,124	(155,646,966)	140,531,928
Construction in progress- Dulles Corridor Enterprise	9,382,548	32,897,073	(33,536,248)	8,743,373
Total capital assets not being depreciated and amortized	<u>269,902,739</u>	<u>239,954,197</u>	<u>(189,183,214)</u>	<u>320,673,722</u>
Other capital assets:				
Buildings	3,311,884,886	39,637,730	-	3,351,522,616
Systems and structures	5,432,774,351	120,755,352	(683,244)	5,552,846,459
Equipment	200,325,138	3,073,619	(4,478,426)	198,920,331
Motor vehicles	79,382,566	304,557	(1,014,232)	78,672,891
Right-to use lease assets	23,998,267	3,648,564	-	27,646,831
Subscription assets	7,993,737	7,270,486	-	15,264,223
Total other capital assets	<u>9,056,358,945</u>	<u>174,690,308</u>	<u>(6,175,902)</u>	<u>9,224,873,351</u>
Less accumulated depreciation and amortization				
Buildings	1,527,366,676	77,529,190	-	1,604,895,866
Systems and structures	2,926,561,828	170,112,614	(451,828)	3,096,222,614
Equipment	154,345,540	11,217,757	(4,430,223)	161,133,074
Motor vehicles	67,787,548	3,536,656	(1,014,232)	70,309,972
Right-to use lease assets	4,357,777	4,434,290	-	8,792,067
Subscription assets	-	4,115,286	-	4,115,286
Total accumulated depreciation and amortization	<u>4,680,419,369</u>	<u>270,945,793</u>	<u>(5,896,283)</u>	<u>4,945,468,879</u>
	<u>\$ 4,645,842,315</u>	<u>\$ 143,698,712</u>	<u>\$ (189,462,833)</u>	<u>\$ 4,600,078,194</u>

Depreciation and amortization expense was incurred by the Business-Type Activities of the Airports Authority during the fiscal year as follows:

	2023
Aviation Enterprise Fund	\$ 254,075,827
Dulles Corridor Enterprise Fund	8,202,087
Total Depreciation Expense	262,277,914
Amortization of Right-to-Use Lease Assets	4,434,290
Amortization of Subscription Assets	4,115,286
Amortization of Bond Insurance Costs	1,412,376
Total Depreciation and Amortization	<u>\$ 272,239,866</u>

The Airports Authority completed multiple capital asset construction and development projects during 2023. Within the Aviation Enterprise Fund, at Reagan National, projects completed in 2023 included Secure National Hall as well as Airfield Pavement Rehabilitation. At Dulles International, projects completed in 2023 included the Concourse A/B Upgrade and Roof Replacement and the replacement of Concourse D Substations A3 and A5.

As of December 31, 2023, ongoing projects at Reagan National included enabling projects at Terminal 1 and North Airfield Improvements and continued rehabilitation of airfield pavement. Ongoing projects at Dulles International included Tier-2 Concourse (East) buildout and the Cargo Building Rehabilitation. As of December 31, 2023, the Aviation Enterprise Fund's commitments with contractors for capital asset construction and development projects were \$301.1 million.

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In 2014, the Airports Authority completed construction of Phase 1 of the Dulles Metrorail Project which extended 11.7 miles from a location near the Metrorail Orange Line West Falls Church Station to Wiehle Avenue in Reston, Virginia. It included five new stations and improvements to the existing WMATA Service and Inspection Yard at the West Falls Church Station. Phase 2 of the Dulles Metrorail Project was completed in November 2022 which extended the Metrorail system an additional 11.4 miles from Wiehle Avenue through Dulles International and west into Loudoun County, Virginia. The completion of Phase 2 of the Dulles Metrorail included six new stations and a maintenance yard located on Dulles International property. In 2023, \$32.2 million of construction in progress was transferred to WMATA. As of December 31, 2023, ongoing projects included the closeout of Phase 2 of the Dulles Metrorail Project and the Intelligent Transportation Management System Infrastructure. As of December 31, 2023, the Dulles Corridor Enterprise Fund's commitments with contractors for capital asset construction and development projects were \$131.7 million.

Services for the above commitment amounts had not been provided as of December 31, 2023, and accordingly, no liability has been recorded in the accompanying financial statements. Construction projects are financed by revenue bonds secured by aviation and toll road revenues, revolving loans, passenger facility charges, and grants and contributions from federal, state, and local governments.

Capital asset activity for right-to-use lease assets for the year ended December 31, 2023, was as follows:

	Balance as of January 1, 2023	Transfers and Additions	Transfers and Retirements	Balance as of December 31, 2023
Right-to-use lease assets:				
Buildings	\$ 22,695,912	\$ 3,467,908	\$ -	\$ 26,163,820
Systems and structures	576,419	-	12,795	563,624
Equipment	725,936	193,451	-	919,387
Total right-to-use lease assets	<u>23,998,267</u>	<u>3,661,359</u>	<u>12,795</u>	<u>27,646,831</u>
Less accumulated amortization:				
Buildings	3,989,962	4,004,619	-	7,994,581
Systems and structures	80,884	78,837	-	159,721
Equipment	286,931	350,834	-	637,765
Total accumulated amortization	<u>4,357,777</u>	<u>4,434,290</u>	<u>-</u>	<u>8,792,067</u>
Totals	<u>\$ 19,640,490</u>	<u>\$ (772,931)</u>	<u>\$ 12,795</u>	<u>\$ 18,854,764</u>

Amortization expense for right-to-use lease assets was incurred by the Business-Type Activities of the Airports Authority during the fiscal year as follows:

	2023
Aviation Enterprise Fund	\$ 4,433,571
Dulles Corridor Enterprise Fund	719
Total Amortization Expense	<u>\$ 4,434,290</u>

Capital asset activity for subscription assets for the year ended December 31, 2023, was as follows:

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	Balance as of January 1, 2023, as restated	Transfers and Additions	Transfers and Retirements	Balance as of December 31, 2023
Construction in progress - SBITAs	\$ -	\$ 421,793	\$ -	\$ 421,793
Subscription assets	7,993,737	7,270,486	-	15,264,223
Less accumulated amortization:				
Subscription assets	-	4,115,286	-	4,115,286
Total	<u>\$ 7,993,737</u>	<u>\$ 3,576,993</u>	<u>\$ -</u>	<u>\$ 11,570,730</u>

10. ACCOUNTS PAYABLE

A detail of accounts payable and accrued expenses as of December 31, 2023, was as follows:

	As of December 31 2023
Trade accounts payable and accruals	\$ 89,579,830
Accrued compensation and benefits	17,464,460
Current portion of claims	2,645,332
Security deposits	1,607,217
Total accounts payable and accrued expenses	<u>\$ 111,296,839</u>

11. LEASE COMMITMENTS

Property Held for Lease (Lessor Agreements)

The Airports Authority enters into leases with tenants for the use of space at the Airports Authority's facilities, including buildings, terminals, and airfield areas.

Leases with concession service providers located in the Airports Authority's terminals generally include minimum annual lease amounts paid monthly and variable payments based on the concession provider's monthly volume of business. Lease receivable calculations include the minimum annual lease amounts, but the variable payments based on monthly volume of business are excluded. The Airports Authority also has agreements with concession service providers in which the minimum annual guaranteed provisions have been eliminated and provide for only variable payments based on the tenants' monthly volume of business. These leases are not included in the measurement of the lease receivable.

Leases with other major concession service providers not located in the Airports Authority's terminals include, but are not limited to, in-flight kitchens, a gas station, rental cars, a hotel, and taxi operations. Each of these agreements have a component within them that require payments from the concession service provider based on a future activity level such as number of trips for the taxi, airport enplanements for the rental cars, and gross receipts for the hotel and gas station. All payments for these providers tied to an activity level have been excluded from the measurement of the lease receivable.

The gas station and rental car providers at Washington Dulles International Airport and the in-flight kitchen agreements contain an additional rental component which is not based on an activity level. The in-flight kitchen

and gas station agreements include a minimum monthly lease amount each year. The rental car providers at Washington Dulles International Airport lease space in a consolidated rental car facility. These payments have been included in the measurement of the lease receivable.

The Airports Authority also leases space to non-concession operators in its facilities such as cargo buildings, office buildings, hangars, etc. These agreements have varied terms depending on location (i.e., which airport or type of facility) but generally provide for a flat fixed rent each month without a variable component. Many of the agreements have a cancellation clause allowing either the operator or the Airports Authority to cancel the agreement for any reason with a specified notice period. Generally, the notice periods are less than 12 months. The leases with the cancelable component have not been included in the measurement of the lease receivable but all other leases have been included.

During the year ended December 31, 2023, the Airports Authority recognized the following related to its lessor agreements:

	Year Ended December 31, 2023
Lease revenue	\$ 39,315,358
Interest income related to leases	\$ 3,229,078
Rent revenue from variable payments not included in the measurement of the lease receivable	\$ 126,974,909

Future principal and interest payment requirements related to the Airports Authority's lease receivable as of December 31, 2023, are as follows:

Year ending December 31,	Principal	Interest	Total
2024	\$ 40,628,485	\$ 4,562,649	\$ 45,191,134
2025	52,036,537	3,438,271	55,474,808
2026	19,234,761	2,212,369	21,447,130
2027	10,131,482	1,908,457	12,039,939
2028	20,534,833	1,550,996	22,085,829
2029 - 2033	39,045,706	2,652,705	41,698,411
2034 - 2038	2,446,363	68,361	2,514,724
Total minimum future rentals	\$ 184,058,167	\$ 16,393,808	\$ 200,451,975

The Use and Lease Agreement (refer to Note 3 – Airport Use Agreement and Premises Lease) provides for terminal and other facility and space rentals by the airlines at the Airports. Airlines that have signed the Use and Lease Agreement are responsible for full cost recovery plus debt service coverage for these facilities until the termination date of the Use and Lease Agreement. The Use and Lease Agreement is a regulated lease as defined in GASB 87. The leases with the airlines for airport space have been excluded from the calculation of the lease receivable and corresponding deferred inflow of resources. Due to the variable nature of the regulated revenues from the airlines from year to year, expected future minimum payments are indeterminable.

In addition to leases with airlines, the Airports Authority has determined that operators functioning within the airport providing services directly to the airlines for the movement of passengers, baggage, mail and cargo, and others are also covered under the regulated lease exception. These other regulated leases are also excluded from the calculation of the lease receivable and the deferred inflow of resources.

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Future minimum rentals scheduled to be received on regulated leases other than airlines that have initial or remaining non-cancelable terms as of December 31, 2023, as calculated in 2023 dollars, are:

Year ending December 31,	Fixed Rate Regulated Leases
2024	\$ 69,215,952
2025	69,866,030
2026	70,152,253
2027	71,349,181
2028	72,612,820
2029 - 2033	372,646,050
2034 - 2038	369,707,251
2039 - 2043	403,001,656
2044 - 2048	463,006,092
2049 - 2053	401,305,750
Total minimum future rentals	<u>\$ 2,362,863,035</u>

During the period ended December 31, 2023, the Airports Authority recorded \$285.5 million in total regulated lease revenues.

The Airports Authority assets subject to preferential or exclusive use are governed by the Airport Use Agreement and Premises Lease (refer to Note 3 - Airport Use Agreement and Premises Lease). Per this agreement, premises subject to exclusive use are those premises leased exclusively to the airlines which have executed the Airport Use Agreement and Premises Lease (Signatory Airlines). The exclusive use premises include ticket counters, associated offices, operations areas, and may include baggage make-up area and equipment necessary for use thereof. Preferential use premises include holdrooms and all equipment reasonably necessary for the use thereof. Joint use premises include all those leased on a joint use basis to one or more Signatory Airline. Common use premises include areas which two or more airlines are authorized to use without a leasehold interest being acquired by the authorized user. The table below outlines the assets at each airport and their related uses.

Premises	Reagan National	Dulles International
Leased Land and Hangars	100% Exclusive	100% Exclusive
Ticket Counters	100% Exclusive	100% Exclusive
Ticket Offices, Administrative and Upper Level Offices, VIP Rooms	100% Exclusive	100% Exclusive
Holdrooms	100% Preferential	100% Preferential
Bag Claim	100% Common Use	100% Common Use
Baggage Service Offices	100% Exclusive	100% Exclusive
Bag Make-up	78% Exclusive, 11% Joint Use and 11% Common Use	75% Joint and 25% Exclusive
Operations Area	100% Exclusive	100% Exclusive
Tug Drives, Exterior Baggage Space	100% Common Use	100% Common Use
Unenclosed Areas	100% Exclusive	100% Exclusive

Property Leased from Others (Lessee Agreements)

The Airports Authority classifies leases as those agreements in which the Airports Authority controls the right to use a tangible asset over a period of time. At the commencement of these agreements, the Airports Authority recognizes a lease liability and an intangible right-to-use lease asset based on the net present value of the future expected lease payments. This right-to-use asset is amortized over the life of the lease or useful life of the asset, whichever is shorter. For those leases with a term of less than one year, the lease payments are recognized as lease expense in the current period.

The Airports Authority's leases certain assets from multiple third parties. The assets leased can be classified into three general categories: office space, technology leases, and general operating equipment. Payments are generally fixed monthly with certain variable payments which are not included in the measurement of the lease liability.

The Airports Authority has a non-cancellable office space lease in Crystal City, Virginia. The Crystal City location's total rentable space is 84,992 square feet which includes additional rentable space of 10,744 square feet entered into during 2019. The Crystal City lease commenced on March 23, 2017, and includes parking and rent which was abated for the initial 12 months. Beginning April 2017, the lease expense was amortized on a monthly basis. In 2022, this lease was reclassified and a \$22.0 million right-to-use asset was recorded and is being amortized over the remaining life of the lease. In 2023, the Airports Authority recognized \$3.5 million in amortization expense related to this asset and \$0.4 million in interest expense on the lease liability.

The Airports Authority has also entered into multiple agreements for assets supporting the Airports Authority's technology infrastructure. These include leased spaces within large data centers for processing equipment, the lease of dark fiber for transmission of data between the Airports Authority's locations and an easement on land for the housing of communications equipment. In 2023, the Airports Authority recognized \$0.6 million in amortization expense and \$0.05 million in interest expense on the lease liability.

The Airports Authority has entered into multiple agreements for assets supporting the Airports Authority's general operations. These include such things as refuse dumpsters, industrial gas containers, various small equipment, and portable bathroom facilities. In 2023, the Airports Authority recognized \$0.4 million in amortization expense and \$0.01 million in interest expense on the lease liability.

Principal and interest requirements to maturity for leases in effect on December 31, 2023, are as follows:

Year ending December 31,	Office Space Lease		Technology Assets		General Operating Equipment		Total	
	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2024	\$ 3,397,060	\$ 352,959	\$ 495,026	\$ 90,215	\$ 181,887	\$ 3,463	\$ 4,445,167	\$ 446,637
2025	3,577,645	265,873	520,858	77,251	76,981	1,473	4,175,485	344,597
2026	3,765,166	174,187	553,001	63,501	7,997	575	4,326,164	238,263
2027	3,959,858	77,727	586,673	48,902	6,925	379	4,553,456	127,008
2028	944,257	3,801	440,446	34,359	3,249	251	1,387,952	38,411
2029 - 2033	-	-	1,083,213	70,679	6,760	240	1,089,973	70,919
Total	<u>\$ 15,643,986</u>	<u>\$ 874,547</u>	<u>\$ 3,679,217</u>	<u>\$ 384,907</u>	<u>\$ 283,799</u>	<u>\$ 6,381</u>	<u>\$ 19,978,197</u>	<u>\$ 1,265,835</u>

The Airports Authority also has lease payments that are recognized as expenses during the reporting period and are not included in the lease liability. These leases are for equipment or materials for which the quantity leased varies on a monthly or daily basis. The leases are for uniforms, floor mats, shop towels, etc. for Airports Authority staff, off-site storage of old Airports Authority records and documents, generally in paper form, and electronic

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back-up media and short-term rentals of equipment. During the year ended December 31, 2023, the Airports Authority recognized the outflows of \$0.2 million as a result of variable items that were properly excluded from the initial measurement of the lease liability.

The Airports Authority has an 80-year agreement (the Federal Lease), with negotiable extensions, with the United States Government for the Airports. This agreement is due to expire on June 6, 2067. The agreement requires an annual inflation-adjusted base amount of \$3.0 million and interest earned on funds reserved monthly in a payment reserve account to be paid on a semi-annual basis. The Airports Authority invests the monthly payments per the Airports Authority's Investment Policy. This agreement represents a non-exchange transaction between the airports and the United States Government and therefore falls outside the scope of GASB 87.

Total expense paid to the United States Government for the year ended December 31, 2023, was \$6.9 million.

12. SBITA COMMITMENTS

The Airports Authority classifies subscription-based information technology arrangements (SBITAs) as those contracts which convey control of the right to use another party's (a SBITA vendor's) IT software, alone or in combination with tangible capital assets (the underlying IT assets), as specified in the contract for a period of time. At the commencement of the subscription term, the Airports Authority recognizes a subscription liability and an intangible right-to-use subscription asset. The subscription liability is measured at the present value of subscription payments expected to be made during the subscription term. The Airports Authority uses its incremental borrowing rate as the discount rate to calculate the present value of expected subscription payments.

The Airports Authority enters into subscription-based contracts for a variety of software systems from multiple third parties. Some significant examples include its enterprise resource planning (ERP) system, computerized maintenance management system, and cloud-based office productivity suite.

Contracts for software which only convey a perpetual license, which include only payments for support and maintenance for perpetually licensed software, which contain only variable payments, or which have an initial maximum possible term of 12 months or less do not meet the criteria for recognition as a SBITA. Subscription payments pursuant to these contracts are recognized as current outflows of resources in an appropriate expense account and no subscription asset or liability is recorded.

Principal and interest requirements to maturity for SBITAs in effect as of December 31, 2023, are as follows:

Year ending December 31,	Principal	Interest
2024	\$ 4,491,451	\$ 153,633
2025	3,404,613	75,487
2026	866,643	34,411
2027	490,664	18,756
2028	181,666	10,473
2029 - 2033	294,671	14,407
Total	<u>\$ 9,729,708</u>	<u>\$ 307,167</u>

Subscription payments are generally fixed by the terms of the procurement contract for the length of the subscription term. While payments are sometimes determined by the number of authorized users, a maximum user threshold is typically set by the contract, resulting in fixed payments during the subscription term. Changes

in the number of authorized users under such contracts are made by contract modification, which the Airports Authority recognizes as a SBITA modification and remeasurement. Any purely variable charges, such as subscriptions where the payments are in fact based on monthly usage, are recognized as outflows (expenses) in the current period. During the year ended December 31, 2023, the Airports Authority recognized outflows of \$0.7 thousand relating to variable charges for SBITAs that were properly excluded from the measurement of the subscription liability.

During the year ended December 31, 2023, under its SBITA contracts, the Airports Authority did not recognize any outflows of resources for other payments, such as termination penalties, not previously included in the measurement of the subscription liability.

As of December 31, 2023, the Airports Authority was committed to five contracts containing SBITAs for which the subscription term had not yet commenced, with an estimated total present value of future subscription payments of \$1.3 million. These contracts related to software systems which remain in implementation and have not yet been placed in service. As of December 31, 2023, the Airports Authority recognized \$422 thousand in SBITAs in progress, a component of construction in progress, for subscription payments and implementation costs related to SBITAs before the commencement of the subscription term.

13. CHANGES IN NON-DEBT LIABILITIES

The changes in long-term liabilities for the year ended December 31, 2023, were as follows. The activity for non-current liabilities identified below does not include capital debt, pension liabilities, or OPEB liabilities.

	Activity during year ended December 31, 2023				As of December 31, 2023	
	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year	Due After One Year
Compensated absences	\$ 11,125,302	\$ 10,445,610	\$ 10,002,887	\$ 11,568,025	\$ 9,452,359	\$ 2,115,666
Claims ¹	5,819,199	4,399,810	3,744,833	6,474,176	2,645,331	3,828,845
Lease liability	20,430,286	10,548,559	11,000,648	19,978,197	4,445,167	15,533,030
Subscription liability	7,993,737	6,933,357	5,197,386	9,729,708	4,491,451	5,238,257
Unearned grant revenue	26,070,149	2,307,309	13,557,508	14,819,950	14,819,950	-
	<u>\$ 71,438,673</u>	<u>\$ 34,634,645</u>	<u>\$ 43,503,262</u>	<u>\$ 62,570,056</u>	<u>\$ 35,854,258</u>	<u>\$ 26,715,798</u>

¹ See Note 20 – Risk Management

The Airports Authority implemented GASB 96, SBITAs, in 2023. Beginning balances have been adjusted to reflect the changes as a result of this implementation. See Note 2, Implementation of GASB 96 for additional details.

14. ACCOUNTING AND FINANCIAL REPORTING FOR DERIVATIVES

In 2001, the Airports Authority implemented a risk management program to assist in managing the interest cost on outstanding and future debt. The Airports Authority entered into several interest rate swap agreements (collectively, the Swap Agreements) to hedge against potential future increases in interest rates. Each of the Airports Authority's Swap Agreements was entered into in connection with the planned issuance of Aviation Enterprise Fund variable rate debt and represent floating-to-fixed rate agreements. The Swap Agreements were written on a forward-starting basis to either hedge future new money Bonds or to synthetically advance refund Bonds that could not be advance refunded on a conventional basis due to their tax status.

Based on the Swap Agreements, the Airports Authority owes interest calculated at a notional amount multiplied by a fixed rate to the counterparties. In return, the counterparties owe the Airports Authority interest based on the

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notional amount multiplied by a variable rate index. The variable rate received from the counterparties is intended to correlate to the interest rate the Airports Authority pays on the underlying variable rate debt. Only the net difference in interest payments is exchanged with the counterparties, while the Airports Authority continues to pay interest to bondholders at the variable rate provided by the bonds associated with each Swap.

Prior to June 30, 2023, the Airports Authority paid or received the difference between the fixed rate on the Swaps and the variable rate index, which was previously 72 percent of the 1-month London Inter Bank Offered Rate (LIBOR).

In 2020, the ICE Benchmark Administration announced its intention to cease the publication of 1-month USD LIBOR settings immediately following the LIBOR publication on June 30, 2023. The International Swaps and Derivatives Association subsequently identified alternative risk-free reference rates and developed a fallback protocol and associated methodology. Benchmark rates based on the Secured Overnight Financing Rate (SOFR) have replaced LIBOR according to a final rule adopted by the Board of Governors of the Federal Reserve System and incorporated into the Federal Register within Rule 12 CFR 253. On June 14, 2023, the Airports Authority adopted the ISDA 2020 IBOR Fallbacks Protocol and transitioned its Swap Agreements.

Effective on July 1, 2023, the Airports Authority pays or receives the difference between the fixed rate on the Swaps and variable rate payments from counterparties based on the alternate variable rate index, calculated as the notional amount multiplied by a variable rate equal to 72 percent of the sum of SOFR plus 11.448 basis points.

The chart below provides summary information with respect to the Airports Authority's Swap Agreements:

Trade Date	Effective Date	Counterparty	Ratings ¹	Original Notional Amount	Outstanding Notional Amount as of 12/31/2023	Hedged Series	Termination Value ² as of 12/31/2023	Fixed Rate
06/15/06	10/01/09	J.P. Morgan Chase Bank	Aa2/A+/AA	\$ 190,000,000	\$ 62,012,833	2011A-3	\$ (10,189,969)	4.099%
06/15/06	10/01/09	Bank of America, N.A.	Aa1/A+/AA	110,000,000	35,902,167	2009D/2010C-2	(5,932,025)	4.099%
06/15/06	10/01/10	Wells Fargo Bank, N.A.	Aa2/A+/AA-	170,000,000	55,624,000	2010D	(9,765,829)	4.112%
09/12/07	10/01/11	Wells Fargo Bank, N.A.	Aa2/A+/AA-	125,000,000	28,318,750	2011A-1	(3,905,854)	3.862%
Total				\$ 595,000,000	\$ 181,857,750		\$ (29,793,677)	

¹ Long-term ratings of Moody's, S&P, and Fitch, respectively, as of December 31, 2023.

² A negative value represents a payment by the Airports Authority to the counterparty if the swap is terminated in the current market; a positive value represents a receipt by the Airports Authority if the swap is terminated in the current market.

Accounting and Financial Reporting for Derivative Instruments

Each of the Aviation Enterprise Fund's forward-starting swap transactions and those swap transactions associated with issued debt were determined to be ineffective in 2008 and are recognized at fair value on the Statements of Revenue, Expenses and Changes in Net Position. GAAP requires that if a derivative instrument is found to be ineffective in the first reporting period, evaluation of effectiveness in subsequent reporting periods should not be performed. Therefore, since all of the Airports Authority's derivatives were found to be ineffective at the end of December 31, 2008, hedge accounting ceased permanently, and the changes in the value of the instruments are reported in the Statements of Revenue, Expenses and Changes in Net Position as a fair value gain or (loss).

GASB Statement No. 53, Accounting and Financial Reporting for Derivative Instruments, requires that when a critical element in a derivative instrument is modified, the original derivative instrument is terminated, and a new potential hedging derivative instrument is enacted, and requires re-evaluation of hedge accounting (i.e. effectiveness) for the new instrument at the end of each reporting period. Following the transition of the Airports

Authority's Swap Agreements from LIBOR to SOFR due to the cessation of the publication of LIBOR as of June 30, 2023, the Airports Authority reevaluated its outstanding Swap Agreements at the end of the reporting period. For the period ending December 31, 2023, the Airports Authority's derivatives have been found to be effective, and hedge accounting has been instated.

Derivative Fair Value Summary

On June 2, 2021, the Airports Authority issued the Airport System Revenue and Refunding Bonds, Series 2021AB. A portion of the proceeds of the Series 2021AB Bonds were used to effect partial swap terminations in the amount of \$287,681,199 for a portion of the Airports Authority's outstanding Swap Agreements.

The 2009 Swap Agreement with J.P. Morgan Chase Bank hedging the Series 2011A-3 Bonds was partially terminated in the amount of \$86,678,000.

The 2009 Swap Agreement with Bank of America, N.A. hedging the Series 2009D Bonds and Series 2010C-2 Bonds was partially terminated in the amount of \$50,181,999.

The 2010 Swap Agreement with Wells Fargo, N.A. hedging the Series 2010D Bonds was partially terminated in the amount of \$81,746,200.

The 2011 Swap Agreement with Wells Fargo, N.A. hedging the Series 2011A-1 bonds was partially terminated in the amount of 69,075,000.

The 2002 Swap Agreement with Bank of America, N.A. hedging the Series 2011A-2 Bonds matured in October 2021 and is no longer outstanding.

For the year ended December 31, 2023, the Airports Authority's interest rate swaps were recognized on the Statements of Net Position as liabilities at fair value. The fair value of the Swaps on December 31, 2023, and 2022 was a loss of \$29.8 million and \$31.3 million, respectively, as shown in the table below. This represents the maximum loss that would be recognized if all counterparties failed to perform as contracted. The change in fair value of Swaps for 2023 was a gain of \$1.5 million. Changes in the fair value of the Airports Authority's Swaps are recorded as fair value gains or losses on the Statements of Revenue, Expenses and Changes in Net Position. In addition, net interest payments to the counterparties are recorded in the financial statements.

The fair value of the Airports Authority's Swaps as of December 31, 2023, was as follows:

Effective Date	Counterparty	Outstanding		Fair Value as of 12/31/2023	Fair Value as of 12/31/2022	Change in Fair Value
		Notional Amount	Maturity			
2009	J.P. Morgan Chase Bank	\$ 62,012,833	2039	\$ (10,189,969)	\$ (10,746,173)	\$ 556,204
2009	Bank of America, N.A.	35,902,167	2039	(5,932,025)	(6,239,928)	307,903
2010	Wells Fargo Bank, N.A.	55,624,000	2040	(9,765,829)	(10,247,007)	481,178
2011	Wells Fargo Bank, N.A.	28,318,750	2039	(3,905,854)	(4,093,679)	187,825
	Total	<u>\$ 181,857,750</u>		<u>\$ (29,793,677)</u>	<u>\$ (31,326,787)</u>	<u>\$ 1,533,110</u>

Fair Value Measurements

The Airports Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The Airports Authority's Swaps are classified as Level 3, valuations derived from valuation techniques in which significant inputs are unobservable. The Swaps are valued by the counterparties.

Risks

Credit Risk – The Airports Authority is exposed to the creditworthiness of its swap counterparties. To manage this risk, the Airports Authority will only enter into Swap Agreements with counterparties having a rating of at least 'A.'

The Airports Authority's Swap Agreements do not require the Airports Authority to post collateral for any reason. The counterparties to the Swaps are required to post collateral if their credit ratings fall below Aa3/AA- but only if the fair values of the Swaps are positive, or in the Airports Authority's favor. As of December 31, 2023, all outstanding swap fair values were negative, or in the counterparty's favor, so no collateral has been posted.

The Airports Authority does not enter into any master netting agreements.

Interest Rate Risk – The Airports Authority is exposed to interest rate risk on its Swaps. On its pay-fixed, receive-variable interest rate swaps, as the variable rate index (LIBOR up to June 30, 2023, and SOFR thereafter) decreases, the Airports Authority's net payment on the swap increases.

Basis Risk – The Airports Authority may be exposed to basis risk when the payments received from the counterparties are not sufficient to completely offset the debt service payments on the underlying variable rate bonds. As of December 31, 2023, the weighted average interest rate on the Airports Authority's hedged variable-rate debt was 3.55 percent and 72 percent of the variable rate index was 3.68 percent.

Termination Risk – The Airports Authority or its counterparties may terminate a swap if the other party fails to perform under the terms of the contract. In the event that a swap is terminated prior to maturity, the Airports Authority may owe a make-whole termination payment to a counterparty or receive a termination payment from a counterparty that may be substantial.

Tax Risk – The Airports Authority is exposed to the risk that future tax law changes or trading relationships may lead to an increase in the ratio of tax-exempt to taxable yields.

15. CAPITAL DEBT

The Airports Authority utilizes a variety of debt instruments, including short-term and long-term borrowings, fixed and variable rate products, and taxable and tax-exempt debt to finance construction of capital projects for both, the Aviation and Dulles Corridor Enterprise Funds. The Internal Revenue Service (IRS) has established rules for the investment of bond proceeds of tax-exempt debt, limiting the interest income that may be earned. All of the Airports Authority's tax-exempt debt complies with the IRS rules for calculation and rebate of arbitrage. The Airports Authority had a \$3.5 million arbitrage liability as of December 31, 2023.

A Master Indenture of Trust was created in 1990 to secure Airport System Revenue Bonds issued by the Aviation Enterprise Fund of the Airports Authority. This Master Indenture was amended effective September 1, 2001, to, in part, change the definition of Annual Debt Service to accommodate the issuance of secured commercial paper, to permit the Airports Authority to release certain revenues from the definition of revenues, and to expand the list of permitted investments to include new, safe investment vehicles designed to increase the return on the Airports

Authority's investments. Under this amended Master Indenture, all bonds are collateralized by a pledge of Net Revenues of the Airports Authority which is "senior" to the "subordinated" pledge given by the Airports Authority in connection with the issuance of its bonds prior to 1990. In addition, certain variable interest rate bonds are further collateralized by irrevocable direct pay Letters of Credit (LOCs).

AVIATION ENTERPRISE FUND DEBT

On May 2, 2001, the Airports Authority's Board adopted Resolution No. 01-6, which permits the issuance of Commercial Paper (CP) Notes for the Aviation Enterprise Fund in a not-to-exceed amount of \$500.0 million outstanding at any time. The principal purpose of the CP Notes is to pay or provide for certain capital improvements at the Airports or to refund other forms of indebtedness.

On February 16, 2022, the Airports Authority's Board adopted Resolution No. 22-4 authorizing the issuance of Airport System Revenue Revolving Loan Notes in an aggregate principal amount not to exceed \$200 million outstanding at any time. The principal purpose of the Airport System Revenue Revolving Loan Notes is to pay or provide interim financing for certain capital improvements at the Airports or to refund other forms of indebtedness.

Recent Transactions

On July 12, 2023, the Airports Authority issued \$436.2 million of Series 2023A Airport System Revenue and Refunding Bonds resulting in net present value savings of \$8.9 million. The Series 2023A Alternative Minimum Tax (AMT) Airport System Revenue and Refunding Bonds refunded \$171.1 million of Series 2013A Airport System Revenue Refunding Bonds and funded \$265.0 million in new money for the Airport Authority's Capital Construction Program needs. The Series 2023A issuance also included funds to pay for associated interest and cost of issuance and produced total gross savings of \$9.5 million. Debt service savings are approximately \$9.4 million from 2023-2025.

Bonds Payable

The Aviation Enterprise Fund's long-term bonds issued and outstanding as of December 31, 2023, were as follows:

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	<u>Issue Date</u>	<u>Interest Rates</u>	<u>Maturing on October 1</u>	<u>Outstanding as of December 31, 2023</u>
Series 2009D-1-2 Revenue Bonds Term	07/02/09	Variable (4.099%) ¹	2034-2039	\$ 44,660,000
Series 2010C-1-2 Revenue Refunding Bonds Term	09/22/10	Variable C-2 (4.099%) ²	2034-2039	48,655,000
Series 2010D Revenue Bonds Term	09/22/10	Variable (4.112%) ³	2035-2040	55,625,000
Series 2011A-1-2-3 Revenue & Refunding Bonds	09/21/11	Variable A-1 (3.862%) ⁴ Variable A-3 (4.099%) ⁵	2034-2039 2034-2035	28,320,000 4,600,000
				<u>32,920,000</u>
Series 2014A Revenue & Refunding Bonds Serial Term Term	07/03/14	3.000%-5.00% 4.000% 5.000%	2024-2034 2039 2044	281,420,000 23,605,000 29,290,000
				<u>334,315,000</u>
Series 2015A Revenue Refunding Bonds Term Term	01/29/15	5.000% 5.000%	2033 2034	96,745,000 67,035,000
				<u>163,780,000</u>
Series 2015B Revenue & Refunding Bonds Serial Term Term Term	07/15/15	5.000% 5.000% 5.000% 5.000%	2024-2035 2035 2040 2045	146,210,000 51,900,000 16,955,000 21,640,000
				<u>236,705,000</u>
Series 2015C Revenue Refunding Bonds Serial	07/15/15	3.000%-5.00%	2024-2035	13,295,000
Series 2016A Revenue Refunding Bonds Serial	07/07/16	4.000%-5.000%	2030-2036	362,655,000
Series 2016B Revenue Refunding Bonds Serial	07/07/16	5.000%	2024-2032	17,705,000
Series 2017A Revenue Refunding Bonds Serial Term Term	07/07/17	5.000% 5.000% 5.000%	2024-2037 2038-2042 2043-2047	267,735,000 41,415,000 52,855,000
				<u>362,005,000</u>
Series 2018A Revenue & Refunding Bonds Serial Term Term	07/03/18	5.000% 5.000% 5.000%	2024-2038 2039-2043 2044-2048	350,095,000 65,590,000 58,410,000
				<u>474,095,000</u>
Series 2019A Revenue & Refunding Bonds Serial Term Term	07/03/19	5.000% 5.000% 5.000%	2024-2040 2041-2044 2045-2049	150,015,000 43,030,000 67,055,000
				<u>260,100,000</u>

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	<u>Issue Date</u>	<u>Interest Rates</u>	<u>Maturing on October 1</u>	<u>Outstanding as of December 31, 2023</u>
Series 2019B Revenue Refunding Bonds Serial	07/03/19	5.000%	2024-2029	\$ 69,395,000
Series 2020A Revenue Refunding Bonds Serial	07/08/20	4.000%-5.000%	2024-2039	227,320,000
Series 2020B Revenue Refunding Bonds Serial	07/08/20	4.000%-5.000%	2024-2039	60,120,000
Series 2021A Revenue Refunding Bonds Serial	07/08/21	4.000%-5.000%	2024-2041	650,675,000
Term		5.000%	2042-2046	87,865,000
Term		4.000%	2047-2051	109,925,000
				<u>848,465,000</u>
Series 2021B Revenue Refunding Bonds Serial	07/08/21	4.000%-5.000%	2024-2039	2,700,000
Series 2022A Revenue Refunding Bonds Serial	7/7/2022	5.000%	2024-2032	192,320,000
Series 2023A Revenue & Refunding Bonds Serial	07/12/23	5.000%-5.250%	2024-2035	288,580,000
Term		5.250%	2035	64,605,000
Term		5.250%	2040	58,040,000
Term		4.500%	2045	25,000,000
				<u>436,225,000</u>
				4,243,060,000
Plus (Less) unamortized discount/premium, net				<u>413,278,557</u>
Total Aviation Enterprise Debt				<u>\$ 4,656,338,557</u>

¹ Interest rates on Series 2009D-1 are reset weekly, and interest rates on Series 2009D-2 are reset daily by the Remarketing Agent. The Bonds are hedged with a Swap Agreement at a fixed rate of 4.099%. Refer to Note 14 for information on the Airports Authority's swaps.

² Interest rates Series 2010C-2 are reset weekly by the Remarketing Agent. The Bonds are hedged with a Swap Agreement at a fixed rate of 4.099%. Refer to Note 14 for information on the Airports Authority's swaps.

³ Interest rates on Series 2010D are reset weekly by the Remarketing Agent. The Bonds are hedged with a Swap Agreement at a fixed rate of 4.112%. Refer to Note 14 for information on the Airports Authority's swaps.

^{4.5} Interest rates on Series 2011A-1-3 Bonds are reset weekly. The 2011A-1 Bonds are hedged with a Swap Agreement at a fixed rate of 3.862%. The 2011A-3 Bonds are hedged with a Swap Agreement at a fixed rate of 4.099%. Refer to Note 14 for information on the Airports Authority's swaps.

Source: Airports Authority Records

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Changes to the Aviation Enterprise Fund's Bonds Payable balances were as follows:

Balance as of December 31, 2022		<u>\$ 4,612,522,299</u>
Increases		
Series 2023A Revenue Refunding	\$ 436,225,000	
Change in Unamortized Discount/Premium	<u>(46,013,742)</u>	390,211,258
Decreases		
Series 2013A Refunded	\$ (171,090,000)	
Principal Payments	<u>(175,305,000)</u>	<u>(346,395,000)</u>
Balance as of December 31, 2023		<u>\$ 4,656,338,557</u>
Balance as of December 31, 2023 - Current		\$ 207,950,000
Balance as of December 31, 2023 - Non-current		<u>4,448,388,557</u>
		<u>\$ 4,656,338,557</u>

Maturities and Sinking Fund Requirements

Principal payments on the Aviation Enterprise Fund's long-term bonds are due annually on October 1. The following table summarizes the maturities and sinking fund requirements for the Aviation Enterprise Fund Senior Debt, not including any unamortized discount or premium:

Year Ending December 31,	Bonds		Notes from Direct Borrowings and Direct Placements		Total Debt Service
	Principal	Interest	Principal	Interest	
2024	\$ 207,950,000	\$ 206,375,722	-	-	\$ 414,325,722
2025	183,910,000	196,089,542	-	-	379,999,542
2026	205,595,000	186,920,842	-	-	392,515,842
2027	220,300,000	176,641,092	-	-	396,941,092
2028	235,585,000	165,646,092	-	-	401,231,092
2029 - 2033	1,314,295,000	640,239,821	-	-	1,954,534,821
2034 - 2038	935,665,000	335,253,705	-	-	1,270,918,705
2039 - 2043	430,865,000	179,510,946	-	-	610,375,946
2044 - 2048	342,585,000	87,365,238	-	-	429,950,238
Thereafter	166,310,000	19,233,563	-	-	185,543,563
	<u>\$ 4,243,060,000</u>	<u>\$ 2,193,276,563</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 6,436,336,563</u>

Insurance

The Airports Authority reviews each bond sale to determine whether municipal bond insurance may provide value to investors. As of December 31, 2023, the Airports Authority's Aviation Enterprise Fund had no insured debt.

Commercial Paper Notes

The Airports Authority's Aviation Enterprise Fund has an authorized commercial paper program in an aggregate principal amount not to exceed \$500.0 million outstanding at any time. The Airports Authority does not currently have in place a LOC allowing the Airports Authority to support the issuance of CP Notes. The Airports Authority could issue CP Notes upon securing a LOC pursuant to the Amended and Restated Eleventh Supplemental Indenture or the Twenty-second Supplemental Indenture. Pursuant to the supplemental indentures, any CP Notes would be structured as short-term demand obligations and collateralized by certain pledged funds, including Net Revenues on parity with the Senior Bonds, and the LOC. The Airports Authority's obligation to repay amounts drawn under the LOC would be collateralized by a promissory note issued to the provider.

The Airports Authority previously authorized the issuance of CP Notes in two series.

Series One CP Notes were authorized for issuance of up to \$250.0 million in 2004 and suspended in March 2014. The LOC securing the Series One CP Notes expired and thus the program is noted as suspended.

Series Two CP Notes were authorized for issuance of up to \$200.0 million in March 2014 and collateralized by an irrevocable direct pay LOC issued by Industrial and Commercial Bank of China (ICBC) which expired in February 2022 and thus the program is noted as suspended.

As of December 31, 2023, the Airports Authority had no CP Notes outstanding.

Revolving Loan Notes

The Airports Authority's Aviation Enterprise Fund has an authorized Revolving Loan Note program in an aggregate principal amount not to exceed \$200 million outstanding at any time. The Revolving Loan Notes are structured as Program Bonds under the Fifty-fourth Supplemental Indenture and are secured by certain pledged funds including Net Revenues on a parity with the Bonds.

The Airport System Revenue Revolving Loan Notes, Series One were issued pursuant to a Credit Agreement between the Airports Authority and U.S. Bank National Association on March 31, 2022 for a duration of 3.5 years at a cost of 17.5 basis points (bps) if unutilized. If utilized and tax-exempt Airport System Revenue Revolving Loan Notes are issued, they will carry an interest rate of SIFMA + 15bps, and taxable Revolving Loan Notes will carry an interest rate of BSBY + 19bps.

Bank Provider	Credit Facility	Associated Program/Series	Commitment Fee	Expiration Date	Series Original Amount	Outstanding as of December 31, 2023
U.S. Bank N.A.	Revolving Loan	Revolving Loan Notes, Series One	17.5 bps*	9/30/2025	\$ 200,000,000	\$ -

* Commitment Fee applied to undrawn amounts

As of December 31, 2023, there were no Revolving Loan Notes outstanding.

	Revolving Loan
Balance as of December 31, 2022	<u>\$ -</u>
Revolving Loan Draw	1,000,000
Revolving Loan Repaid	(1,000,000)
Balance as of December 31, 2023	<u><u>\$ -</u></u>

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Liquidity Facilities

The Airports Authority has \$181.9 million of outstanding variable rate bonds, in the form of variable rate demand bonds which are further supported by LOCs. The following table lists the variable rate bonds and certain terms of their liquidity facilities as of December 31, 2023:

Bank Provider	Credit Facility	Associated Program/Series	Interest Rate	Expiration Date	Series Original Amount	Outstanding as	Interest Draw Allowed	Maximum Draw Allowed
						of December 31, 2023		
TD Bank	LOC	2009 D VRDO	33 bps	2/28/2024	\$ 136,825,000	\$ 44,660,000	\$ 704,772	\$ 45,364,772
TD Bank	LOC	2010 C-2 VRDO	19 bps	2/28/2024	\$ 170,000,000	\$ 48,655,000	\$ 767,816	\$ 49,422,816
TD Bank	LOC	2010 D VRDO	14-20 bps	9/29/2027	\$ 170,000,000	\$ 55,625,000	\$ 877,809	\$ 56,502,809
TD Bank	LOC	2011 A VRDO	14-20 bps	9/29/2027	\$ 233,635,000	\$ 32,920,000	\$ 519,505	\$ 33,439,505

As of December 31, 2023, the Airports Authority had no outstanding direct placements. Agreements to the above noted LOCs contain provisions related to events of default as described subsequently.

As of December 31, 2023, there were no LOC balances outstanding.

Events of default under the liquidity facilities agreements include, but are not limited to, failure to pay amounts to the facility providers or any parity debt, failure to perform certain terms, conditions and covenants under the agreements including the Master Indenture, occurrence of bankruptcy and insolvency events, dissolution of the Airports Authority, and ratings downgrade to a certain level.

Upon an event of default, all liquidity facility obligations shall bear interest at the default rate, which varies per agreement, and liquidity providers may cause a mandatory tender and/or redemption, as well as accelerated amortization of principal pursuant to terms set forth in the agreements, which also varies per agreement, of the supported bonds and expiration of the associated liquidity facility.

Under the liquidity facilities agreements, no party has a right to declare the principal of the variable rate bonds to be immediately due and payable; however, certain debt obligations that are not principal of the variable rate bonds are immediately due and payable under certain circumstances.

Credit Ratings

The Aviation Enterprise Fund's underlying credit ratings as of December 31, 2023, are depicted in the table below:

Mode	Lien Position	Rating as of December 31, 2023
		Moody's / S&P / Fitch
Fixed	Senior	Aa3 / AA- / AA-
Variable, CP	Senior	N/A
Variable, 2009D VRDO *	Senior	Aa1/VMIG1 AAA/A-1+ AA+/F1+
Variable, 2010C VRDO *	Senior	N/A AAA/A-1+ AA+/F1+
Variable, 2010D VRDO*	Senior	N/A AAA/A-1+ AA+/F1+
Variable, 2011A VRDO *	Senior	N/A AAA/A-1+ AA+/F1+

* Joint Default Analysis with Moody's, Joint Criteria Rating with S&P, Dual Party Pay Criteria with Fitch

In 2019, the Airports Authority defeased the Series 2015D Airport System Revenue Refunding Bonds by placing the proceeds of new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Airports Authority's financial statements. As of December 31, 2023, \$26.2 million of bonds outstanding are considered defeased.

DULLES CORRIDOR ENTERPRISE FUND DEBT

In August of 2009, a Master Indenture of Trust was created to secure Dulles Toll Road Revenue Bonds issued by the Airports Authority's Dulles Corridor Enterprise Fund. Under this Master Indenture, all bonds are secured by a pledge of Toll Road Revenues derived by the Airports Authority from the operation of the Dulles Toll Road. The pledge of Toll Road Revenues securing the Series 2019A Bonds (First Senior Lien), however, is senior to the pledge of Toll Road Revenues securing the Series 2009B Bonds, the Series 2009D Bonds, the Series 2010A-B Bonds and the Series 2022AB Bonds (Second Senior Lien). Following the Second Senior Lien pledge are the bonds that were issued on a Subordinate Lien, the Series 2010D and Series 2019B Bonds.

On June 8, 2011, the Airports Authority Board adopted Resolution No. 11-16 allowing the issuance of CP Notes for the Dulles Corridor Enterprise Fund in a not-to-exceed amount of \$300.0 million. The principal purpose of the CP Notes is to provide funds to finance the costs of the Dulles Metrorail Project and certain Capital Improvement Program (CIP) projects and refund other forms of indebtedness. As of February 10, 2020, the CP program was suspended, and no CP Notes are outstanding.

On October 19, 2022, the Airports Authority's Board adopted Resolution No. 22-29 authorizing the issuance of Dulles Toll Road Second Senior Lien Revenue Revolving Loan Notes (the "DTR Revolving Loan Notes") in an aggregate principal amount not to exceed \$150 million outstanding at any time. The principal purpose of the DTR Revolving Loan Notes is to pay or provide interim financing for certain costs of the Dulles Corridor Metrorail Project, certain capital improvements relating to the Dulles Toll Road and for certain other purposes.

Recent Transactions

The Airports Authority did not issue any Dulles Toll Road Revenue bonds in 2023.

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Bonds Payable

The Dulles Corridor Enterprise Fund's bonds payable as of December 31, 2023, were as follows:

			Issue Date	Interest Rates	Maturing on October 1	Outstanding as of December 31, 2023	2022
Series	2009B	Revenue Bonds CABs	08/12/09	3.500%-7.910%	2024-2040	\$ 366,082,123	\$ 363,379,355
Series	2009D	Revenue Bonds Build America Bonds	08/12/09	7.462%	2045-2046	400,000,000	400,000,000
Series	2010A	Revenue Bonds CABs Term	05/27/10	6.625%	2029-2037	132,970,758	124,579,051
Series	2010B	Revenue Bonds Convertible CABs Term	05/27/10	6.500%	2040-2044	235,000,000	235,000,000
Series	2010D	Revenue Bonds Build America Bonds	05/27/10	8.000%	2042-2047	150,000,000	150,000,000
Series	2019A	Revenue Refunding Bonds	7/10/2019	3.584%	2031-2044	163,110,000	163,110,000
Series	2019B	Revenue Refunding Bonds	12/19/2019	3.540%	2033-2053	1,269,365,000	1,269,365,000
Series	2022A	Revenue Refunding Bonds	2/16/2022	3.270%	2051-2053	424,725,000	424,725,000
Series	2022B	Revenue Refunding Bonds	2/16/2022	3.600%	2025-2041	330,105,000	330,105,000
						<u>\$ 3,471,357,881</u>	<u>\$ 3,460,263,406</u>
						126,929,343	137,909,426
						<u>\$ 3,598,287,224</u>	<u>\$ 3,598,172,832</u>
		Plus (Less) unamortized discount/premium, net					
		Total Dulles Corridor Enterprise Bonds Payable					

Changes to the Dulles Corridor Enterprise Fund's Bonds Payable balances during 2023 were as follows:

Balance as of December 31, 2022	<u>\$ 3,598,172,831</u>
Principal Payments	(9,267,174)
Plus: Change in Accretion of Capital Appreciation Bonds	20,361,649
Change in unamortized (discount) or premium, net	<u>(10,980,082)</u>
Balance as of December 31, 2023	<u>\$ 3,598,287,224</u>
Balance as of December 31, 2023 - Current	\$ 10,631,130
Balance as of December 31, 2023 - Non-current	3,587,656,094
	<u>\$ 3,598,287,224</u>

Maturities and Sinking Fund Requirements

Principal payments on the Dulles Corridor Enterprise Fund's long-term bonds are due annually on October 1. Summarized in the following table are the maturities and sinking fund requirements for the Dulles Corridor Enterprise Fund Senior Debt, excluding any unamortized discounts or premiums and the outstanding balance of \$404,685,292 incurred as a result of the bond accretion on the capital appreciation bonds.

Year Ending December 31,	Principal	Interest	Total DS
2024	\$ 10,631,131	\$ 175,149,483	\$ 185,780,614
2025	12,326,897	172,868,717	185,195,614
2026	11,791,716	173,740,597	185,532,313
2027	11,304,769	174,406,315	185,711,084
2027	9,181,906	170,512,490	179,694,396
2029 - 2033	137,395,878	1,036,946,280	1,174,342,158
2034 - 2038	270,091,415	1,123,775,035	1,393,866,450
2039 - 2043	544,460,226	964,466,688	1,508,926,914
2044 - 2048	936,913,650	408,298,150	1,345,211,800
2049 - 2053	1,122,575,000	127,572,250	1,250,147,250
	<u>\$ 3,066,672,588</u>	<u>\$ 4,527,736,005</u>	<u>\$ 7,594,408,593</u>

Insurance

As of December 31, 2023, the Airports Authority's Dulles Corridor Enterprise Fund had insured \$1.2 billion of long-term bonds with Assured Guaranty. This represented 32.6 percent of total bonds as of December 31, 2023.

Insurer	Amount Insured at December 31, 2023	Percent of Total Bonds Payable
Assured Guaranty	<u>\$ 1,172,792,466</u>	<u>32.6%</u>

Commercial Paper Notes

The Airports Authority's Dulles Corridor Enterprise Fund has an authorized commercial paper program in an aggregate principal amount not to exceed \$300.0 million outstanding at any time. The Airports Authority does not currently have in place a LOC allowing the Airports Authority to support the issuance of CP Notes. The Airports Authority could issue CP Notes upon securing a LOC pursuant to the Seventh Supplemental Indenture, whereupon CP Notes would be structured as short-term demand obligations collateralized by certain pledged funds, including Net Revenues on parity with the bonds, and the LOC. The Airports Authority's obligation to repay amounts drawn under such LOCs would be collateralized by a promissory note issued by the Airports Authority to the provider.

Series One CP Notes were collateralized by an irrevocable direct pay LOC of \$300.0 million and an additional \$20.0 million for interest (a maximum draw allowed \$320.0 million). The LOC securing the Series One CP Notes expired and thus the program is noted as suspended.

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Revolving Loan Notes

The Airports Authority's Dulles Corridor Enterprise Fund has an authorized Revolving Loan Note program in an aggregate principal amount not to exceed \$150 million outstanding at any time. The Revolving Loan Notes are structured as Program Bonds under the Fourteenth Supplemental Indenture and are secured by certain pledged funds including Net Revenues on a parity with the Bonds.

The Dulles Corridor Second Senior Lien Revenue Revolving Loan Notes, Series One were issued pursuant to a Credit Agreement between the Airports Authority and City National Bank on November 3, 2022, for a duration of 3 years at a cost of 30.0 basis points (bps) if unutilized. If utilized and tax-exempt notes are issued, they will carry an interest rate of 80% Daily Simple SOFR + 60 bps, and taxable notes will carry an interest rate of Daily Simple SOFR + 80 bps.

Bank Provider	Credit Facility	Associated Program/Series	Commitment Fee	Expiration Date	Series Original Amount	Outstanding as of December 31, 2023
City National Bank	Revolving Loan	Revolving Loan Notes, Series One	30.0 bps*	11/3/2025	\$ 150,000,000	\$ 65,014,100

* Commitment Fee applied to undrawn amounts

As of December 31, 2023, there were \$65.0 million tax-exempt revolving loan notes outstanding.

	Revolving Loan
Balance as of December 31, 2022	<u>\$ (65,014,100)</u>
Revolving Loan Draw	-
Revolving Loan Repaid	-
Balance as of December 31, 2023	<u>\$ (65,014,100)</u>

Credit Ratings

The Dulles Corridor Enterprise Fund's underlying credit ratings as of December 31, 2023, are depicted in the table below:

Mode	Lien Position	Rating as of December 31, 2023
		Moody's / S&P / Fitch
Fixed	First Senior	A2 / A / NR
Fixed	Second Senior	Baa1 / A- / NR
Fixed	Second Senior ¹	A1 / AA / NR
Fixed	Second Senior ¹	A2 / AA / NR
Fixed	Subordinate	Baa2 / A- / NR
Fixed	Subordinate ¹	A1 / AA / NR

¹ Enhanced Rating

In 2022, the Airports Authority defeased the Series 2009C Dulles Toll Road Revenue Bonds by placing the proceeds of new bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. Accordingly, the trust account assets and the liability for the defeased bonds are not included in the Airports Authority's financial statements. As of December 31, 2023, \$249.8 million of bonds outstanding are considered defeased.

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16. NET POSITION

Net position consisted of the following, as of December 31, 2023:

	As of December 31, 2023				
	Net Investment in Capital Assets	Restricted for			
		Construction	Debt Service	Debt Service Reserve	Leases
Current assets					
Cash and cash equivalents	\$ -	\$ -	\$ -	\$ -	\$ -
Accounts receivable, net	-	-	-	-	-
Lease receivable	-	-	-	-	-
Restricted lease receivable	-	-	-	-	3,037,223
Investments	-	-	-	-	-
Restricted investments	-	632,960,892	151,755,703	-	-
Inventory	-	-	-	-	-
Prepaid expenses and other current assets	-	577,595	-	-	-
Non-current assets					
Restricted					
Cash and cash equivalents *	-	207,425,486	83,706,695	1,391,879	10,153,463
Accounts receivable	-	40,813,486	-	-	411,316
Lease receivable	-	-	-	-	3,177,798
Investments	-	-	-	312,472,305	-
Unrestricted:					
Investments	-	-	-	-	-
Lease receivable	-	-	-	-	-
Bond insurance costs	-	-	-	-	-
Capital assets	4,600,078,194	-	-	-	-
Total Assets	4,600,078,194	881,777,459	235,462,398	313,864,184	16,779,800
Deferred outflows of resources					
Deferred outflows - debt refundings	74,312,153	-	-	-	-
Deferred outflows - pension plans	-	-	-	-	-
Deferred outflows - OPEB plans	-	-	-	-	-
Deferred outflows - interest rate swaps	-	-	-	-	-
Total deferred outflows of resources	74,312,153	-	-	-	-
Current liabilities					
Accounts payable and accrued expenses	48,145,307	-	-	-	9,975
Advance billings and payments received in advance	-	14,821,614	-	-	-
Lease liability	-	-	-	-	-
Subscription liability	36,654	-	-	-	-
Accrued interest payable	-	-	90,094,056	-	-
Current portion of bonds payable	207,950,000	-	-	-	-
Non-current liabilities					
Other liabilities	3,275,496	-	-	-	-
Lease liability	-	-	-	-	-
Subscription liability	240,148	-	-	-	-
Interest rate swaps payable	-	-	-	-	-
Net Pension liability	-	-	-	-	-
Net OPEB liability	-	-	-	-	-
Revolving notes payable	-	-	-	-	-
Bonds payable, net	4,251,650,446	243,244,106	3,558,369	313,864,184	-
Total Liabilities	4,511,298,051	258,065,720	93,652,425	313,864,184	9,975
Deferred inflows of resources					
Deferred inflows - debt refundings	682,664	-	-	-	-
Deferred inflows - leases	-	-	-	-	7,002,101
Deferred inflows - pension plans	-	-	-	-	-
Deferred inflows - OPEB plans	-	-	-	-	-
Total deferred inflows of resources	682,664	-	-	-	7,002,101
Net position (deficit)	\$ 162,409,632	\$ 623,711,739	\$ 141,809,973	\$ -	\$ 9,767,724

* Includes the portion of restricted cash and cash equivalents classified as current on the Statement of Net Position.

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Restricted for			Unrestricted	Total Business- Type Activities
Dulles Rail Latent Defects	Dulles Toll Road Repairs	Public Safety		
\$ -	\$ -	\$ -	\$ 276,670,577	\$ 276,670,577
-	-	-	38,604,935	38,604,935
-	-	-	37,591,262	37,591,262
-	-	-	-	3,037,223
-	-	-	1,171,923,496	1,171,923,496
-	(76,771)	29,089	-	784,668,913
-	-	-	8,313,852	8,313,852
-	-	443	9,003,920	9,581,958
16,371,745	9,694,422	849,658	-	329,593,348
66,987	116,453	(19,350)	-	41,388,892
-	-	-	-	3,177,798
-	-	-	-	312,472,305
-	-	-	213,616,568	213,616,568
-	-	-	140,251,884	140,251,884
-	-	-	4,465,164	4,465,164
-	-	-	-	4,600,078,194
<u>16,438,732</u>	<u>9,734,104</u>	<u>859,840</u>	<u>1,900,441,658</u>	<u>7,975,436,369</u>
-	-	-	29,239,951	103,552,104
-	-	-	49,299,612	49,299,612
-	-	-	23,400,827	23,400,827
-	-	-	29,793,677	29,793,677
-	-	-	<u>131,734,067</u>	<u>206,046,220</u>
-	-	15,147	63,126,410	111,296,839
-	-	-	20,556,963	35,378,577
-	-	-	4,445,167	4,445,167
-	-	-	4,454,797	4,491,451
-	-	-	-	90,094,056
-	-	-	10,631,131	218,581,131
-	-	-	5,932,602	9,208,098
-	-	-	15,533,030	15,533,030
-	-	-	4,998,109	5,238,257
-	-	-	29,793,677	29,793,677
-	-	-	46,500,885	46,500,885
-	-	-	2,815,148	2,815,148
-	-	-	65,014,100	65,014,100
-	-	-	3,223,727,546	8,036,044,651
-	-	15,147	<u>3,497,529,565</u>	<u>8,674,435,067</u>
-	-	-	1,160,982	1,843,646
-	-	-	177,843,145	184,845,246
-	-	-	5,451,459	5,451,459
-	-	-	18,521,538	18,521,538
-	-	-	<u>202,977,124</u>	<u>210,661,889</u>
<u>\$ 16,438,732</u>	<u>\$ 9,734,104</u>	<u>\$ 844,693</u>	<u>\$ (1,668,330,964)</u>	<u>\$ (703,614,367)</u>

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The Aviation Enterprise Fund’s debt service reserve accounts were over-funded by \$3.3 million as of December 31, 2022. The Dulles Corridor Enterprise Fund’s debt service reserve accounts were over-funded by \$1.5 million as of December 31, 2022. Over-funded amounts can only be withdrawn from the Aviation Enterprise Fund’s debt service reserve accounts once a year, based on balances as of October 1. Dulles Corridor Enterprise Fund’s debt service reserve accounts are balanced twice a year, based on balances as of April 1 and October 1.

17. AVIATION ENTERPRISE FUND REVENUES

Aviation Enterprise Fund revenues, net of estimated uncollectible revenues, for the year ended December 31, 2023, were as follows:

<u>Gross Revenues</u>	Year ended December 31, 2023
Concessions	\$ 416,696,403
Rents	265,273,016
Landing fees	70,350,532
Lease Revenue	39,012,933
Utility sales	14,838,168
Passenger fees	30,753,687
Other	<u>12,989,378</u>
Total gross revenues	849,914,117
Less: Estimated uncollectible revenues	<u>(569,982)</u>
Total net operating revenues	<u>\$ 849,344,135</u>

Concentrations of Revenues

Several airlines, and their affiliates, represent concentrations of revenues for the Airports Authority. At Reagan National, American Airlines, Delta, Jet Blue, Southwest and United Airlines comprised approximately 95.9 percent of Signatory Airline revenues during 2023. At Dulles International, Air France, British Airways, Delta, Lufthansa, and United Airlines comprised approximately 65.7 percent of Signatory Airline Revenues during 2023. Combined these eight airlines represented approximately 76.9 percent of total Signatory Airline Revenues during 2023 for the Airports Authority.

18. GOVERNMENT GRANTS

The Airports Authority receives, predominately on a cost-reimbursement basis, grants from the United States government, the Commonwealth, and other local grantors for certain operating and capital construction programs. Government grants and counties’ contributions recorded by the Airports Authority during the year ended December 31, 2023, totaled \$116.3 million. The Airports Authority recognized federal, state, and local grants for operating and capital programs as follows:

Operating Programs

The Law Enforcement Officer Reimbursement Program, which is recorded as Operating Revenue, offsets expenses incurred by the Airports Authority’s Public Safety personnel serving a support role to the Transportation Security Administration (TSA). Explosives detection funds are used to offset the expense of training and caring for canines used in explosives detection. The Department of Justice and the U.S. Treasury Equitable Sharing Agreements are collaborative efforts between these agencies and the Airports Authority’s police department wherein both entities

share in the proceeds from the sale of confiscated items. The Airports Authority's proceeds may only be used for certain types of expenditure as defined by these agencies.

The Airports Authority receives the Coronavirus Aid, Relief, and Economic Security Act ("CARES Act") grant, approved by the United States Congress and signed by President Trump on March 27, 2020, included among its relief measures direct aid in the form of grants for airports as well as direct aid, loans and loan guarantees for passenger and cargo airlines. The Airports Authority was allocated approximately \$229 million of grant assistance under the CARES Act. The Airports Authority can draw on these funds on a reimbursement basis for any purpose for which Airports Authority revenues may be lawfully used in accordance with FAA rules and regulations. The Airports Authority used approximately \$18.5 million of CARES funds in 2023, leaving approximately \$15.3 million available to be drawn within the time period permitted by the CARES Act.

On March 11, 2021, the American Rescue Plan Act was enacted providing a \$1.9 trillion coronavirus relief package that specifically designates \$8 billion for U.S. airports, including \$800 million for airport concessionaires, to help airports pay workers and service their debts and limit the spread of the COVID-19 virus. In 2023, the Airports Authority requested and received \$26.6 million of ARP funds. The Authority expects to request the remaining funds within the time period permitted by the ARP Act. The ARP Act provided an additional \$20.1 billion to U.S. airports and eligible concessions at those airports to prevent, prepare for, and respond to the coronavirus pandemic. The Authority requested the full ARP concessions grant allocation of \$20.1 million, which was received in February 2023.

In 2023, the Airports Authority received approximately \$242 thousand from FEMA for costs related to the ongoing COVID-19 pandemic. The reimbursement offsets costs through May 2023. Our proactive response includes providing our first responders and employees with personal protective equipment (PPE), such as face coverings and gloves, providing ample access to hand sanitizer in both public and employee areas, printing and deploying social distancing stickers and face coverings signs, implementing enhanced cleanings in employee areas and public facilities, and installing temporary physical barriers.

In 2023, the National Highway Safety Administration (NHTSA) awarded the Airports Authority \$37 thousand to reduce highway safety related injuries and to implement a traffic safety initiative.

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	Award Recognized Year Ended Dec. 31, 2023
Grants in Support of Operations	
Operating Revenue	
TSA Security Fees	
TSA - Law enforcement officer reimbursement program	\$ 890,600
Grant recognized as operating revenues	<u>890,600</u>
Non-Operating Revenue	
Federal Grants	
FAA - Airport Rescue Grant - DCA General	17,491,397
FAA - Airport Rescue Grant - IAD General	9,151,267
FAA - Coronavirus Aid, Relief, and Economic Security Act (CARES Act)	18,246,078
TSA - National explosive detection canine team program	606,000
Department of Justice - Equitable sharing agreement ^{1, 2}	76,621
National Highway Traffic Safety Administration - Police Traffic Services	38,003
Federal Emergency Management Agency - COVID Program	<u>242,060</u>
Total Federal Grants	45,851,426
State Grant	
Commonwealth of Virginia - Equitable sharing agreement ^{1, 2}	468
Commonwealth of Virginia - CRAFT Grant	<u>27,000</u>
Total State Fund	27,468
Grants recognized as non-operating revenues	<u>45,878,894</u>
Total Federal, State, and Local grants in support of operations	<u>\$ 46,769,494</u>

¹ Funds received under this agreement can be expended for items which may be capitalized or expensed in accordance with the Airports Authority's capitalization thresholds.

² While the agreement remains in effect as of December 31, 2023, the amount of future awards is dependent on the occurrence of future events.

Capital Programs

The Airports Authority Dulles Corridor Enterprise Fund received grants in support of Phase 1 of the Dulles Metrorail Project. The Federal Transit Administration (FTA) was the primary grantor, with total federal New Starts funding commitments for the project totaling \$900 million. The state and local funding sources for Phase 1 of the Dulles Metrorail Project included transportation bonds issued by the Commonwealth and a Fairfax County transportation improvement district property tax. In addition, the Virginia Transportation Act of 2000 dedicated \$75.0 million to the project from Surface Transportation Program funds.

The Airports Authority's Aviation Enterprise Fund receives federal and state grants in support of its construction program. The federal programs, primarily through the FAA's Airport Improvement Program (AIP), including annual

entitlement grants, provide funding for airport development, airport planning, and noise compatibility programs from the Airports and Airways Trust Funds in the form of entitlement and discretionary grants for eligible projects. The Commonwealth also provides discretionary funds for capital programs.

The FAA has announced the Airport Infrastructure Grant (AIG) and Airport Terminal Program (ATP) grant programs through the Bipartisan Infrastructure Law (BIL). From ATP discretionary funding, the Authority received a \$70.6 million grant award for the Tier-2 Concourse (East) 14-gate project at Dulles International Airport (IAD). The Tier-2 Concourse (East) project will construct a modern 14-gate, 400,000 square-foot new concourse with convenient access to the airport's underground Aerotrains system, new restaurants, shops, and other customer-focused concessions, as well as the latest in aircraft servicing technologies and sustainable design principles. In 2023, a total of \$13.1 million in ATP grants related to the Tier-2 Concourse (East) project was recognized.

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	Award Recognized Year Ended Dec. 31, 2023	Award Remaining Dec. 31, 2023
Grants in Support of Capital Programs		
Federal Grants		
Federal Aviation Administration		
AIP - Reconstruct Runways 01/19 and 15/33 and Associated Taxiways	\$ 10,549,590	\$ -
AIP - Reconstruct Runways 01/19 and Associated Taxiways	7,000,000	-
AIP -North Airfield Development	1,294,352	96,705,648
AIP - Reconstruct Runways 01/19 and 15/33 and Associated Taxiways	7,384,892	-
AIP - VALE Infrastructure Install Electric Charging Stations	2,704,501	-
AIP - North Runway 1C-19C Reconstruction and Associated Taxiways	386,032	-
AIP - Reconstruction of Runway Design 01/19 & 15/33	22,500	-
Bipartisan Infrastructure Law (BIL) Program - IAD Tier 2 Concourse (East) Project	<u>13,091,278</u>	<u>57,498,722</u>
Total Federal Aviation Administration Grants	42,433,145	154,204,370
Internal Revenue Service		
Build America Bonds interest subsidy	<u>13,811,932</u>	-
Total Federal Grants	<u>56,245,077</u>	<u>154,204,370</u>
Commonwealth of Virginia Grant		
Department of Aviation - AeroTrain	2,000,000	-
Virginia Department Environmental Quality - VW Program	19,108	3,980,892
Virginia Department of Transportation - Dulles Metrorail Project (Phase 2)	<u>3,190,324</u>	<u>40,291,535</u>
Total Commonwealth of Virginia Grant	5,209,432	44,272,427
Local Grant		
Arlington County - Arlington County Police Firing Range Agreement	<u>54,810</u>	-
Total Local Grant	54,810	-
Total Federal, State, and Local grants in support of capital programs	<u>61,509,319</u>	<u>198,476,797</u>
Local Counties Contributions for Dulles Metrorail Project		
Fairfax County Contributions (Phase 2)	5,314,382	41,103,042
Loudoun County Contributions (Phase 2)	<u>2,723,949</u>	<u>33,625,095</u>
	8,038,331	74,728,137
Total Federal, State, and Local grants including counties contributions in support of capital programs.	<u>\$ 69,547,650</u>	<u>\$ 273,204,934</u>

19. PASSENGER FACILITY CHARGES

As of December 31, 2023, the FAA has approved twelve PFC applications for a total authority of \$4.1 billion for the Airports Authority's Aviation Enterprise Fund. Each PFC application is approved for the individual airport. However, PFC fees may be imposed at one airport and used for approved projects at either airport.

PFC revenue for 2023 was as follows:

	Reagan National	Dulles International	Total
PFC Revenue 2023	\$ 48,405,683	\$ 50,382,321	\$ 98,788,004
Total Applications	\$ 1,677,372,967	\$ 2,442,302,508	\$ 4,119,675,475
PFC Revenue Received Through December 31, 2023	\$ 1,006,591,932	\$ 1,059,847,729	\$ 2,066,439,661
Estimated Final Collection Date	February 1, 2036	December 31, 2038	

PFC collections totaling \$74.2 million in 2023 were applied to debt service payments.

In accordance with the regulations, based on the approval date from the FAA and continuing through the PFC collection period, the FAA reduces the Airports Authority's share of entitlement grants by 75.0 percent.

20. RISK MANAGEMENT

The Airports Authority is exposed to a variety of risks or losses related to operations (i.e., injuries to employees or to members of the public or damage to Airports Authority or public property). This exposure is managed through a combination of self-insured and insured arrangements.

Major insurance coverages include airport liability, workers' compensation, property, equipment breakdown, environmental impairment, public officials, employment practices, law enforcement, crime, fiduciary, business travel, cyber risk, terrorism, and executive risk. The Airports Authority manages a deductible for the first \$500 thousand of each workers' compensation loss and maintains a deductible or self-insured retention from \$0 to \$1.0 million (depending on type) on all other risk management/insurance losses. Claim payments did not exceed insurance coverage for each of the past three years.

Accruals are maintained to recognize the self-insured risk of loss and encompass all offices within the Airports Authority. The accruals are determined based on insurance claim practices and actuarial estimates for prior and current year claims. The appropriateness of the accruals is continually reviewed and updated by management on a quarterly basis. The current portion of insurance reserve claims is calculated using a five-year average of claim payments.

The overall accrual for potential losses as of December 31, 2023, was \$6.5 million. Changes in the claim liability accounts in fiscal year 2023 were as follows:

Fiscal Year	Beginning Balance	Claims and Changes in Estimates	Claim Payments	Ending Balance
2023	\$5,819,199	\$4,399,810	\$3,744,833	\$6,474,176

21. OTHER COMMITMENTS AND CONTINGENCIES

Grants

Amounts received or receivable from grant agencies, principally the U.S. government, the Commonwealth, and local counties, are subject to audit and adjustment by the grantor agencies. Any disallowed claims, including for amounts already collected, may constitute a liability of the applicable funds. The amount, if any, of expenditures that may be disallowed by the grantor cannot be determined at this time, although the Airports Authority expects such amounts, if any, to be immaterial.

Pollution Remediation

The Airports Authority continually monitors its properties to identify polluted sites for which the Airports Authority would be named a responsible party. Identified pollution remediation obligations as of December 31, 2023, were \$0.7 million. Routine pollution prevention, control, and monitoring costs are expensed as incurred. Pollution prevention, control, and monitoring expenses for the year ended December 31, 2023, were \$5.4 million.

Rights-of-Way Purchases

The Airports Authority acquires property interests for the Dulles Metrorail Project through negotiated settlement or through the VDOT Commissioner of Highways' power of eminent domain. The Airports Authority is responsible for all costs associated with such proceedings and for the payment of all compensation and damages for the properties acquired. As of December 31, 2023, the Airports Authority had not acquired any property interests through negotiated settlement.

Northern Virginia Criminal Justice Training Academy

The Airports Authority is a member of the Northern Virginia Criminal Justice Training Academy (the Academy), which provides criminal justice training to seventeen participating police and sheriff agencies from Northern Virginia. Academy members cannot withdraw from the Academy while any bonds of the Academy are issued and outstanding. As of June 30, 2023, the Academy had \$2.7 million in revenue bonds outstanding. Payments by the Airports Authority to the Academy for training services totaled \$0.3 million for the year ended December 31, 2023.

22. LITIGATION

The Airports Authority is involved in various claims and lawsuits arising in the ordinary course of business that are covered by insurance or that the Airports Authority does not believe to be material. Although the outcome of these claims and lawsuits is not presently determinable, in the opinion of the Airports Authority's general counsel, the likely outcome in these matters which are not covered by insurance, will not have a material adverse effect on the financial condition of the Airports Authority. Moreover, to the knowledge of the Airports Authority, there is no litigation pending or threatened against the Airports Authority that contests the creation, existence, powers, or jurisdiction of the Airports Authority, or the validity or effect of the Federal Act, the Federal Lease, the Virginia Act, or the District Act.

23. SUBSEQUENT EVENTS

Federal Aviation Administration (FAA) Grant Awards

In February 2024, the FAA announced that the Tier-2 Concourse (East) project at Dulles International will receive an additional \$35 million grant award to help fund its construction. This follows previous awards of \$50.6 million in 2022 and \$20 million in 2023. These grants were awarded under the Airport Terminal Program (ATP), one of three aviation programs created by the Bipartisan Infrastructure Law (BIL). The law provides \$1 billion annually for five years for ATP grants. In total, the BIL provides \$25 billion to modernize U.S. airport infrastructure. The Tier-2 Concourse (East) project will construct a modern 14-gate, 400,000 square-foot new concourse with convenient access to the airport's underground Aerotrain system, new restaurants, shops, and other customer-focused concessions, as well as the latest in aircraft servicing technologies and sustainable design principles.

In February 2024, the FAA announced FY 2024 BIL Airport Infrastructure Grant (AIG) allocations of \$22.5 million for Reagan National and \$22.1 million for Dulles International. Combined with previous awards of \$44.2 million for Reagan National and \$45.6 million for Dulles International, this brings the Airports Authority's cumulative AIG allocation to \$134.4 million.

Boeing 737 MAX-9 Grounding

Following the January 5, 2024, incident involving an Alaska Airlines Boeing 737 MAX-9 aircraft, in which a mid-cabin door plug blew out of the aircraft while in flight, the FAA ordered the temporary grounding of certain Boeing 737 MAX-9 aircraft so that safety inspections could be completed. While the aircraft have since returned to service, the FAA has also halted production expansion of the Boeing 737 MAX and has announced additional oversight actions with regard to Boeing and its suppliers. The Airports Authority will monitor developments related to the Boeing 737 MAX-9 and their potential impacts on airline schedules and capacity at the Airports.

Airport Use Agreement and Premises Lease

On March 20, 2024, the Airports Authority's Board of Directors approved terms of a new Airport Use Agreement and Premises Lease to govern its business relationship with the airlines serving the Airports. The 15-year agreement, which includes a new \$9 billion capital construction program, must be signed by airlines representing a majority of the Airports' flights during 2023, before taking effect on January 1, 2025. The new agreement replaces the existing agreement which expires on December 31, 2024 (see Note 4). As required by the Airports Authority's governing statutes, the new agreement assures appropriate debt service coverage, ensures sufficient financial support for major construction projects, supports new air service and competition, and assigns operational responsibilities to the Airports and airlines.

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REQUIRED SUPPLEMENTARY INFORMATION (unaudited)
SCHEDULE 1 – CHANGES IN NET PENSION LIABILITY (ASSET) AND RELATED RATIOS

General Employees Retirement Plan

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total Pension Liability										
Changes for the year:										
Service cost	\$ 7,603,173	\$ 7,423,503	\$ 7,773,061	\$ 6,780,442	\$ 6,766,595	\$ 6,128,140	\$ 5,548,643	\$ 5,294,135	\$ 4,917,894	\$ 4,596,269
Interest	18,478,066	17,063,267	15,995,592	14,752,885	14,104,840	13,106,559	11,883,159	11,357,903	10,121,292	9,413,518
Differences between expected and actual experience	3,075,607	8,586,039	1,750,745	(1,672,157)	(3,881,367)	3,137,174	4,571,544	1,128,023	901	(1,122,634)
Changes in assumptions	-	(1,838,849)	(27,777)	12,339,920	169,968	(2,247,367)	68,595	(5,963,403)	5,375,564	-
Contribution - member	-	-	-	-	265,545	-	-	-	-	-
Benefit payments	(12,559,466)	(11,238,865)	(9,592,144)	(8,947,848)	(8,309,874)	(7,069,237)	(5,510,006)	(4,641,220)	(3,978,260)	(3,572,654)
Net changes in Total Pension Liability	16,597,380	19,995,095	15,899,477	23,253,242	9,115,707	13,055,269	16,561,935	7,175,438	16,437,391	9,314,499
Total Pension Liability - Beginning	253,546,432	233,551,337	217,651,860	194,398,618	185,282,911	172,227,642 ¹	155,598,670	148,423,232	131,985,841	122,671,342
Total Pension Liability - Ending (a)	270,143,812	253,546,432	233,551,337	217,651,860	194,398,618	185,282,911	172,160,605	155,598,670	148,423,232	131,985,841
Plan Fiduciary Net Position										
Changes for the year:										
Contribution - employer	5,599,065	3,332,277	7,157,158	8,447,698	6,667,303	6,330,287	6,365,276	4,553,940	1,431,907	4,812,943
Contribution - member	-	-	-	-	265,545	-	-	-	-	-
Net investment income	29,814,767	(38,768,594)	32,508,834	29,751,484	36,043,133	(7,610,336)	24,963,769	11,755,443	2,102,247	6,366,579
Benefit payments	(12,559,466)	(11,238,865)	(9,592,144)	(8,947,848)	(8,309,874)	(7,069,237)	(5,510,006)	(4,641,220)	(3,978,260)	(3,572,655)
Plan administrative expenses	(187,350)	(296,809)	(329,341)	(286,273)	(326,796)	(406,212)	(226,788)	(175,504)	(186,879)	(225,762)
Net changes in Plan Fiduciary Net Position	22,667,016	(46,971,991)	29,744,507	28,965,061	34,339,311	(8,755,498)	25,592,251	11,492,659	(630,985)	7,381,105
Plan Fiduciary Net Position - Beginning	218,341,444	265,313,435	235,568,928	206,603,867	172,264,556	181,020,054 ¹	155,360,766	143,868,107	144,499,092	137,117,987
Plan Fiduciary Net Position - Ending (b)	241,008,460	218,341,444	265,313,435	235,568,928	206,603,867	172,264,556	180,953,017	155,360,766	143,868,107	144,499,092
Net Pension Liability/(Asset) - Ending (a) - (b)	\$ 29,135,352	\$ 35,204,988	\$ (31,762,098)	\$ (17,917,068)	\$ (12,205,249)	\$ 13,018,355	\$ (8,792,412)	\$ 237,904	\$ 4,555,125	\$ (12,513,251)
Plan Fiduciary Net Position as Percentage of the TPL										
Covered Payroll	\$ 116,527,769	\$ 107,565,902	\$ 103,296,024	\$ 108,638,634	\$ 103,706,543	\$ 100,814,342	\$ 99,305,842	\$ 90,852,722	\$ 85,760,198	\$ 82,620,662
Net Pension Liability/(Asset) as a Percentage of Covered Payroll	25.00%	32.73%	-30.75%	-16.49%	-11.77%	12.91%	-8.85%	0.26%	5.31%	-15.15%

¹Includes cumulative adjustment for changes in assumptions related to accruals for net investment income and plan administrative expenses.

Significant methods and assumptions used in calculating the actuarially determined contributions are shown in Schedule 2.

Schedule is intended to show information for 10 years.

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SCHEDULE 1 – CHANGES IN NET PENSION LIABILITY (ASSET) AND RELATED RATIOS (continued)

Police Officers and Firefighters Retirement Plan

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total Pension Liability										
Changes for the year:										
Service cost	\$ 3,203,808	\$ 3,274,790	\$ 3,312,322	\$ 3,034,381	\$ 2,655,642	\$ 2,808,136	\$ 3,261,511	\$ 2,342,298	\$ 2,318,795	\$ 2,187,801
Interest	10,906,922	10,166,907	9,595,858	8,955,813	8,478,642	8,277,775	7,633,684	6,742,144	6,153,445	5,646,934
Differences between expected and actual experience	2,421,192	4,815,509	1,504,175	1,220,259	(174,022)	(2,545,963)	1,988,277	2,606,881	1,998,229	643,950
Changes of assumptions	-	(791,977)	(178,501)	4,988,830	80,453	(1,421,818)	-	2,455,053	(86,408)	-
Benefit payments	(7,574,848)	(6,799,449)	(5,840,100)	(5,222,716)	(4,730,722)	(4,149,200)	(3,472,449)	(2,894,779)	(2,233,670)	(1,492,134)
Net changes in Total Pension Liability	8,957,074	10,665,780	8,393,754	12,976,567	6,309,993	2,968,930	9,411,023	11,251,597	8,150,391	6,986,551
Total Pension Liability - Beginning	151,023,921	140,358,141	131,964,387	118,987,820	112,677,827	109,708,897 ¹	100,225,777	88,974,180	80,823,789	73,837,238
Total Pension Liability - Ending (a)	159,980,995	151,023,921	140,358,141	131,964,387	118,987,820	112,677,827	109,636,800	100,225,777	88,974,180	80,823,789
Plan Fiduciary Net Position										
Changes for the year:										
Contribution - employer	1,849,285	1,303,469	3,457,111	3,518,575	3,757,110	3,538,872	2,680,653	2,174,817	592,481	2,408,703
Contribution - member	455,943	426,743	431,226	454,108	420,640	420,710	395,786	381,736	379,419	368,102
Net investment income	17,786,347	(23,275,843)	19,741,385	17,810,932	21,921,191	(4,705,552)	15,201,677	7,478,417	1,082,654	3,979,334
Benefit payments	(7,574,848)	(6,799,449)	(5,840,100)	(5,222,716)	(4,730,722)	(4,149,200)	(3,472,449)	(2,894,779)	(2,233,670)	(1,492,134)
Plan administrative expenses	(99,229)	(146,160)	(177,231)	(126,645)	(143,063)	(230,013)	(126,152)	(82,287)	(98,471)	(89,888)
Net changes in Plan Fiduciary Net Position	12,417,498	(28,491,240)	17,612,391	16,434,254	21,225,156	(5,125,183)	14,679,515	7,057,904	(277,587)	5,174,117
Plan Fiduciary Net Position - Beginning	130,197,964	158,689,204	141,076,813	124,642,559	103,417,403	108,542,586 ¹	93,790,974	86,733,070	87,010,657	81,836,540
Plan Fiduciary Net Position - Ending (b)	142,615,462	130,197,964	158,689,204	141,076,813	124,642,559	103,417,403	108,470,489	93,790,974	86,733,070	87,010,657
Net Pension Liability/(Asset) - Ending (a) - (b)	\$ 17,365,533	\$ 20,825,957	\$ (18,331,063)	\$ (9,112,426)	\$ (5,654,739)	\$ 9,260,424	\$ 1,166,311	\$ 6,434,803	\$ 2,241,110	\$ (6,186,868)
Plan Fiduciary Net Position as Percentage of the TPL Covered Payroll	89.15%	86.21%	113.06%	106.91%	104.75%	91.78%	98.94%	93.58%	97.48%	107.65%
Net Pension Liability/(Asset) as a Percentage of Covered Payroll	56.80%	71.36%	-62.65%	-30.34%	-20.18%	33.11%	4.33%	23.22%	8.84%	-24.15%

¹Includes cumulative adjustment for changes in assumptions related to accruals for net investment income and plan administrative expenses.

Significant methods and assumptions used in calculating the actuarially determined contributions are shown in Schedule 2.

Schedule is intended to show information for 10 years.

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SCHEDULE 2 – SCHEDULE OF CONTRIBUTIONS FOR DEFINED BENEFIT PENSION PLANS

Schedule of Contributions - General Employees Retirement Plan

Fiscal Year Ended December 31	Actuarially Determined Contribution (ADC)	Contribution in Relation to ADC	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2023	\$ 5,078,474	\$ 5,599,065	\$ (520,591)	\$ 116,527,769	4.80%
2022	3,426,030	3,332,277	93,753	107,565,902	3.10%
2021	7,409,023	7,157,158	251,865	103,296,024	6.93%
2020	8,447,698	8,447,698	-	108,638,634	7.78%
2019	6,667,303	6,667,303	-	103,706,543	6.43%
2018	6,237,452	6,237,452	-	100,814,342	6.19%
2017	6,236,276	6,236,276	-	99,305,842	6.28%
2016	4,553,940	4,553,940	-	90,852,722	5.01%
2015	1,431,907	1,431,907	-	85,760,198	1.67%
2014	4,812,943	4,812,943	-	82,620,662	5.83%

Schedule of Contributions - Police Officers & Firefighters Retirement Plan

Fiscal Year Ended December 31	Actuarially Determined Contribution (ADC)	Contribution in Relation to ADC	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2023	\$ 1,809,630	\$ 1,849,285	\$ (39,655)	\$ 30,572,821	6.05%
2022	1,386,260	1,303,469	82,791	29,186,104	4.47%
2021	3,524,718	3,457,111	67,607	29,260,448	11.81%
2020	3,518,575	3,518,575	-	30,033,185	11.72%
2019	3,757,110	3,757,110	-	28,026,365	13.41%
2018	3,538,872	3,538,872	-	27,969,406	12.65%
2017	2,680,653	2,680,653	-	26,937,796	9.95%
2016	2,174,817	2,174,817	-	27,708,013	7.85%
2015	592,481	592,481	-	25,360,689	2.34%
2014	2,408,703	2,408,703	-	25,617,129	9.40%

Notes to Schedule of Employer Contributions

The total pension liability was determined by an actuarial valuation as of December 31, two years prior to the end of the fiscal year in which contributions are reported. The Airports Authority's funding policy is to provide for periodic employer contributions at actuarially determined rates that, expressed as percentages of annual covered-employee payroll, are designed to accumulate sufficient assets to pay benefits when due. Employer contributions are determined in accordance with the Plan provisions and are approved by the Airports Authority's Retirement Committee.

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SCHEDULE 2- SCHEDULE OF CONTRIBUTIONS FOR DEFINED BENEFIT PENSION PLANS (continued)

Methods and assumptions used to determine contribution rates:

General Employees Retirement Plan

Fiscal Year Ended December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Measurement Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Valuation Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Actuarial Cost Method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method
Amortization Method	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed
Assets Valuation Method	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value
(a) Discount rate / Investment return	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses
(b) Projected salary increases	2.50% - 4.25% per year	2.50% - 4.25% per year	2.50% - 4.25% per year	2.50% - 4.25% per year	3.0% - 4.20% per year	3.0% - 4.20% per year	3.0% - 4.20% per year	3.0% - 4.20% per year	3.0% - 4.00% per year	3.0% - 4.00% per year
(a) and (b) include inflation at	2.25%	2.25%	2.25%	2.25%	2.50%	2.50%	2.75%	2.75%	2.75%	2.75%
(c) Cost of living adjustments	1.13%	1.13%	1.13%	1.13%	1.25%	1.25%	1.38%	1.38%	1.38%	1.38%
(d) Mortality Rates	PUB-2010-G Mortality Tables, including separate tables for males and females with generational improvement based upon 50% of projection scale MP- 2015 paused until 2030	PUB-2010-G Mortality Tables, including separate tables for males and females with generational improvement based upon 50% of projection scale MP- 2015 paused until 2030	PUB-2010-G Mortality Tables, including separate tables for males and females with generational improvement based upon 50% of projection scale MP- 2015	PUB-2010-G Mortality Tables, including separate tables for males and females with generational improvement based upon 50% of projection scale MP- 2015	RP-2014 Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2000 Combined Healthy Mortality Tables projected to 2020 to include future improvement

Police Officers & Firefighters Retirement Plan

Fiscal Year Ended December 31,	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Measurement Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Valuation Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017	December 31, 2016	December 31, 2015	December 31, 2014
Actuarial Cost Method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method	Entry-age actuarial cost method
Amortization Method	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed
Assets Valuation Method	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value
(a) Discount rate / Investment return	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses
(b) Projected salary increases	2.75% - 6.75% per year	2.75% - 6.75% per year	2.75% - 6.75% per year	2.75% - 6.75% per year	3.0% - 6.0% per year	3.0% - 6.0% per year	3.0% - 6.0% per year	3.0% - 5.50% per year	3.0% - 4.5% per year	3.0% - 4.5% per year
(a) and (b) include inflation at	2.25%	2.25%	2.25%	2.25%	2.50%	2.50%	2.75%	2.75%	2.75%	2.75%
(c) Cost of living adjustments	1.13%	1.13%	1.13%	1.13%	1.25%	1.25%	1.38%	1.38%	1.38%	1.38%
(d) Mortality Rates	PUB-2010-S Mortality Tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP- 2015 paused until 2030	PUB-2010-S Mortality Tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP- 2015 paused until 2030	PUB-2010-S Mortality Tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP- 2015	PUB-2010-S Mortality Tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP- 2015	RP-2014 Blue Collar Employee Mortality Tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Blue Collar Employee Mortality Tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Blue Collar Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Blue Collar Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2014 Blue Collar Mortality Tables, with generational improvement based upon 75% of projection scale MP- 2015	RP-2000 Combined Healthy Mortality Tables projected to 2020 to include future improvement

All assets of the Airports Authority pension plans are held in trust at the Bank of New York Mellon. A copy of the Plans' audited financial statements, Plan documents, and required supplementary information for the Plans may be obtained by written request to: Metropolitan Washington Airports Authority, Attention: Compensation and Benefits Department, 1 Aviation Circle, Washington, DC 20001-6000.

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SCHEDULE 3 – SCHEDULE OF ACTUAL RATES OF RETURN FOR DEFINED BENEFIT PENSION PLANS

General Employees Retirement Plan

Fiscal Year Ended December 31, <u>Asset Class</u>	Money-Weighted Rate of Return									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Large Cap Equity	8.27%	-6.49%	10.59%	6.17%	10.02%	-1.87%	6.52%	5.85%	-0.75%	4.77%
Small Cap Equity	1.94%	-2.46%	1.91%	3.07%	3.92%	-0.33%	1.62%	2.74%	-0.34%	1.10%
International Equity	3.71%	-3.44%	0.96%	2.75%	4.29%	-2.55%	5.10%	0.00%	0.00%	0.00%
Domestic Bonds	1.19%	-1.96%	-0.26%	1.37%	1.59%	-0.03%	0.72%	0.71%	0.12%	1.27%
Convertible Bonds	0.96%	-1.38%	1.14%	1.97%	2.54%	0.01%	2.13%	0.72%	0.13%	1.31%
Real Estate	-1.10%	1.01%	1.31%	-0.26%	-0.06%	0.79%	0.53%	0.73%	1.07%	0.85%
Total	14.97%	-14.72%	15.65%	15.07%	22.30%	-3.98%	16.62%	10.75%	0.23%	9.30%

Police Officers & Firefighters Retirement Plan

Fiscal Year Ended December 31, <u>Asset Class</u>	Money-Weighted Rate of Return									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Large Cap Equity	8.22%	-6.47%	10.73%	6.27%	10.46%	-1.91%	6.71%	6.80%	-0.83%	5.25%
Small Cap Equity	1.94%	-2.50%	1.93%	2.98%	3.69%	-0.31%	1.56%	2.53%	-0.32%	0.88%
International Equity	3.73%	-3.58%	0.99%	2.84%	4.40%	-2.62%	5.24%	0.00%	0.00%	0.00%
Domestic Bonds	1.19%	-1.86%	-0.25%	1.30%	1.49%	-0.03%	0.66%	0.66%	0.11%	1.25%
Convertible Bonds	0.97%	-1.36%	1.12%	1.95%	2.50%	0.00%	2.10%	0.71%	0.12%	1.30%
Real Estate	-1.10%	1.00%	1.29%	-0.26%	-0.05%	0.78%	0.52%	0.71%	0.94%	0.76%
Total	14.95%	-14.77%	15.81%	15.08%	22.49%	-4.09%	16.79%	11.41%	0.02%	9.44%

SCHEDULE 4 –SCHEDULE OF EMPLOYER CONTRIBUTIONS – U.S. GOVERNMENT PENSION PLANS

For the Year Ended December 31,	Civil Service Retirement System	Federal Employees Retirement System	Total
2023	\$ 16,091	\$ 60,656	\$ 76,747
2022	17,350	69,191	86,541
2021	31,495	78,067	109,562
2020	32,771	100,476	133,247
2019	40,499	142,597	183,096
2018	62,064	210,598	272,662
2017	63,698	276,429	340,127
2016	69,078	377,289	446,367
2015	78,597	489,635	568,232
2014	94,739	571,974	666,713

Plan documents and audited plan financials for the CSRS and FERS plans may be obtained by written request to: U.S. Office of Personnel Management, Retirement Operations Center, P.O. Box 45, Boyers, PA, 16017.

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SCHEDULE 5 – CHANGES IN NET OPEB LIABILITY (ASSET) AND RELATED RATIOS

Fiscal year ending December 31,	2023	2022	2021	2020	2019	2018	2017
Total OPEB Liability							
Changes for the year:							
Service cost	\$ 5,588,281	\$ 5,482,043	\$ 5,678,778	\$ 5,989,365	\$ 6,423,173	\$ 4,580,683	\$ 4,449,648
Interest	11,387,321	10,841,376	10,139,821	11,292,152	10,937,695	9,784,520	9,318,503
Differences between expected and actual experience	(2,654,599)	(3,216,476)	4,667,414	(1,772,743)	4,650,944	13,411,076	-
Changes in assumptions or other inputs	3,211,141	7,610,508	939,969	(15,409,255)	(8,268,441)	(4,665,877)	-
Benefit payments*	(13,862,251)	(12,512,084)	(10,986,533)	(10,617,217)	(7,417,333)	(8,052,134)	(7,057,067)
Net changes in Total OPEB Liability	3,669,893	8,205,367	10,439,449	(10,517,698)	6,326,038	15,058,268	6,711,084
Total OPEB Liability - Beginning	163,997,625	155,792,258	145,352,937	155,870,635	149,544,597	134,486,329	127,775,245
Total OPEB Liability - Ending (a)	\$ 167,667,518	\$ 163,997,625	\$ 155,792,386	\$ 145,352,937	\$ 155,870,635	\$ 149,544,597	\$ 134,486,329
Plan Fiduciary Net Position							
Changes for the year:							
Contribution - employer	3,631,846	3,318,986	4,470,940	10,793,765	7,694,780	8,052,134	7,257,258
Contribution - employee	3,101,320	2,961,784	2,716,841	-	-	-	-
Net investment income	26,435,783	(32,319,170)	26,850,465	23,947,497	26,892,330	(6,603,062)	17,825,309
Benefit payments*	(16,963,571)	(15,473,866)	(13,703,375)	(10,617,217)	(7,417,333)	(8,052,134)	(7,057,067)
Administrative expenses	(13,726)	(45,819)	(255,420)	(176,548)	(164,783)	(53,105)	(40,341)
Other changes	-	-	-	-	(112,664)	-	(814,389)
Net changes in Plan Fiduciary Net Position	16,191,652	(41,558,085)	20,079,451	23,947,497	26,892,330	(6,656,167)	17,170,770
Plan Fiduciary Net Position - Beginning	148,660,718	190,218,803	170,139,352	146,191,855	119,299,525	125,955,692	108,784,919
Plan Fiduciary Net Position - Ending (b)	164,852,370	148,660,718	190,218,803	170,139,352	146,191,855	119,299,525	125,955,689
Net OPEB Liability (Asset) - Ending (a) - (b)	\$ 2,815,148	\$ 15,336,907	\$ (34,426,417)	\$ (24,786,415)	\$ 9,678,780	\$ 30,245,072	\$ 8,530,640
Plan Fiduciary Net Position as Percentage of the Total OPEB Liability	98.32%	90.65%	122.10%	117.05%	93.79%	79.78%	93.66%
Covered Payroll	\$ 133,647,029	\$ 124,193,436	\$ 121,539,482	\$ 127,010,530	\$ 130,417,951	\$ 119,088,291	\$ 124,394,132
Net OPEB Liability (Asset) as a Percentage of Covered Payroll	2.11%	12.35%	-28.33%	-19.52%	7.42%	25.40%	6.86%

¹ Includes adjustment for rounding.

Schedule is intended to show information for 10 years. Additional years will be displayed as they become available.

Significant methods and assumptions used in calculating the actuarially determined contributions are shown in Schedule 6.

SCHEDULE 6 – SCHEDULE OF CONTRIBUTIONS FOR OPEB PLANS

Schedule of Contributions - Health, Dental and Life Insurance Plan

Fiscal Year Ended December 31	Actuarially Determined Contribution (ADC)	Contribution in Relation to ADC	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2023	\$ 3,631,846	\$ 3,631,846	\$ -	\$ 133,647,029	2.72%
2022	3,318,986	3,318,986	-	124,193,436	2.67%
2021	4,470,940	4,470,940	-	121,539,482	3.68%
2020	10,793,765	10,793,765	-	127,010,530	8.50%
2019	7,694,780	7,694,780	-	130,417,951	5.90%
2018	8,052,134	8,052,134	-	119,088,291	6.76%
2017	7,257,258	7,257,258	-	124,394,132	5.83%

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SCHEDULE 6 – SCHEDULE OF CONTRIBUTIONS FOR OPEB PLANS (continued)

Methods and assumptions used to determine contribution rates:

Fiscal Year Ended December 31	2023	2022	2021	2020	2019	2018	2017
Measurement Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017
Valuation Dates	December 31, 2023	December 31, 2022	December 31, 2021	December 31, 2020	December 31, 2019	December 31, 2018	December 31, 2017
Actuarial Cost Method	Entry-age, normal	Entry-age, normal	Entry-age, normal	Entry-age, normal	Entry-age, normal	Entry-age, normal	Entry-age, normal
Amortization Method	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	20-year level dollar, closed	30-year level dollar, closed
Assets Valuation Method	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value	5-year smoothed fair value
(a) Investment rate of return	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.25%, net of expenses	7.50%, net of expenses	7.50%, net of expenses	7.50%, net of expenses
(b) Projected salary increases	Variable rate 2.50% - 6.75%	Variable rate 2.50% - 6.75%	Variable rate 2.50% - 6.75%	Variable rate 2.50% - 6.75%	Variable rate 3.0% - 6.0%	Variable rate 3.0% - 6.0%	Variable rate 3.0% - 6.0%
(a) and (b) include inflation at	2.25%	2.25%	2.25%	2.25%	2.50%	2.50%	2.75%
(c) Mortality Rates	<u>Active Employees</u> PUB-2010-G Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Active Employees</u> PUB-2010-G Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Active Employees</u> PUB-2010-G Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Active Employees</u> PUB-2010-G Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Active Employees</u> RP-2014 Employee Mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Active Employees</u> RP-2014 Employee Mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Active Employees</u> RP-2014 Employee Mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015
	<u>Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> RP2014 Healthy Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> RP2014 Healthy Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Retired, Disabled and Survivor</u> RP2014 Healthy Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015
	<u>Hazardous Duty Active Employees</u> PUB-2010-S Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> PUB-2010-S Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> PUB-2010-S Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> PUB-2010-S Employee mortality tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> RP-2014 Blue Collar Employee mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> RP-2014 Blue Collar Employee mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Hazardous Duty Active Employees</u> RP-2014 Blue Collar Employee mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015
	<u>Hazardous Duty Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> PUB-2010-G Healthy Annuitant mortality tables and Disabled Annuitant tables, including separate tables for males and females, with generational improvement based upon 50% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> RP-2014 Blue Collar Health Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> RP-2014 Blue Collar Health Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015	<u>Hazardous Duty Retired, Disabled and Survivor</u> RP-2014 Blue Collar Health Annuitant mortality tables, including separate tables for males and females, with generational improvement based upon 75% of projection scale MP-2015
(c) Healthcare Cost Trend Rate	5.8%	5.9%	5.9%	5.2%	4.7%	5.4%	5.9% initially to ultimate rate of 3.9%

SCHEDULE 7 – SCHEDULE OF ACTUAL RATES OF RETURN FOR OPEB PLANS

Fiscal Year Ended December 31, <u>Asset Class</u>	Money-Weighted Rate of Return									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Large Cap Equity	12.10%	-8.69%	14.55%	8.16%	13.72%	-1.78%	9.73%	5.13%	0.57%	5.67%
Mid Cap Equity	2.76%	-3.11%	1.63%	5.50%	4.21%	-1.35%	2.87%	2.50%	-0.48%	1.16%
International Equity	2.61%	-2.20%	1.50%	1.32%	3.00%	-1.98%	3.55%	0.29%	-0.04%	-0.77%
Domestic Bonds	1.62%	-3.42%	-0.38%	1.99%	2.43%	-0.01%	0.93%	0.76%	0.12%	1.74%
Total	19.09%	-17.42%	17.30%	16.97%	23.36%	-5.12%	17.08%	8.68%	0.17%	7.80%

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OTHER SUPPLEMENTARY INFORMATION

**SCHEDULE 8 – PENSION AND OTHER POST-EMPLOYMENT BENEFIT TRUST FUNDS COMBINING
STATEMENT OF PLAN NET POSITION**

As of December 31, 2023

		Pension and Other Post-Employment Benefit Trust Funds			
		General	Police Officers and	Retired Employees	
		Retirement Plan	Firefighters Retirement Plan	Health Care Plan	Total
Assets					
Restricted					
Current investments					
	Short-term investments	\$ 3,616,191	\$ 2,183,292	\$ 2,891,601	\$ 8,691,084
Non-current investments					
	Debt securities	66,049,840	39,099,863	45,447,234	150,596,937
	Equity securities	156,046,342	92,319,039	114,619,664	362,985,045
	Private equity	9,415,161	5,518,730	-	14,933,891
	Real estate	5,334,909	3,197,201	-	8,532,110
	Total non-current investments	236,846,252	140,134,833	160,066,898	537,047,983
	Total investments	240,462,443	142,318,125	162,958,499	545,739,067
Receivables					
	Accrued investment income and other	445,739	256,246	2,003,842	2,705,827
	Accrued contributions	298,064	134,530	-	432,594
	Total receivables	743,803	390,776	2,003,842	3,138,421
	Total assets	241,206,246	142,708,901	164,962,341	548,877,488
Liabilities					
Payables					
	Accrued plan expenses	197,786	93,439	109,971	401,196
	Total liabilities	197,786	93,439	109,971	401,196
Net Position					
	Net position restricted for pensions	241,008,460	142,615,462	-	383,623,922
	Net position restricted for other post-employment benefits	-	-	164,852,370	164,852,370
	Total net position	\$ 241,008,460	\$ 142,615,462	\$ 164,852,370	\$ 548,476,292

**SCHEDULE 9 – PENSION AND OTHER POST-EMPLOYMENT BENEFIT TRUST FUNDS COMBINING
STATEMENT OF CHANGES IN PLAN NET POSITION**

For the year ended December 31, 2023

	Pension and Other Post-Employment Benefit Trust Funds			
	General	Police Officers	Retired	Total
	Retirement Plan	and Firefighters Retirement Plan	Employees Health Care Plan	
Additions				
Employer contributions	\$ 5,599,065	\$ 1,849,285	\$ 3,631,846	\$ 11,080,196
Employee contributions	-	455,943	3,101,320	3,557,263
Total contributions	5,599,065	2,305,228	6,733,166	14,637,459
Net appreciation(depreciation) in fair value of investments	24,675,271	14,664,897	22,833,017	62,173,185
Interest income	1,750,275	1,022,981	117,086	2,890,342
Dividends	3,860,326	2,319,269	3,489,061	9,668,656
Total investment income (loss)	30,285,872	18,007,147	26,439,164	74,732,183
Less investment expenses	(471,105)	(220,800)	(3,381)	(695,286)
Net investment income (loss)	29,814,767	17,786,347	26,435,783	74,036,897
Total additions, net	35,413,832	20,091,575	33,168,949	88,674,356
Deductions				
Benefit payments	12,559,466	7,574,848	16,963,570	37,097,884
Administrative expenses	187,350	99,229	13,726	300,305
Total deductions	12,746,816	7,674,077	16,977,296	37,398,189
Change in net position	22,667,016	12,417,498	16,191,653	51,276,167
Net Position				
Beginning of year	218,341,444	130,197,964	148,660,718	497,200,126
End of year	<u>\$ 241,008,460</u>	<u>\$ 142,615,462</u>	<u>\$ 164,852,371</u>	<u>\$ 548,476,293</u>

STATISTICAL SECTION

This part of the Airports Authority’s annual comprehensive financial report presents detailed information as a context for understanding what the information in the financial statements and note disclosures says about the Airports Authority’s overall financial health.

Financial Trends: (S-1 through S-3): These schedules contain trend information to help the reader understand how the Airports Authority’s financial performance and well-being have changed over time.

Revenue Capacity: (S-4 through S-12): These schedules contain information to help the reader assess the factors affecting the Airports Authority’s ability to generate airline and non-airline revenues.

Debt Capacity: (S-13 through S-16): These schedules present information to help the reader assess the affordability of the Airports Authority’s current levels of outstanding debt and the Airports Authority’s ability to issue additional debt in the future.

Demographic and Economic Information: (S-17 through S-22): These schedules offer demographic and economic indicators to help the reader understand the environment within which the Airports Authority’s financial activities take place and to help make comparisons over time and with other airports.

Operating Information: (S-23 through S-40): These schedules contain information about the Airports Authority’s operations and resources to help the reader understand how the Airports Authority’s financial information relates to the services the Airports Authority provides and the activities it performs.

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Exhibit S-40 – Non-Airline Tenants – Dulles International 213

Exhibit S-1 – COMPONENTS OF NET POSITION
(Expressed in Thousands)

	2023	2022	2021	2020	2019 ³	2018	2017 ²	2016	2015	2014 ¹
NET POSITION AT YEAR END COMPOSED OF:										
Net investment in capital assets	\$ 162,409.6	\$ 464,033.1	\$ 1,353,230.4	\$ 1,262,817.7	\$ 1,051,487.0	\$ 915,486.5	\$ 770,701.2	\$ 730,742.3	\$ 429,894.0	\$ (1,206,194.3)
Restricted	802,307.0	316,753.0	366,575.0	303,781.8	234,615.5	232,628.4	264,078.4	161,524.0	307,505.8	513,195.1
Unrestricted	(1,668,331.0)	(1,829,345.9)	(494,015.4)	(590,810.7)	(241,034.4)	(274,798.7)	(570,771.2)	(635,252.2)	(803,778.0)	432,220.8
Cumulative prior period adjustment ^{1,2,3}	-	-	-	-	-	-	(16,745.30)	-	-	18,295.20
TOTAL NET POSITION	\$ (703,614.4)	\$ (1,048,559.8)	\$ 1,225,790.0	\$ 975,788.8	\$ 1,045,068.1	\$ 873,316.2	\$ 447,263.1	\$ 257,014.1	\$ (66,378.2)	\$ (242,483.2)

¹ Cumulative adjustment for 2014 relates to change in accounting principles with the implementation of GASB Statement No. 68.

² Cumulative adjustment for 2017 relates to change in accounting principles with the implementation of GASB Statement No. 75.

³ Restated to classify net pension assets as restricted

Source: Airports Authority Records

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Exhibit S-2 – REVENUES, EXPENSES AND CHANGES IN NET POSITION
(Expressed in Thousands)

	2023	2022 ²	2021	2020	2019	2018	2017 ²	2016	2015	2014 ¹
OPERATING REVENUES										
Concessions	\$ 416,594.9	\$ 335,302.7	\$ 225,156.5	\$ 143,748.6	\$ 362,050.0	\$ 348,624.4	\$ 332,007.8	\$ 316,453.5	\$ 286,049.6	\$ 253,486.1
Tolls	205,680.0	163,207.4	145,319.3	122,086.6	197,407.2	151,396.9	152,022.7	151,731.0	151,431.8	148,652.7
Rents	265,140.7	272,831.6	253,116.0	256,782.9	264,815.5	280,146.2	283,755.1	307,981.0	316,082.5	293,951.1
Leases	39,012.9	34,335.6	-	-	-	-	-	-	-	-
Landing fees	70,308.3	72,302.9	50,247.1	51,932.3	89,654.1	84,485.1	93,764.9	93,422.1	105,741.3	118,863.5
Utility sales	14,831.7	13,972.4	12,620.9	11,954.4	14,278.7	14,401.3	13,260.1	13,019.3	12,920.0	12,524.3
Passenger fees	30,747.7	24,943.1	9,561.4	8,227.7	23,511.5	24,317.7	27,872.8	32,544.3	30,500.9	34,247.9
Other	12,881.2	11,682.2	11,440.8	11,111.6	12,145.9	14,517.8	10,902.4	10,639.8	10,546.0	9,103.9
TOTAL OPERATING REVENUES	1,055,197.4	928,577.9	707,462.0	605,844.1	963,862.9	917,889.4	913,585.8	925,791.0	913,272.1	870,829.5
OPERATING EXPENSES										
Materials, equipment, supplies, contract services and other	239,534.1	223,998.0	207,978.3	198,331.1	257,906.9	229,153.9	235,891.0	213,153.0	220,678.1	225,612.6
Impairment loss/design costs	-	-	-	-	-	-	295.3	2,045.6	-	8,000.4
Salaries and related benefits	216,160.5	206,032.9	171,136.4	182,386.6	198,706.3	199,231.4	182,959.1	182,595.5	178,040.3	170,379.5
Utilities	36,205.1	31,363.8	22,606.2	22,516.2	26,755.9	26,078.5	25,381.8	25,927.2	25,917.7	26,444.5
Lease from U.S. Government	6,816.1	6,459.3	6,090.3	5,936.2	5,861.2	5,774.7	5,562.1	5,502.2	5,392.4	5,297.5
Depreciation and amortization	272,239.9	265,405.3	247,338.4	235,362.9	232,751.5	236,162.0	232,212.6	241,138.3	245,070.0	242,367.3
TOTAL OPERATING EXPENSES	770,955.7	733,259.3	655,149.6	644,533.0	721,981.8	696,400.5	682,301.9	670,361.8	675,098.5	678,101.8
OPERATING INCOME (LOSS)	284,241.7	195,318.6	52,312.4	(38,688.9)	241,881.1	221,488.9	231,283.9	255,429.2	238,173.6	192,727.7
NON-OPERATING REVENUES (EXPENSES)										
Investment income	104,720.5	32,455.2	21,762.1	43,313.0	68,335.5	41,971.8	31,171.7	28,082.8	15,957.0	16,677.9
Net increase (decrease) in fair value of investments	48,700.7	(43,090.4)	2,094.7	15,234.8	10,062.6	4,907.2	(72.5)	(8,240.7)	-	-
Interest income - leases	3,531.5	2,621.7	-	-	-	-	-	-	-	-
Interest expense	(315,060.3)	(312,033.3)	(318,474.2)	(334,681.0)	(337,022.5)	(338,730.2)	(294,305.0)	(318,726.5)	(312,014.9)	(266,110.4)
Passenger facility charges	98,788.0	89,362.5	59,375.9	30,546.6	96,303.6	93,353.0	90,946.9	89,811.1	88,552.4	82,278.8
Federal, state and local grants	45,878.9	100,028.5	173,311.4	76,475.7	1,161.5	26,071.4	26,213.5	703.7	798.4	1,056.7
Fair value gain (loss) on swaps	31,326.8	44,898.7	29,728.4	(28,717.5)	(26,941.5)	23,083.9	13,175.3	16,447.9	1,196.5	(54,156.5)
Other Income	-	-	-	-	-	-	-	-	5,877.3	-
Contributions from other governments	15,850.6	358,365.0	65,310.5	47,255.6	91,792.8	141,912.1	101,399.9	168,508.6	(29,529.3)	-
Contributions to other governments	(34,542.6)	(2,797,361.7)	(13,576.8)	(25,831.3)	(33,843.8)	(52,666.4)	(48,879.3)	(37,647.2)	26,104.5	(3,045,602.6)
Gain from sale of real estate	-	-	10,000.0	-	-	202,454.9	-	-	-	-
TOTAL NON-OPERATING REVENUES (EXPENSES)	(805.9)	(2,524,753.8)	29,532.0	(176,404.1)	(130,151.8)	142,357.7	(80,349.5)	(61,060.3)	(203,058.1)	(3,265,856.1)
GAIN (LOSS) BEFORE CAPITAL CONTRIBUTIONS	283,435.8	(2,329,435.2)	81,844.4	(215,093.0)	111,729.3	363,846.6	150,934.4	194,368.9	35,115.5	(3,073,128.4)
CAPITAL CONTRIBUTIONS										
Federal, state and local grants	61,509.3	52,390.7	168,156.8	145,813.6	60,022.7	62,206.5	56,060.0	129,023.1	134,140.1	189,319.5
Other capital property acquired	-	-	-	-	-	-	-	-	-	-
TOTAL CAPITAL CONTRIBUTIONS	61,509.3	52,390.7	168,156.8	145,813.6	60,022.7	62,206.5	56,060.0	129,023.1	134,140.1	189,319.5
Cumulative change in net position due to restatements ^{1,2,3}	-	2,694.7	-	-	-	-	326.1	-	-	18,295.2
CHANGE IN NET POSITION^{1,2,3}	\$ 344,945.1	\$(2,274,349.8)	\$ 250,001.2	\$(69,279.4)	\$ 171,752.0	\$ 426,053.1	\$ 207,320.5	\$ 323,392.0	\$ 169,255.6	\$(2,865,513.7)

¹ Cumulative adjustment for 2014 relates to the implementation of GASB Statement No. 68.

² Cumulative adjustment for 2017 relates to the implementation of GASB Statement No. 75.

³ Cumulative adjustment for 2022 relates to the implementation of GASB Statement No. 87.

Source: Airports Authority Records

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Exhibit S-3 – OPERATING EXPENSES BY BUSINESS UNIT

(Expressed in Thousands)

	2023	2022	2021	2020	2019	2018	2017 ⁴	2016	2015	2014 ³
REAGAN NATIONAL										
Materials, equipment, supplies, contract services, and other	72,752.2	69,145.0	\$ 62,142.6	\$ 58,465.3	\$ 70,652.3	\$ 67,519.7	\$ 64,678.0	\$ 59,895.3	\$ 61,986.4	\$ 61,248.8
Salaries and related benefits	99,158.7	95,283.4	73,726.5	79,697.7	88,788.5	88,507.8	79,148.9	78,626.6	76,410.9	61,218.3
Utilities	12,820.9	10,614.1	7,904.4	7,473.5	9,157.0	8,946.8	8,979.1	8,893.8	8,818.0	9,009.0
Travel	272.6	178.2	59.1	82.8	486.2	461.2	412.0	319.3	377.0	349.8
Insurance	5,375.2	4,254.8	3,455.3	4,658.8	4,763.5	4,028.8	4,104.4	4,779.8	4,979.0	4,266.1
Loss (proceeds) from disposal of capital assets	-	-	-	-	-	0.6	186.2	18.0	6.1	(0.1)
Non-capitalized facility projects	7.7	(44.9)	319.6	(16.7)	207.5	1,670.7	906.1	708.0	1,524.3	914.9
Lease from U.S. Government	3,408.1	3,229.6	3,045.1	2,968.1	2,930.6	2,887.4	2,781.1	2,751.1	2,696.2	2,648.8
Depreciation and amortization	14,655.5	13,080.2	9,437.0	9,371.1	9,345.4	9,459.1	8,725.2	8,596.8	7,979.5	7,784.4
TELECOMMUNICATIONS EXPENSES - DCA	1,201.7	1,073.8	2,398.0	1,664.1	1,656.1	1,656.1	1,514.3	1,340.6	1,689.0	2,040.8
FAA AIR TRAFFIC CONTROL TOWER EXPENSES - DCA	164.2	24.6	-	136.5	67.7	67.7	77.8	109.3	81.0	74.8
45025 AVIATION DRIVE EXPENSES - DCA ¹	187.3	138.4	-	246.1	423.3	423.3	503.4	563.7	579.1	589.5
Total Construction Programs Expenses - DCA ²	94,914.9	95,840.6	65,219.5	86,935.3	91,914.3	88,837.1	95,537.0	92,103.5	94,139.6	95,517.1
Total Reagan National Expenses	304,919.0	292,817.8	227,707.1	251,682.6	280,392.4	274,466.3	267,553.5	258,705.8	261,266.1	245,662.2
DULLES INTERNATIONAL										
Materials, equipment, supplies, contract services, and other	112,082.0	102,745.0	92,093.5	88,908.1	106,369.4	102,512.4	102,054.6	101,570.8	100,124.3	105,791.0
Salaries and related benefits	108,449.8	101,203.6	88,051.1	92,921.1	99,494.5	99,893.9	92,866.7	93,123.6	90,859.7	85,390.7
Utilities	22,995.7	20,384.5	14,344.1	14,665.4	17,158.9	16,627.5	15,950.2	16,545.6	16,480.4	16,949.2
Travel	250.9	139.4	42.7	64.3	359.9	348.1	328.0	269.9	305.3	285.1
Insurance	3,583.5	2,836.6	2,303.6	3,068.4	3,175.6	2,685.8	2,736.2	3,186.6	3,322.6	2,813.0
Loss (proceeds) from disposal of capital assets	-	-	-	-	-	(25.8)	186.7	36.5	33.3	(18.9)
Non-capitalized facility projects	-	(6.7)	102.4	(38.2)	175.2	1,621.0	881.9	699.1	1,508.6	855.2
Lease from U.S. Government	3,408.1	3,229.6	3,045.1	2,968.1	2,930.6	2,887.4	2,781.1	2,751.1	2,696.2	2,648.8
Depreciation and amortization	12,073.7	11,710.6	12,062.6	11,341.4	10,362.9	10,082.6	9,541.0	9,322.9	9,142.5	9,274.0
TELECOMMUNICATIONS EXPENSES - IAD	1,802.5	1,610.6	1,636.0	2,496.1	2,484.2	2,033.2	2,271.5	2,010.9	2,533.6	3,061.3
FAA AIR TRAFFIC CONTROL TOWER EXPENSES - IAD	246.4	36.9	176.0	204.8	101.6	70.0	116.6	163.9	121.6	112.2
45025 AVIATION DRIVE EXPENSES - IAD ¹	281.0	207.7	410.2	369.2	634.9	687.9	755.0	845.5	868.7	884.2
Total Construction Programs Expenses - IAD ²	148,571.7	149,644.8	170,509.7	134,100.4	140,775.2	134,345.7	138,391.8	136,415.1	141,209.3	143,275.6
Total Dulles International Expenses	413,745.3	393,742.6	384,777.0	351,069.1	384,022.9	373,769.6	368,861.4	366,941.5	369,206.0	371,321.4
DULLES TOLL ROAD										
Materials, equipment, supplies, contract services, and other	25,977.5	25,463.5	20,963.1	17,056.6	25,309.3	22,557.6	20,696.3	21,156.1	20,498.7	19,262.9
Salaries and related benefits	7,414.7	8,025.3	6,865.6	7,151.4	7,898.0	7,949.7	7,785.3	7,806.1	7,490.9	6,722.6
Utilities	164.7	158.7	148.9	169.0	197.2	194.7	195.8	212.9	200.3	216.7
Travel	18.5	15.0	3.6	5.7	34.0	27.0	25.0	26.7	24.1	25.9
Insurance	977.0	347.9	1,000.4	645.6	407.2	365.6	417.2	609.5	515.8	483.8
Loss (proceeds) from disposal of capital assets	-	-	-	-	-	6.5	0.4	-	(15.3)	0.1
Non-capitalized facility projects	-	63.1	-	135.8	252.0	1,376.0	1,490.6	140.3	820.5	1,558.2
Depreciation and amortization	3,010.4	2,961.0	3,000.8	3,088.0	3,005.3	2,192.7	347.8	327.4	310.5	308.2
Total Dulles Toll Road Expenses	37,562.8	37,034.5	31,982.4	28,252.1	37,103.0	34,669.8	30,958.4	30,279.0	29,845.5	28,578.4
DULLES METRORAIL PROJECT										
Materials, equipment, supplies, contract services, and other	441.1	865.5	474.0	1,377.6	3,918.4	3,246.0	3,411.5	3,716.2	4,347.8	9,718.2
Salaries and related benefits	1,137.3	1,373.2	2,169.8	2,403.9	2,485.7	3,023.5	2,672.7	2,857.8	3,124.0	3,383.4
Utilities	4.6	4.9	6.0	3.9	5.4	5.1	10.5	30.3	149.3	30.8
Travel	3.5	2.2	0.3	4.5	44.3	19.7	13.8	18.6	17.0	19.9
Insurance	(0.1)	-	-	1.1	2.3	-	-	-	-	-
Loss (proceeds) from disposal of capital assets	-	-	-	-	-	-	0.4	(0.1)	(0.1)	0.1
Non-capitalized facility projects	-	-	-	-	-	-	0.3	0.1	-	-
Depreciation and amortization	5,887.5	5,451.8	6,363.8	6,878.4	6,188.7	6,037.8	7,707.5	6,660.1	6,201.3	5,768.0
Total Dulles Metrorail Project Expenses	7,473.9	7,697.6	9,013.9	10,669.4	12,644.8	12,332.1	13,816.7	13,283.0	13,839.3	18,920.4
Total Construction Programs Expenses - DCE ²	7,254.6	1,966.8	1,669.3	2,859.8	7,818.8	1,162.7	785.8	1,152.4	941.5	104.5
TOTAL EXPENSES	\$ 770,955.6	\$ 733,259.3	\$ 655,149.7	\$ 644,533.0	\$ 721,981.9	\$ 696,400.5	\$ 681,975.9	\$ 670,361.7	\$ 675,098.4	\$ 664,586.9

¹ 45025 Aviation Drive is inclusive of all expense classifications.

² Construction programs consists of the Aviation Enterprise Capital Construction Program and the Dulles Corridor Capital Improvement Program.

³ Certain amounts for 2014 have been reclassified to be consistent with current year reporting.

⁴ Expenses for 2017 have been adjusted as a result of the change in accounting principle with the implementation of GASB Statement No. 75.

Source: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-4 – OPERATING REVENUES BY BUSINESS UNIT
(Expressed in Thousands)

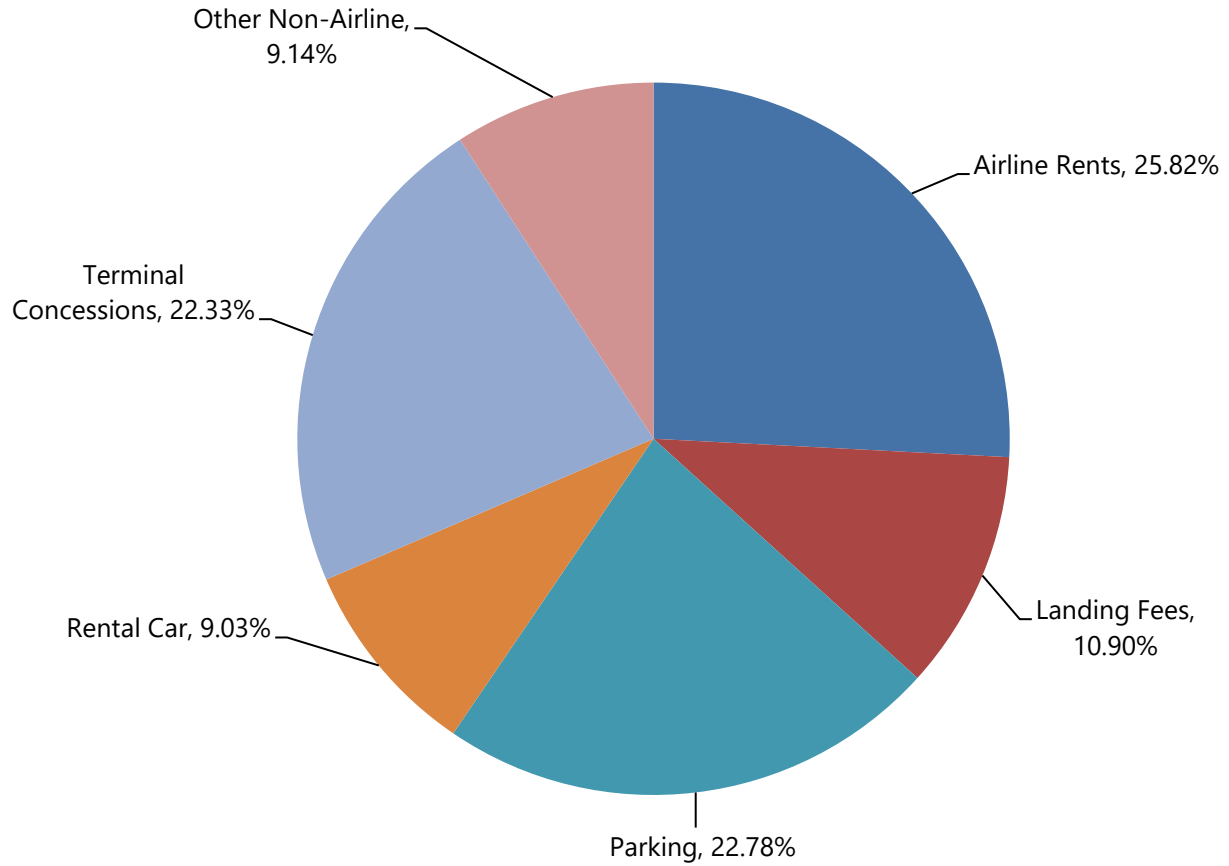
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
REAGAN NATIONAL										
Airline:										
Rents	\$ 84,145.5	\$ 88,443.2	\$ 92,975.5	\$ 79,978.3	\$ 86,818.2	\$ 88,578.1	\$ 105,043.9	\$ 104,827.3	\$ 100,824.8	\$ 75,410.7
Landing fees	35,494.5	45,039.2	34,044.6	29,533.6	52,331.5	48,910.3	57,233.9	55,292.3	54,378.1	44,292.4
Total Airline Revenues	119,640.0	133,482.4	127,020.1	109,511.9	139,149.7	137,488.4	162,277.8	160,119.6	155,202.9	119,703.1
Non-Airline:										
Concessions:										
Parking	74,217.9	68,547.6	38,055.0	18,913.7	54,569.1	54,827.5	57,419.8	62,375.5	62,366.9	53,404.4
Rental cars	29,420.6	27,831.5	21,971.0	10,996.9	26,444.7	26,576.2	25,503.2	21,444.7	21,413.9	19,073.3
Terminal concessions:										
Food and beverage	15,322.9	10,618.6	7,352.1	5,646.9	18,393.2	18,021.1	17,844.9	15,874.9	13,020.8	10,089.3
News stands	2,291.7	1,952.9	2,474.1	1,551.2	4,125.8	4,220.8	4,117.8	4,143.3	4,502.9	3,411.9
Retail	1,737.9	1,291.1	209.7	381.1	1,343.3	1,245.3	1,328.8	1,379.4	1,418.8	1,821.6
Display advertising	13,341.7	8,627.5	5,419.1	3,944.0	7,645.0	7,963.1	8,621.9	7,977.0	7,112.3	5,381.2
Ground transportation	32,084.4	27,075.8	14,260.1	9,834.3	28,305.0	25,389.2	23,171.0	19,038.4	8,526.7	6,058.8
Services	417.9	272.2	112.6	68.3	140.8	143.1	141.9	154.9	119.4	82.8
Inflight catering	2,357.9	1,317.1	1,567.7	1,168.6	2,337.3	2,241.5	1,806.3	1,707.8	1,715.0	1,612.5
Fixed base operator	2,429.1	2,259.9	1,611.7	1,264.7	2,148.2	2,063.3	2,010.8	1,738.2	1,626.9	1,569.0
Duty free	0.0	0.0	0.0	111.3	547.4	554.5	241.1	207.9	182.1	123.0
Lounge	120.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All other	2,629.4	2,006.7	2,102.2	1,742.0	2,195.7	1,867.7	1,582.2	1,581.9	1,363.7	1,189.8
Total Concessions	176,372.2	151,800.9	95,135.3	55,623.0	148,195.5	145,113.3	143,789.7	137,623.9	123,369.4	103,817.6
Rents	9,106.1	9,183.5	10,248.0	7,774.6	7,685.2	7,666.1	7,608.2	7,653.4	7,809.4	7,857.9
Leases	10,713.7	8,994.8								
Security	540.2	576.7	584.0	585.6	584.0	584.0	505.9	586.4	549.6	916.4
Utility sales	3,464.8	2,931.2	2,549.4	2,249.1	2,602.5	2,707.0	2,595.8	2,790.5	2,825.0	2,547.6
Telecommunications	1,931.6	1,943.3	1,842.0	2,026.2	2,192.3	2,033.5	1,845.9	1,524.3	1,547.6	1,497.1
FAA Air Traffic Control Tower	0.0	0.0	0.0	1,513.5	1,503.2	1,504.8	1,495.9	1,500.2	1,491.9	1,484.7
45025 Aviation Drive ¹	0.0	0.0	0.0	435.4	392.1	387.5	362.4	334.5	301.0	259.9
Other	4,008.4	3,020.4	2,240.8	4,196.5	3,793.6	3,765.3	3,422.5	3,024.5	2,711.0	2,770.2
Total Non-Airline Revenue	206,137.0	178,450.8	112,599.5	74,403.9	166,948.4	163,761.6	161,626.3	155,037.8	140,604.8	121,151.4
Total Reagan National Revenues	325,777.0	311,933.2	239,619.6	183,915.8	306,098.1	301,249.9	323,904.1	315,157.4	295,807.7	240,854.5
DULLES INTERNATIONAL										
Airline:										
Rents	116,113.4	120,983.3	104,756.2	130,903.1	133,364.2	147,277.9	138,116.1	165,923.1	179,386.5	183,216.7
Landing fees	34,813.9	27,263.7	16,202.5	22,398.7	37,322.6	35,574.8	36,531.0	38,129.8	51,363.2	74,571.1
International Arrival Building fees	24,521.9	18,961.7	7,072.1	4,577.9	16,285.6	17,546.4	20,237.3	23,708.7	23,424.2	25,621.8
Passenger Fees	5,335.2	5,054.4	1,555.0	2,712.9	6,291.5	5,837.2	6,784.0	7,887.1	6,198.3	7,260.7
Total Airline Revenues	180,784.4	172,263.1	129,585.8	160,592.6	193,263.9	206,236.3	201,668.4	235,648.7	260,372.2	290,670.3
Non-Airline:										
Concessions:										
Parking	93,402.9	74,128.0	41,594.4	20,157.0	71,750.9	69,677.9	67,205.8	65,324.0	64,802.8	63,089.9
Rental cars	26,662.8	24,462.3	17,149.0	10,841.1	19,709.9	17,266.1	18,136.1	17,858.9	17,551.8	17,224.8
Terminal concessions:										
Food and beverage	10,792.7	9,386.4	7,073.7	5,025.1	17,169.8	16,281.5	15,026.5	14,502.4	13,255.6	10,423.8
News stands	2,796.6	1,337.6	3,374.5	2,115.4	6,230.7	5,861.4	5,678.4	5,931.6	5,250.8	3,867.1
Retail	1,379.4	1,165.6	149.8	796.1	3,147.8	3,359.6	3,216.4	3,036.5	2,460.2	2,521.4
Display advertising	10,147.4	7,417.0	4,882.7	4,300.9	6,942.2	7,921.0	6,417.3	6,986.3	4,208.6	3,914.3
Ground transportation	17,919.2	13,262.3	6,071.1	5,007.4	18,111.3	15,825.0	14,027.2	11,418.5	7,450.6	6,584.2
Services	3,294.8	2,505.2	1,863.2	1,465.9	3,485.7	2,980.1	3,037.1	3,447.6	3,442.8	3,442.8
Inflight catering	17,392.2	11,257.1	10,971.2	8,513.1	17,085.5	15,829.0	14,857.7	13,498.9	10,711.4	10,475.1
Fixed base operator	41,944.2	33,373.5	31,831.3	23,803.1	30,233.1	29,459.2	22,378.1	18,490.8	15,888.9	15,706.8
Duty free	8,240.6	2,303.9	2,232.0	2,963.7	14,350.9	13,999.7	13,430.4	13,358.7	12,961.9	8,066.3
Lounge	586.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
All other	5,663.7	2,902.9	2,828.3	3,136.8	5,636.7	5,050.6	4,807.0	4,975.6	4,698.4	4,352.0
Total Concessions	240,222.8	183,501.8	130,021.2	88,125.6	213,854.5	203,511.1	188,218.0	178,829.8	162,680.1	149,668.5
Rents	51,321.0	49,395.6	40,932.2	33,314.7	32,390.0	32,087.1	28,522.9	25,192.6	23,770.6	23,286.5
Leases	28,299.3	25,340.8								
Security	350.4	350.4	350.4	351.4	350.4	350.1	345.6	362.2	328.8	448.9
Utility sales	5,791.1	5,337.7	4,523.7	4,410.9	6,015.0	6,416.8	5,868.0	6,215.5	6,035.2	6,051.7
Telecommunications	3,644.2	3,760.3	3,523.1	3,039.3	3,288.4	3,050.3	2,768.9	2,286.5	2,321.3	2,245.7
FAA Air Traffic Control Tower	3,813.8	3,775.2	3,782.8	2,270.3	2,254.8	2,257.2	2,243.8	2,250.4	2,237.8	2,227.0
45025 Aviation Drive ¹	640.7	1,050.7	604.0	653.1	588.2	581.3	543.5	501.8	451.4	389.8
Other	8,699.5	8,656.7	9,174.4	7,083.9	8,352.2	10,752.4	7,479.9	7,615.2	7,835.1	6,333.6
Total Non-Airline Revenues	342,782.8	281,169.2	192,911.8	139,249.2	267,093.5	259,006.3	235,990.6	223,253.9	205,660.4	190,651.7
Total Dulles International Revenues	523,567.2	453,432.3	322,497.6	299,841.8	460,357.4	465,242.6	437,659.0	458,902.6	466,032.6	481,322.0
DULLES TOLL ROAD										
Tolls	205,680.0	163,207.4	145,319.3	122,086.6	197,407.2	151,396.9	152,022.7	151,731.0	151,431.8	148,652.7
Other	173.3	5.0	25.6	-	0.1	-	-	-	-	0.0
Total Dulles Toll Road	205,853.3	163,212.4	145,344.9	122,086.6	197,407.3	151,396.9	152,022.7	151,731.0	151,431.8	148,652.7
TOTAL REVENUES	\$ 1,055,197.5	\$ 928,577.9	\$ 707,462.1	\$ 605,844.2	\$ 963,862.8	\$ 917,889.4	\$ 913,585.8	\$ 925,791.0	\$ 913,272.1	\$ 870,829.2

¹ 45025 Aviation Drive revenues include rents and utilities.

Source: Airports Authority Records

Exhibit S-5 – OPERATING REVENUES – REAGAN NATIONAL

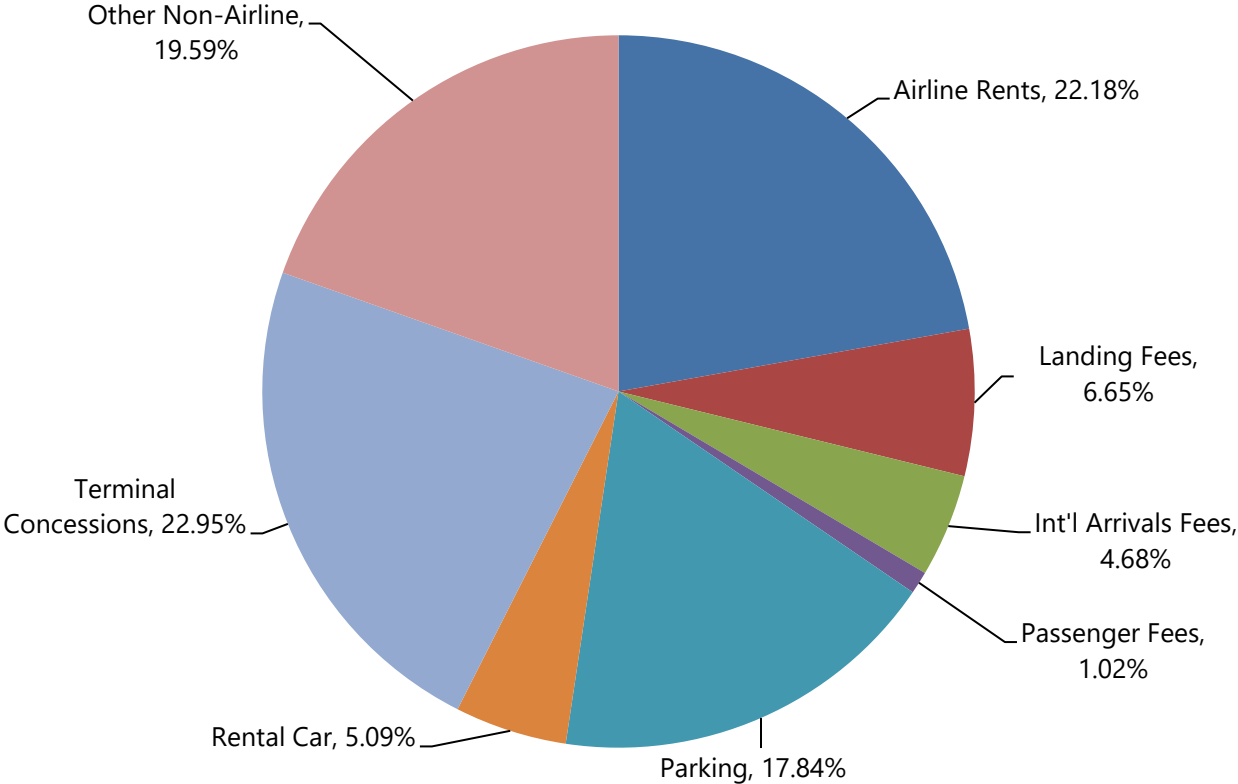
2023



Source: Airports Authority Records

Exhibit S-6 – OPERATING REVENUES – DULLES INTERNATIONAL

2023



Source: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-7 – RATES AND CHARGES

Reagan National Rates

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Signatory Airline Rates										
Signatory Airline Cost Per Enplanement (CPE)	\$ 9.38	\$ 11.14	\$ 18.00	\$ 28.66	\$ 11.49	\$ 11.60	\$ 13.44	\$ 13.44	\$ 13.32	\$ 11.26
Signatory Airline CPE (including prior year Settlement)	\$ 9.38	\$ 11.14	\$ 18.00	\$ 25.51	\$ 10.98	\$ 11.66	\$ 13.44	\$ 13.15	\$ 13.65	\$ 10.90
Landing Fee	\$ 2.36	\$ 3.03	\$ 3.86	\$ 3.38	\$ 3.50	\$ 3.55	\$ 4.14	\$ 3.90	\$ 4.03	\$ 3.72
Terminal A - Average Rate	\$ 120.70	\$ 127.81	\$ 140.23	\$ 121.90	\$ 131.72	\$ 128.28	\$ 167.08	\$ 173.23	\$ 167.24	\$ 122.88
Terminal B & C - Average Rate	\$ 164.98	\$ 174.69	\$ 193.23	\$ 177.59	\$ 194.54	\$ 208.96	\$ 245.83	\$ 250.05	\$ 228.27	\$ 154.72
Type 6 - Covered/Unenclosed	\$ 5.90	\$ 6.16	\$ 5.73	\$ 5.47	\$ 5.42	\$ 5.32	\$ 5.54	\$ 5.37	\$ 5.29	\$ 5.30
Type 7 - Uncovered/Unenclosed	\$ 1.48	\$ 1.54	\$ 1.43	\$ 1.37	\$ 1.35	\$ 1.33	\$ 1.39	\$ 1.34	\$ 1.32	\$ 1.32
Non-Signatory Airline Rates										
General Aviation Landing Fees	\$ 3.50	\$ 3.45	\$ 4.25	\$ 6.35	\$ 4.54	\$ 4.40	\$ 4.20	\$ 3.94	\$ 3.91	\$ 4.01
Landing Fee	\$ 4.38	\$ 4.32	\$ 5.31	\$ 7.94	\$ 5.67	\$ 5.50	\$ 5.25	\$ 4.93	\$ 4.89	\$ 5.01
Terminal A	\$ 212.35	\$ 173.94	\$ 166.22	\$ 201.35	\$ 190.95	\$ 173.67	\$ 170.22	\$ 142.56	\$ 156.57	\$ 143.48
Terminal B & C	\$ 257.76	\$ 217.08	\$ 214.68	\$ 259.12	\$ 255.88	\$ 265.39	\$ 242.98	\$ 247.21	\$ 233.31	\$ 217.16
Rental Car Customer Facility Charge										
Customer Facility Charge (Per Rental Day)	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 3.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50

Dulles International Rates

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Signatory Airline Rates										
Signatory Airline CPE	\$ 15.71	\$ 17.69	\$ 17.01	\$ 37.59	\$ 14.82	\$ 16.53	\$ 17.00	\$ 21.00	\$ 23.67	\$ 26.55
Signatory Airline CPE (including prior year Settlement)	\$ 15.71	\$ 17.69	\$ 17.01	\$ 35.45	\$ 14.52	\$ 15.72	\$ 16.26	\$ 22.15	\$ 23.46	\$ 26.39
Landing Fee	\$ 1.54	\$ 1.39	\$ 0.93	\$ 1.46	\$ 1.48	\$ 1.46	\$ 1.34	\$ 2.35	\$ 3.41	\$ 4.59
Concourse C & D	\$ 57.75	\$ 57.26	\$ 41.79	\$ 60.87	\$ 53.71	\$ 59.49	\$ 56.54	\$ 65.61	\$ 79.23	\$ 81.65
Concourse B	\$ 119.17	\$ 126.45	\$ 97.23	\$ 105.97	\$ 92.72	\$ 92.47	\$ 90.28	\$ 120.65	\$ 141.65	\$ 158.30
Main Terminal	\$ 274.32	\$ 289.93	\$ 220.34	\$ 251.02	\$ 274.88	\$ 273.99	\$ 273.93	\$ 358.77	\$ 321.17	\$ 314.51
Concourse A	\$ 144.27	\$ 144.14	\$ 91.16	\$ 129.29	\$ 136.84	\$ 178.18	\$ 146.62	\$ 211.99	\$ 250.65	\$ 257.05
Z-Gates	\$ 68.58	\$ 83.70	\$ 74.22	\$ 12.57	\$ 113.12	\$ 44.29	\$ 48.75	\$ 60.13	\$ 91.23	\$ 147.46
Type 6 - Covered/Unenclosed	\$ 5.90	\$ 6.16	\$ 5.73	\$ 5.47	\$ 5.42	\$ 5.32	\$ 5.54	\$ 5.37	\$ 5.57	\$ 5.42
Type 7 - Uncovered/Unenclosed	\$ 1.48	\$ 1.54	\$ 1.43	\$ 1.37	\$ 1.35	\$ 1.33	\$ 1.39	\$ 1.34	\$ 1.39	\$ 1.35
Airside Operations Building	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	\$ 46.97
International Arrivals Building	\$ 5.94	\$ 5.82	\$ 4.53	\$ 4.40	\$ 4.80	\$ 5.20	\$ 5.42	\$ 7.11	\$ 7.68	\$ 8.64
Concourse C International Arrival Building	\$ 5.64	\$ 5.87	\$ 4.42	\$ 5.05	\$ 4.52	\$ 8.60	\$ 10.02	\$ 10.91	\$ 10.23	\$ 9.46
Passenger Conveyance	\$ 1.19	\$ 1.44	\$ 0.84	\$ 3.38	\$ 1.60	\$ 1.55	\$ 1.73	\$ 1.82	\$ 1.65	\$ 1.85
Non-Signatory Airline Rates										
General Aviation Landing Fee	\$ 3.91	\$ 3.61	\$ 3.49	\$ 8.48	\$ 4.97	\$ 5.89	\$ 5.96	\$ 5.81	\$ 6.14	\$ 4.96
Landing Fee	\$ 5.09	\$ 4.70	\$ 4.54	\$ 11.04	\$ 6.47	\$ 7.67	\$ 7.76	\$ 7.57	\$ 8.07	\$ 6.53
Concourse C & D	\$ 77.57	\$ 69.28	\$ 49.75	\$ 100.98	\$ 87.59	\$ 94.53	\$ 90.46	\$ 90.34	\$ 94.88	\$ 96.32
Concourse B	\$ 179.16	\$ 166.65	\$ 115.26	\$ 195.72	\$ 168.51	\$ 166.87	\$ 159.73	\$ 166.01	\$ 177.61	\$ 186.01
Main Terminal	\$ 400.11	\$ 372.02	\$ 267.32	\$ 413.43	\$ 418.93	\$ 433.82	\$ 422.81	\$ 432.16	\$ 420.15	\$ 386.24
International Arrivals Building	\$ 7.43	\$ 6.40	\$ 5.29	\$ 13.36	\$ 6.47	\$ 7.09	\$ 7.81	\$ 8.37	\$ 8.43	\$ 9.15
Concourse C International Arrival Building	\$ 6.89	\$ 6.39	\$ 5.13	\$ 16.75	\$ 6.80	\$ 10.67	\$ 10.98	\$ 11.39	\$ 9.77	\$ 9.55
Concourse A	\$ 192.78	\$ 168.20	\$ 92.76	\$ 195.20	\$ 174.79	\$ 218.42	\$ 234.54	\$ 311.55	\$ 315.58	\$ 292.12
Z-Gates	\$ 97.93	\$ 100.95	\$ 74.56	\$ 5.95	\$ 144.84	\$ 128.69	\$ 107.18	\$ 82.12	\$ 93.99	\$ 158.82
Passenger Conveyance	\$ 2.55	\$ 3.92	\$ 15.68	\$ 107.05	\$ 2.45	\$ 2.76	\$ 2.69	\$ 2.51	\$ -	\$ -
Rental Car Customer Facility Charge										
Customer Facility Charge (Per Rental Day)	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	\$ 3.00	N/A	N/A	N/A	N/A	N/A

Passenger Facility Charges

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Reagan National	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50
Dulles International	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50

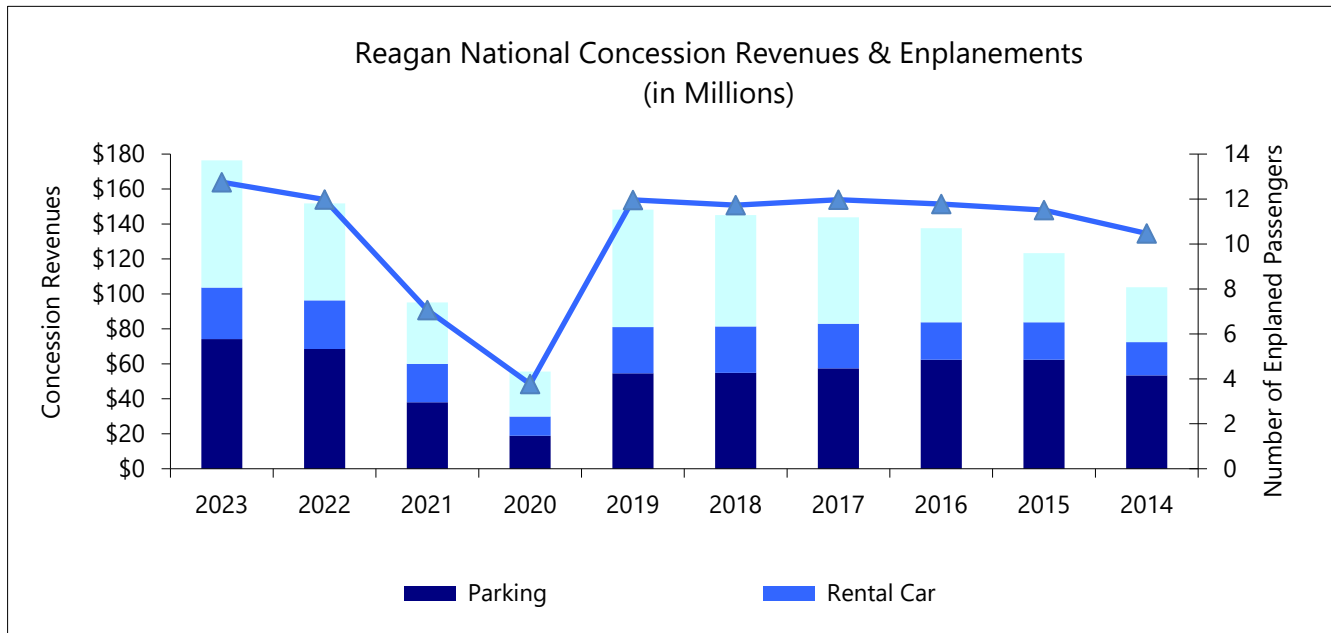
Dulles Toll Road Toll Rates

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Two-Axle Vehicles										
Main Plaza	\$ 4.00	\$ 3.25	\$ 3.25	\$ 3.25	\$ 3.25	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50
Ramp Plaza	\$ 2.00	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.50	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00

As discussed in Note 3 - Airport Use Agreement and Premises Lease (Use and Lease Agreement), airline rates and charges are calculated pursuant to the formulas set forth in the Use and Lease Agreement. The Use and Lease Agreement provides for the calculation of annual rates and charges, with rate adjustments at midyear, or any time revenues fall 5% or more below projections. The rates presented in the above tables are average rates, as calculated at the time of settlement.

Source: Airports Authority Records

Exhibit S-8 – CONCESSION REVENUES AND ENPLANEMENTS – REAGAN NATIONAL



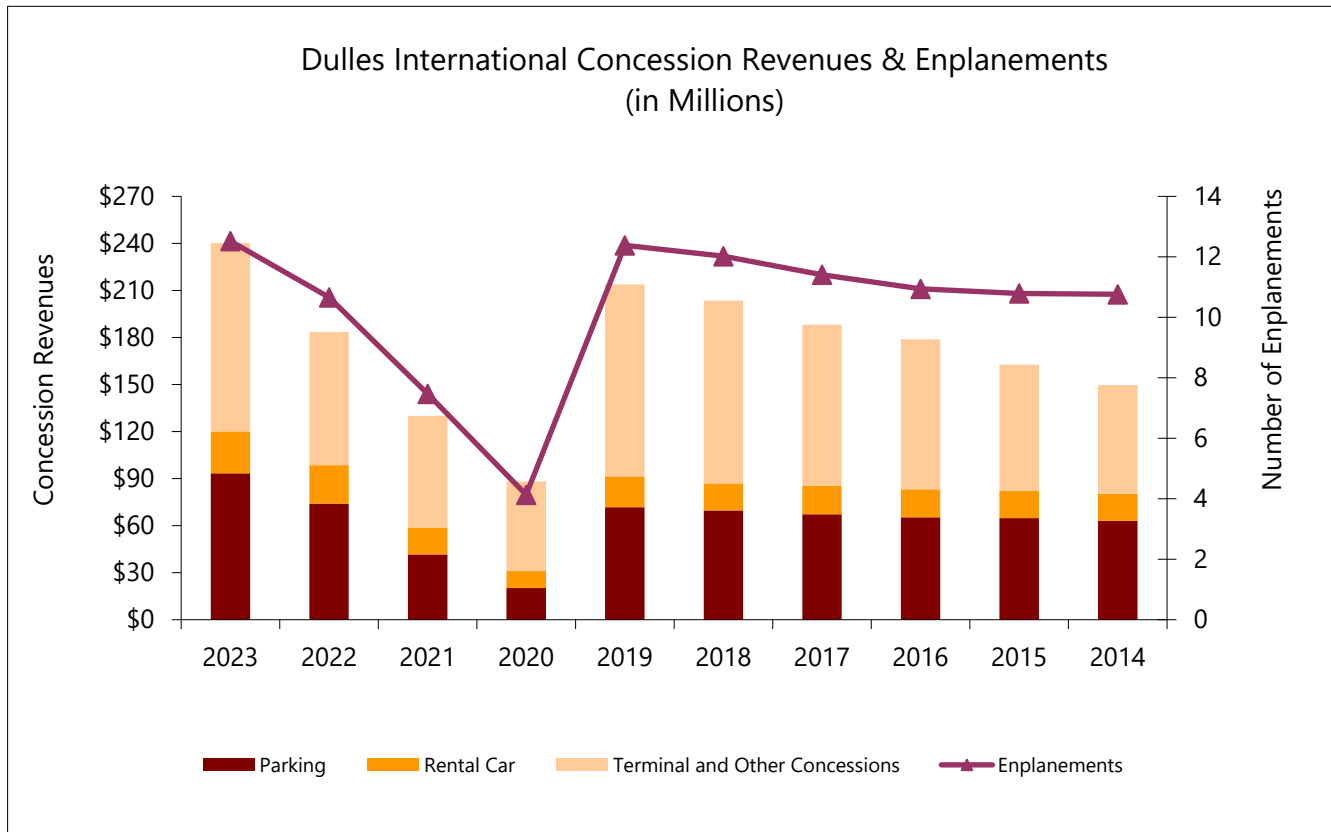
Annual enplanements include domestic and transborder passengers for both commercial and non-commercial (including military, general aviation, and charter) flights. Enplanements are a measurement of an airport's usage and are influenced by many factors including availability of air service, price of airfare, location of the airport, and macroeconomic variables. Enplanements at Reagan National increased from 2014 until 2020 when enplanements decreased 68.5 percent as a result of the slowdown in air travel related to the COVID-19 pandemic. In 2021, as air travel returned, the airport saw a significant increase in enplanements and this growth continues into 2023 as they reached 12.7 million, a 6.4 percent increase over 2022 or 6.6 percent higher than in 2019.

Concession revenues, which are directly correlated with passenger enplanements, make up most of the Airports Authority's non-airline revenues. Total concession revenues steadily grew from 2014 through 2019, then as passenger enplanements decreased abruptly in 2020 due to the pandemic, so did concession revenues. In 2020, concession revenues dropped \$92.6 million or 62.5 percent. Concession revenues began to rebound in 2021 as air travel returned, and by 2023 reached \$176.4 million, \$28.2 million or 19.0 percent higher than in 2019.

The Airports Authority retains all risk related to the fluctuation of parking revenue, its largest concession revenue source. Parking revenue is highly dependent on passenger traffic and varies year to year. In 2023, parking revenue was \$74.2 million, an 8.3 percent increase over 2022. The majority of the Airports Authority's rental car and terminal concession contracts contain a fixed component as well as a variable component. In most cases, the Airports Authority is guaranteed a minimum payment by a tenant and then shares excess revenue with the tenant if sales exceed a predetermined amount. In 2023, rental car revenue was \$29.4 million, 5.7 percent higher than in 2022, and terminal concession revenue was \$72.7 million, a 31.2 percent increase over 2022.

Source: Airports Authority Records

Exhibit S-9 – CONCESSION REVENUES AND ENPLANEMENTS – DULLES INTERNATIONAL



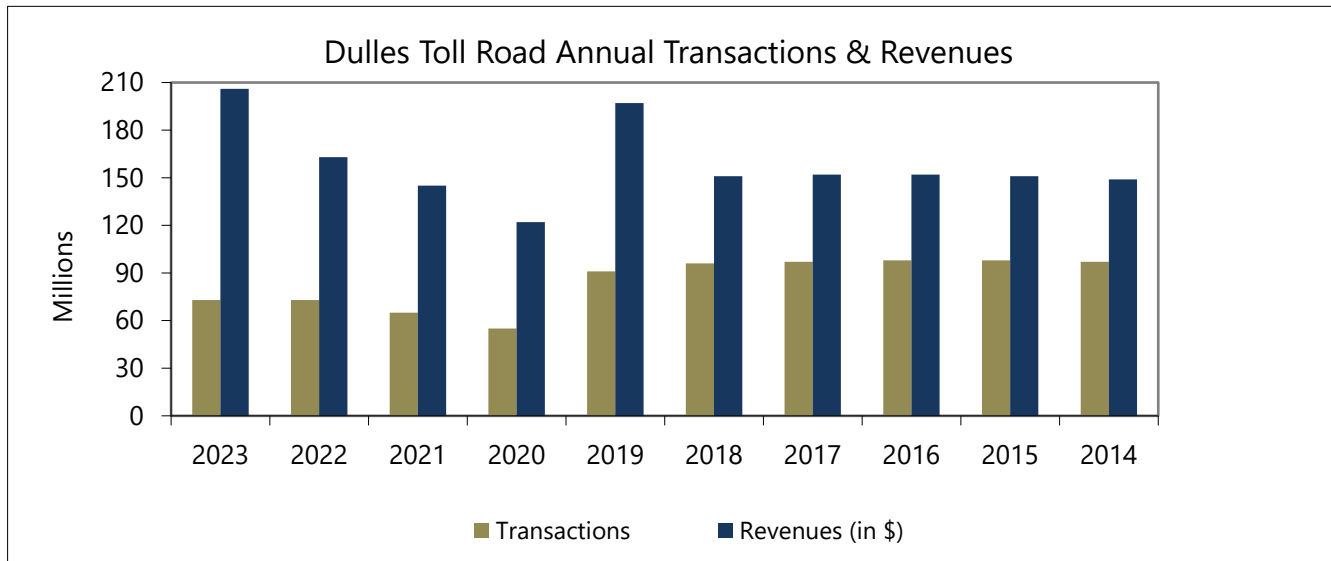
Annual enplanements include domestic and transborder passengers for both commercial and non-commercial (including military, general aviation, and charter) flights. Enplanements are a measurement of an airport's usage and are influenced by many factors including availability of air service, price of airfare, location of the airport, and macroeconomic variables. Enplanements at Dulles International increased from 2014 until 2020 when enplanements decreased 66.6 percent as a result of the slowdown in air travel related to the COVID-19 pandemic. In 2021, as air travel returned, the airport saw a significant increase in enplanements and this growth continues into 2023 as they reached 12.5 million, a 17.4 percent increase over 2022 or 1.1 percent higher than in 2019.

Concession revenues, which are directly correlated with passenger enplanements, make up most of the Airports Authority's non-airline revenues. Total concession revenues steadily grew from 2014 through 2019, then as passenger enplanements decreased abruptly in 2020 due to the pandemic, so did concession revenues. In 2020, concession revenues dropped \$125.7 million or 58.8 percent. Concession revenues began to rebound in 2021 as air travel returned, and by 2023 reached \$240.2 million, \$26.4 million or 12.3 percent higher than in 2019.

The Airports Authority retains all risk related to the fluctuation of parking revenue, its largest concession revenue source. Parking revenue is highly dependent on passenger traffic and varies year to year. In 2023, parking revenue was \$93.4 million, a 26 percent increase over 2022. The majority of the Airports Authority's rental car and terminal concession contracts contain a fixed component as well as a variable component. In most cases, the Airports Authority is guaranteed a minimum payment by a tenant and then shares excess revenue with the tenant if sales exceed a predetermined amount. In 2023, rental car revenue was \$26.7 million, 9 percent higher than in 2022, and terminal concession revenue was \$120.2 million, a 41.5 percent increase over 2022.

Source: Airports Authority Records

Exhibit S-10 – DULLES TOLL ROAD TRANSACTIONS AND REVENUES



Annual transactions include the number paid at the time of the transaction (i.e., those paid by E-Z Pass or cash), pay by plate transactions (i.e., transactions for vehicles not displaying an E-Z Pass transponder, for which the motorist is billed and tolls are subsequently collected), and non-revenue transactions (i.e., police, emergency vehicles, school and public transit buses, etc.) processed in the calendar year ending December 31. The Dulles Toll Road began all-electronic tolling in March 2023, and therefore cash tolls were collected in January and February 2023 only.

Transactions measure roadway usage and are impacted by toll rate increases. The Dulles Toll Road was transferred to the Airports Authority on November 1, 2008. Since assuming responsibility in 2008, the Airports Authority Board of Directors approved Toll Rate increases effective January 1 for the years 2010 to 2014, 2019, and 2023.

Source: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-11 – DULLES TOLL ROAD MONTHLY TRANSACTIONS AND REVENUES

DULLES TOLL ROAD TRANSACTIONS - MONTHLY

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
January	5,772,951	4,626,876	4,038,582	7,237,663	7,144,353	7,721,766	7,720,943	6,801,818	7,421,306	7,533,849
February	5,434,064	5,207,293	3,694,488	6,978,219	6,711,659	7,220,350	7,397,887	7,597,218	6,949,373	6,897,287
March	6,358,175	6,237,258	4,934,146	4,889,939	7,867,055	7,881,365	8,402,723	8,546,164	8,067,467	7,813,556
April	5,931,988	6,131,282	5,166,538	2,139,828	7,784,296	8,240,851	7,991,692	8,376,903	8,531,503	8,366,358
May	6,496,275	6,500,017	5,523,587	2,782,419	8,187,345	8,554,042	8,614,230	8,486,112	8,630,483	8,677,032
June	6,400,857	6,506,381	5,827,120	3,816,576	7,749,606	8,333,660	8,608,525	8,761,470	8,763,974	8,475,065
July	5,934,314	6,196,673	6,018,562	4,359,409	7,764,267	8,042,336	7,930,833	8,156,218	8,622,889	8,425,436
August	6,316,687	6,634,584	5,974,012	4,494,911	7,737,501	8,469,333	8,427,385	8,502,760	8,348,215	8,074,295
September	6,029,450	6,410,798	6,009,605	4,663,477	7,583,554	7,815,932	8,063,784	8,153,590	8,316,546	8,175,388
October	6,403,605	6,702,959	6,328,759	5,033,153	8,124,594	8,752,423	8,564,148	8,584,122	8,660,062	8,670,164
November	5,812,993	6,180,908	5,920,836	4,372,510	7,062,355	7,747,540	7,888,215	7,889,319	7,806,575	7,504,223
December	5,630,284	5,854,728	5,790,365	4,311,293	7,255,313	7,553,116	7,479,547	7,862,834	8,122,250	7,894,372
Total	72,521,643	73,189,757	65,226,600	55,079,397	90,971,898	96,332,714	97,089,912	97,718,528	98,240,643	96,507,025

DULLES TOLL ROAD REVENUES - MONTHLY

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
January	\$ 16,048,740	\$ 10,552,529	\$ 9,269,807	\$ 15,645,973	\$ 15,304,619	\$ 12,186,157	\$ 12,029,155	\$ 10,543,515	\$ 11,389,551	\$ 11,628,573
February	15,391,615	11,785,058	8,419,543	15,545,289	14,416,763	11,348,785	11,530,241	11,704,668	10,642,237	10,649,396
March	17,615,820	13,990,428	11,093,435	11,284,790	16,716,570	11,679,743	12,738,684	13,167,526	12,344,215	12,024,127
April	17,481,286	13,739,380	11,500,556	5,224,023	16,622,211	13,601,677	12,741,647	12,896,331	13,092,256	12,881,743
May	19,329,966	13,857,154	12,149,067	6,126,169	17,557,114	13,351,664	13,351,053	13,116,779	13,324,202	13,288,581
June	19,569,277	14,160,652	12,664,690	8,450,974	16,708,351	12,986,914	13,420,335	13,454,426	13,442,996	13,173,845
July	15,451,162	14,549,240	13,248,533	9,466,658	16,889,013	12,344,931	12,500,196	12,716,315	13,284,638	12,991,259
August	18,720,864	14,666,920	13,349,239	9,700,914	16,884,497	13,633,094	13,249,423	13,221,979	12,991,819	12,548,064
September	18,105,757	14,317,493	13,322,606	9,967,194	16,888,256	12,323,123	12,713,052	12,794,683	12,918,314	12,777,532
October	18,533,242	14,829,266	14,157,494	10,987,180	17,896,898	13,717,697	13,481,517	13,558,343	13,374,739	13,127,022
November	17,197,877	13,808,471	13,261,046	10,061,746	15,643,702	12,173,457	12,456,183	12,336,830	12,114,303	11,523,551
December	12,407,741	12,950,806	12,883,263	9,625,736	15,879,335	12,049,690	11,811,177	12,219,638	12,512,489	12,039,048
Total	\$ 205,853,347	\$ 163,207,399	\$ 145,319,279	\$ 122,086,646	\$ 197,407,329	\$ 151,396,932	\$ 152,022,663	\$ 151,731,033	\$ 151,431,759	\$ 148,652,741

Notes:

- 1) Toll Rate increases effective January 1 for the years 2014, 2019, and 2023.
- 2) Transactions include cash and E-Z Pass transactions, pay by plate transactions, violations, and non-revenue transactions (i.e., police, emergency vehicles, school and public transit buses, etc.).

Sources: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-12 – TOP 10 PAYORS

PAYOR ¹	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
United Airlines	128,223,735	119,649,051	83,933,332	116,141,932	136,937,454	109,802,261	133,947,096	128,975,358	163,582,680	161,331,091
American Airlines	90,457,446	90,436,213	79,978,754	67,091,072	81,946,066	104,368,260	76,146,046	74,721,175	65,649,533	20,480,216
Signature Flight Support	29,849,245	26,700,113	24,881,284	19,174,644	25,032,473	26,922,051	17,474,253	12,765,027	12,932,607	13,595,464
Rasier, LLC	28,579,820	22,921,730	10,831,409	9,952,755	25,058,649	18,951,471	17,728,518	12,162,144	*	*
In-Ter-Space Services, Inc.	23,548,295	15,458,298	*	*	16,327,886	16,445,659	16,598,211	11,049,855	*	*
Delta Air Lines	23,374,499	25,052,966	27,836,480	28,519,531	27,652,199	20,256,169	31,405,402	30,456,819	33,489,855	31,051,104
Enterprise Leasing	20,955,082	15,233,956	13,164,695	8,407,457	11,964,825	*	*	*	*	*
Atlantic Aviation Washington Dulles LLC	17,730,437									
Southwest Airlines	15,346,933	16,142,594	15,204,303	15,009,835	20,857,877	18,856,395	19,415,900	20,897,539	20,455,778	12,506,395
Avis Budget Car Rental	13,920,281	20,307,670	13,651,279	8,473,278	*	*	*	*	*	*
Jet Aviation Dulles, LLC	*	17,048,550	16,573,727	12,946,226	*	*	*	*	*	*
Hertz Rent-A-Car	*	*	10,173,112	*	*	13,551,344	*	*	11,493,331	10,086,569
IAD Fuels, LLC	*	*	*	9,014,978	*	*	*	*	*	*
IAD DC Holdings, LLC	*	*	*	*	16,122,886	17,505,729	15,664,239	15,259,065	11,440,879	*
Dulles Duty Free, LLC	*	*	*	*	15,501,870	15,182,787	14,307,223	14,287,142	14,909,516	*
JetBlue Airways	*	*	*	*	*	*	15,908,662	15,687,679	17,104,209	11,283,876
US Airways	*	*	*	*	*	*	*	*	12,031,385	39,492,497
Lufthansa German Airline	*	*	*	*	*	*	*	*	*	9,841,438
JC Decaux/AK Media	*	*	*	*	*	*	*	*	*	9,430,087
British Airways	*	*	*	*	*	*	*	*	*	*
TOTAL ²	\$ 391,985,773	\$ 368,951,141	\$ 296,228,375	\$ 294,731,707	\$ 377,402,185	\$ 361,842,126	\$ 358,595,550	\$ 336,261,803	\$ 363,089,773	\$ 319,098,737

* Payor did not comprise top ten for the given year, and as such, revenue is not presented for comparative purposes.

¹ Payors are determined based on invoiced tenant. Amounts exclude payments made by payors on behalf of other tenants per agreements between tenants.

² Passenger facility charges and grants are excluded from amounts.

Source: Airports Authority Records

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2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-13 – DEBT SERVICE COVERAGE – AVIATION ENTERPRISE FUND

	2023	2022	2021	2020	2019
NET REVENUE:					
Operating Revenue	\$ 857,006,552	\$ 765,365,453	\$ 562,117,124	\$ 486,398,377	\$ 766,455,483
Revenue Adjustments ²	55,761,329	35,292,924	22,700,423	21,687,030	1,537,469
Prior Year Transfers ³	193,647,205	105,878,493	66,372,825	217,348,455	201,029,412
Adjusted Revenue	1,106,415,086	906,536,870	651,190,372	725,433,862	969,022,364
Operating Expenses	718,664,339	686,560,391	612,484,092	602,751,711	664,415,360
Operating Expenses Adjustments ⁴	(298,453,166)	(310,688,251)	(264,142,976)	(251,135,343)	(311,306,736)
Direct Operating Expenses	420,211,173	375,872,140	348,341,116	351,616,368	353,108,624
Net Revenue Available for Debt Service	686,203,913	530,664,730	302,849,256	373,817,494	615,913,740
DEBT SERVICE					
2003D Airport System Revenue Variable Rate Bonds	-	-	1,451,843	2,659,981	2,963,916
2004A Airport System Revenue Refunding Bonds	-	-	-	-	-
2004B Airport System Revenue Bonds	-	-	-	-	-
2004C-1 Airport System Revenue Refunding Bonds	-	-	-	-	-
2004C-2 Airport System Revenue Refunding Bonds	-	-	-	-	-
2004D Airport System Revenue Refunding Bonds	-	-	-	-	-
2005A Airport System Revenue Bonds	-	-	-	-	-
2005B Airport System Revenue Bonds	-	-	-	-	-
2005C Taxable Airport System Revenue Bonds	-	-	-	-	-
2005D Airport System Revenue Bonds	-	-	-	-	-
2006A Airport System Revenue Bonds	-	-	-	-	-
2006B Airport System Revenue Bonds	-	-	-	-	-
2006C Airport System Revenue Refunding Bonds	-	-	-	-	-
2007A Airport System Revenue Bonds	-	-	-	-	-
2007B Airport System Revenue Bonds	-	-	-	-	-
2008A Airport System Revenue Bonds	-	-	-	-	-
2009A Airport System Revenue Bonds	-	-	-	-	-
2009B Airport System Revenue Bonds	-	-	-	-	-
2009C Airport System Revenue Bonds	-	-	-	-	12,522,770
2009D Airport System Revenue Bonds	137,375	858,762	708,412	3,882,136	-
2010A Airport System Revenue Bonds	-	-	-	13,319,817	19,253,877
2010B Airport System Revenue Refunding Bonds	-	-	-	9,899,861	14,097,363
2010C Airport System Revenue Variable Rate Refunding Bonds	1,592,923	1,171,536	5,285,958	8,056,888	6,372,424
2010D Airport System Revenue Variable Rate Bonds	2,099,356	2,213,244	6,400,014	10,263,118	10,517,625
2010F-1 Airport System Revenue Refunding Bonds	-	-	11,269,110	17,443,398	6,954,405
2011A Airport System Revenue and Refunding Bonds	1,165,846	1,189,428	11,443,631	17,177,404	16,692,366
2011B Airport System Revenue and Refunding Bonds	-	-	10,040,724	17,034,075	17,634,222
2011C Airport System Revenue Refunding Bonds	-	-	8,908,169	15,276,767	14,946,388
2011D Airport System Revenue Refunding Bonds	-	-	454,880	777,654	776,552
2012A Airport System Revenue Refunding Bonds	-	11,718,606	21,399,088	22,379,930	19,235,411
2012B Airport System Revenue Refunding Bonds	-	-	-	-	2,948,643
2013A Airport System Revenue Refunding Bonds	4,499,718	8,141,541	12,233,190	12,463,587	9,624,060
2013B Airport System Revenue Refunding Bonds	845,745	3,626,538	4,480,932	4,459,100	4,417,016
2013C Airport System Revenue Refunding Bonds	-	2,779,872	4,011,671	4,201,373	1,456,874
2014A Airport System Revenue and Refunding Bonds	41,424,464	44,564,147	34,991,650	34,230,628	38,742,289
2015A Airport System Revenue Refunding Bonds	8,012,885	8,105,044	8,171,828	8,152,496	8,109,221
2015B Airport System Revenue and Refunding Bonds	10,996,518	11,615,481	9,470,986	14,960,985	15,141,031
2015C Airport System Revenue Refunding Bonds	3,198,493	3,882,719	3,891,430	4,008,419	4,021,882
2015D Airport System Revenue Refunding Bonds	-	-	-	-	109,931
2016A Airport System Revenue Refunding Bonds	10,778,697	12,067,392	13,529,029	15,319,348	10,471,355
2016B Airport System Revenue Refunding Bonds	2,829,393	2,899,445	2,914,134	1,715,432	1,199,929
2017A Airport System Revenue Refunding Bonds	28,323,023	28,257,268	39,113,692	32,170,902	26,596,310
2018A Airport System Revenue Refunding Bonds	40,240,075	43,530,552	31,551,901	32,744,930	25,974,433
2019A Airport System Revenue and Refunding Bonds	18,033,399	18,022,856	14,349,694	8,432,893	3,354,336
2019B Airport System Revenue Refunding Bonds	14,806,366	12,650,213	10,674,136	10,100,420	3,561,150
2020A Airport System Revenue and Refunding Bonds	30,630,536	36,444,924	30,522,464	8,690,956	-
2020B Airport System Revenue and Refunding Bonds	1,749,496	4,101,468	6,349,973	1,622,514	-
2021A Airport System Revenue and Refunding Bonds	48,569,461	41,114,017	5,288,883	-	-
2021B Airport System Revenue Refunding Bonds	2,477,830	2,518,957	1,354,354	-	-
2022A Airport System Revenue Refunding Bonds	17,789,697	6,438,349	-	-	-
2023A Airport System Revenue Refunding Bonds	1,471,302	-	-	-	-
Series One Airport System Revenue Commercial Paper Notes	-	-	-	-	-
Series Two Airport System Revenue Commercial Paper Notes	-	-	-	-	-
Airport System Revenue Revolving Loan Notes, Series One	6,786	684	-	-	-
Variable rate fees	965,294	1,208,579	4,607,692	3,206,356	3,113,999
Less: COVID-19 Grant Funds Applied to Debt Service	(44,705,348)	(74,696,657)	(162,221,938)	(66,769,988)	-
Net Debt Service¹	\$ 247,939,326	\$ 234,424,966	\$ 152,647,530	\$ 267,881,380	\$ 300,809,778
DEBT SERVICE COVERAGE	2.77	2.26	1.98	1.40	2.05

¹ Net Debt Service is gross debt service reduced by IAD PFCs, DCA PFCs, Virginia Department of Aviation funds, capitalized interest, interest earnings and COVID Relief grants where applicable.

² Revenue adjustments are calculated in accordance with the Master Indenture of Trust to adjust for such items as non-Aviation or non-O&M related entities and funds, restricted revenue, investment earnings and pension expenses with the implementation of GASB 68.

³ Transfers are the Signatory Airlines' share of Net Remaining Revenue as defined and calculated in accordance with the Use and Lease Agreement and transferred by the Airports Authority from the General Purpose Fund to the Airline Transfer Account.

⁴ Operating expense adjustments are calculated in accordance with the Master Indenture of Trust to adjust for such items as non-Aviation or non-O&M related entities and funds, Federal lease, depreciation and amortization, non-cash items, pension valuation, and COVID-19 grant funds applied to O&M expenses.

⁵ Operating Expenses for 2014 have been adjusted as a result of the change in accounting principle with the implementation of GASB Statement No. 68.

⁶ 2017 Debt Service Coverage includes Financing Fees

Sources: Master Indenture of Trust for Airport System Revenue Bonds, Use and Lease Agreement, and Airports Authority Records

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Exhibit S-14 – DEBT SERVICE COVERAGE – DULLES CORRIDOR ENTERPRISE FUND

	2023	2022	2021	2020	2019	
NET REVENUE						
Total Dulles Corridor Enterprise Fund Revenue	\$ 205,853,347	\$ 163,212,423	\$ 145,344,907	\$ 122,086,646	\$ 197,407,329	
Less: Non Operating & Maintenance Program Revenue	-	(34)	(25,172)	-	-	
Total Dulles Toll Road Gross Revenue	205,853,347	163,212,389	145,319,735	122,086,646	197,407,329	
Add: Total Investment Income	33,443,955	2,291,290	(436,543)	10,340,887	24,637,782	
Less: Non Operating & Maintenance Program Investment Income	(18,946,781)	627,197	554,099	(9,376,868)	(20,159,778)	
Revenue	220,350,521	166,130,876	145,437,291	123,050,665	201,885,333	
Total Dulles Corridor Enterprise Fund Operating Expenses	52,291,295	46,698,948	42,665,556	41,781,316	57,566,511	
Less: Non Operating & Maintenance Program Operating Expenses	(20,732,543)	(16,269,323)	(14,802,248)	(18,073,812)	(24,891,651)	
Total Dulles Toll Road Operating Expenses	31,558,752	30,429,625	27,863,308	23,707,504	32,674,860	
Less: Operating & Maintenance Program Depreciation and Amortization and GASB 67/68, 74/75, & 87	(728,366)	(981,987)	(947,259)	883,575	(171,308)	
Operating Expenses	30,830,386	29,447,638	26,916,049	24,591,079	32,503,552	
Total Dulles Corridor Enterprise Fund Interest Expense	171,857,222	169,770,536	173,051,699	173,388,034	166,869,480	
Less: Non Operating & Maintenance Program Interest Expense and GASB 87	(171,823,621)	(169,770,309)	(173,049,982)	(173,387,777)	(166,773,623)	
Interest Expense	33,601	227	1,717	257	95,857	
Net Revenue Available for Debt Service	\$ 189,486,534	\$ 136,683,011	\$ 118,519,525	\$ 98,459,329	\$ 169,285,924	
DEBT SERVICE						
	LIEN					
2019A Dulles Toll Road Revenue Refunding Bonds (Current Interest Bonds)	First Senior	8,155,500	8,155,500	8,155,500	8,155,499	3,873,862
2009A Dulles Toll Road Revenue Bonds (Current Interest Bonds)	First Senior	-	-	-	-	5,916,743
2009B Dulles Toll Road Revenue Bonds (Capital Appreciation Bonds)	Second Senior	22,120,000	7,440,000	7,000,000	6,692,500	11,131,250
2009C Dulles Toll Road Revenue Bonds (Convertible Capital Appreciation Bonds)	Second Senior	-	-	16,235,375	16,235,375	16,235,375
2009D Dulles Toll Road Revenue Bonds (Current Interest Bonds, Build America Bonds)	Second Senior	29,848,000	29,848,000	29,848,000	29,848,000	29,848,000
2009D Dulles Toll Road Revenue Bonds (35% Subsidy)	Second Senior	(9,851,332)	(9,851,332)	(9,851,332)	(9,877,763)	(9,806,934)
2010B Dulles Toll Road Revenue Bonds (Convertible Capital Appreciation Bonds)	Second Senior	15,275,000	15,275,000	15,275,000	15,275,000	15,275,000
Commercial Paper Series One and DTR Revolving Loan Notes	Second Senior	2,991,656	13,861	-	9,878	1,169,788
2014A Dulles Toll Road Revenue Refunding Bonds (Current Interest Bonds)	Second Senior	-	-	21,088,000	21,088,000	21,088,000
2022A Dulles Toll Road Revenue Refunding Bonds (Current Interest Bonds)	Second Senior	15,333,450	9,583,406	-	-	-
2022B Dulles Toll Road Revenue Refunding Bonds (Current Interest Bonds)	Second Senior	11,245,039	7,028,149	-	-	-
2022A and 2022B Capitalized Interest	Second Senior	(20,955,970)	(16,611,556)	-	-	-
Transfer from reserves for debt service	Second Senior	-	-	-	(14,646,125)	-
2010D Dulles Toll Road Revenue Bonds (Current Interest Bonds, Build America Bonds)	Subordinate	12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
2010D Dulles Toll Road Revenue Bonds (35% Subsidy)	Subordinate	(3,960,600)	(3,960,600)	(3,960,600)	(3,980,574)	(3,942,750)
2019B Dulles Toll Road Revenue Refunding Bonds (Current Interest Bonds)	Subordinate	50,303,250	50,303,250	50,303,250	51,980,025	-
Transfer from reserves for debt service	Subordinate	-	-	(47,327,000)	(50,881,644)	-
TIFIA Notes	Junior	-	-	-	-	36,655,039
Net Debt Service¹		\$ 132,503,993	\$ 109,223,679	\$ 98,766,193	\$ 81,898,171	\$ 139,443,373
DEBT SERVICE COVERAGE BY LIEN						
	LIEN REQUIREMENT					
First Senior Lien	2.00	23.23	16.76	14.53	12.07	17.29
Second Senior Lien	1.35	2.56	2.69	1.35	1.35	1.79
Subordinate Lien	1.20	1.43	1.25	1.20	1.20	1.65
Junior Lien	1.20	-	-	-	-	1.21

¹ Net Debt Service is gross debt service reduced by Build America Bonds subsidy, reserve transfers and capitalized interest.

² Operating Expenses for 2014 have been adjusted as a result of the change in accounting principle with the implementation of GASB Statement No. 68.

³ Operating expenses for 2017 have been adjusted as a result of the change in accounting principle with the implementation of GASB Statement No. 75.

Notes:

The Dulles Corridor Enterprise Fund has three programs: Operating and Maintenance, Renewal & Replacement, and the Capital Improvement Program. Debt service coverage for the Dulles Corridor Enterprise Fund is calculated according to the Master Indenture of Trust for Dulles Toll Road Revenue Bonds. As such, the calculation excludes non Operating & Maintenance Program activity.

The Airports Authority has covenanted in the Master Indenture that it will establish, charge, and collect Tolls for the privilege of traveling on the Dulles Toll Road at rates sufficient to meet the Operation and Maintenance Expenses and produce Net Revenues that are at least at the debt service levels set forth in the table above. If either (i) the annual budget adopted by the Airports Authority for any Fiscal Year is inadequate to meet the rate covenant for that year; or (ii) the audited financial statements regarding the Dulles Toll Road show that the Airports Authority did not satisfy the rate covenant for any Fiscal Year, then the Airports Authority is required to engage a Toll Road Consultant to conduct a study and take the actions recommended by the Toll Road Consultant.

Debt service coverage calculations for all years shown in this Exhibit exceed the minimum requirement as defined in the Master Indenture; coverage levels will reflect the issuance of additional bonds as work on the Dulles Metrorail Project continues.

It is important to note that net revenue, revenue, and expenses are presented in this Exhibit in accordance with definitions found in the Master Indenture. Additionally, debt service excludes accreted interest associated with the Capital Appreciation Bonds.

Sources: Master Indenture of Trust for Dulles Toll Road Revenue Bonds and Airports Authority Records

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2018	2017 ³	2016	2015	2014 ²
\$ 151,396,932	\$ 152,022,663	\$ 151,731,033	\$ 157,309,065	\$ 148,652,741
-	-	-	(5,891,537)	-
151,396,932	152,022,663	151,731,033	151,417,528	148,652,741
12,888,087	6,359,877	1,901,118	1,895,715	3,142,751
(9,759,093)	(5,309,244)	(1,640,774)	(2,141,025)	(2,852,609)
154,525,926	153,073,296	151,991,377	151,172,218	148,942,883
48,164,560	45,560,926	44,714,514	44,626,297	48,441,763
(18,673,475)	(16,710,659)	(15,036,058)	(15,712,624)	(21,689,595)
29,491,085	28,850,267	29,678,456	28,913,673	26,752,168
(430,334)	(173,922)	(590,117)	(684,793)	(417,498)
29,060,751	28,723,500	29,088,339	28,228,880	26,334,670
148,039,823	115,391,692	129,524,735	122,617,710	63,532,479
(148,006,148)	(115,391,619)	(129,524,730)	(122,616,508)	(63,531,144)
33,675	73	5	1,202	1,335
\$ 125,431,500	\$ 124,349,723	\$ 122,903,033	\$ 122,942,136	\$ 122,606,878
-	-	-	-	-
10,142,988	10,142,988	10,142,988	10,142,988	10,142,988
8,127,194	6,211,394	9,502,644	11,222,500	6,765,000
16,235,375	16,235,375	4,058,844	-	-
29,848,000	29,848,000	29,848,000	29,848,000	29,847,129
(9,767,758)	(9,737,922)	(9,732,710)	(9,684,184)	(9,694,630)
3,818,750	-	-	-	-
1,105,723	1,783,211	443,288	134,360	190,383
21,088,000	21,088,000	21,088,000	21,088,000	12,828,533
-	-	-	-	-
12,000,000	12,000,000	12,000,000	12,000,000	12,000,000
(3,927,000)	(3,913,350)	(3,914,400)	(3,893,836)	(3,897,600)
-	-	-	-	-
-	-	-	-	-
8,785,416	-	-	-	-
\$ 97,456,688	\$ 83,657,695	\$ 73,436,654	\$ 70,857,828	\$ 58,181,803
12.37	12.26	12.12	12.12	12.09
1.56	1.65	1.88	1.96	2.45
1.41	1.49	1.67	1.74	2.11
1.29				

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Exhibit S-15 – DEBT SERVICE REQUIREMENTS BY ENTERPRISE FUND

Aviation Enterprise Fund (\$ in thousands)

YEAR	TOTAL REVENUES ¹	DIRECT OPERATING EXPENSES ²	NET REVENUES AVAILABLE FOR DEBT SERVICE				Coverage
				Principal	Interest	Total	
2023	\$ 1,106,415	\$ 420,211	\$ 686,204	\$ 149,383	\$ 98,373	\$ 247,756	2.77
2022	906,537	375,872	530,665	150,090	84,335	234,425	2.26
2021	651,190	348,341	302,849	152,541	106	152,648	1.98
2020	725,434	351,616	373,817	190,250	77,632	267,881	1.40
2019	969,022	353,109	615,914	150,359	150,451	300,810	2.05
2018	949,495	346,548	602,947	166,854	164,942	331,796	1.82
2017	896,790	326,898	569,892	155,285	166,816	322,101	1.77
2016	896,179	323,765	572,414	139,940	180,683	320,623	1.79
2015	840,182	321,422	518,760	128,531	179,181	307,712	1.69
2014	768,177	320,276	447,901	126,102	183,781	309,883	1.45
2013	758,157	323,156	435,001	125,388	184,440	309,828	1.40

¹ Total revenues include prior year transfers, see Exhibit S-13.

² Operating expense adjustments are calculated in accordance with the Master Indenture of Trust to adjust for such items as non-Aviation or non-O&M related entities and funds, Federal lease, depreciation and amortization, and non-cash items.

Dulles Corridor Enterprise Fund (\$ in thousands)

YEAR	TOTAL REVENUES ³	DIRECT OPERATING EXPENSES ⁴	NET REVENUES AVAILABLE FOR DEBT SERVICE	Lien				Total	Coverage
					Principal	Interest	Capital Appreciation		
2023	\$ 220,351	\$ 30,864	\$ 189,487	First Senior	\$ -	\$ 8,156	\$ -	\$ 8,156	23.23
				Second Senior	9,267	43,886	12,853	66,006	2.56
				Subordinate	-	58,343	-	58,343	1.43
2022	\$ 166,131	\$ 29,448	\$ 136,683	First Senior	\$ -	\$ 8,156	\$ -	\$ 8,156	16.76
				Second Senior	3,422	35,286	4,018	42,726	2.69
				Subordinate	\$ -	\$ 58,343	\$ -	\$ 58,343	1.25
2021	\$ 145,437	\$ 26,916	\$ 118,521	First Senior	\$ -	\$ 8,156	\$ -	\$ 8,156	14.53
				Second Senior	3,467	72,595	3,533	79,595	1.35
				Subordinate	-	11,016	-	11,016	1.20
2020	\$ 123,050	\$ 24,591	\$ 98,459	First Senior	\$ -	\$ 8,156	\$ -	\$ 8,156	12.07
				Second Senior	3,505	57,932	3,187	64,624	1.35
				Subordinate	-	9,118	-	9,118	1.20
2019	\$ 201,885	\$ 32,599	\$ 169,286	First Senior	\$ -	\$ 9,791	\$ -	\$ 9,791	17.29
				Second Senior	7,260	73,809	3,871	84,940	1.79
				Subordinate	-	8,057	-	8,057	1.65
				Junior	-	36,655	-	36,655	1.21
2018	\$ 154,526	\$ 29,094	\$ 125,432	First Senior	\$ -	\$ 10,143	\$ -	\$ 10,143	12.37
				Second Senior	4,087	62,328	4,041	70,456	1.56
				Subordinate	-	8,073	-	8,073	1.41
				Junior	-	8,785	-	8,785	1.29
2017	\$ 153,073	\$ 28,723	\$ 124,350	First Senior	\$ -	\$ 10,143	\$ -	\$ 10,143	12.26
				Second Senior	4,045	59,217	2,166	65,428	1.65
				Subordinate	-	8,087	-	8,087	1.49
2016	\$ 151,991	\$ 29,088	\$ 122,903	First Senior	\$ -	\$ 10,143	\$ -	\$ 10,143	12.12
				Second Senior	7,588	45,705	1,914	55,207	1.88
				Subordinate	-	8,086	-	8,086	1.67
2015	\$ 151,172	\$ 28,230	\$ 122,942	First Senior	\$ -	\$ 10,143	\$ -	\$ 10,143	12.12
				Second Senior	8,687	41,387	2,535	52,609	1.96
				Subordinate	-	8,106	-	8,106	1.74
2014	\$ 148,943	\$ 26,336	\$ 122,607	First Senior	\$ -	\$ 10,143	\$ -	\$ 10,143	12.09
				Second Senior	4,202	33,172	2,563	39,937	2.45
				Subordinate	-	8,102	-	8,102	2.11

³ Includes revenues and investment income from the Operating & Maintenance program; See Exhibit S-14.

⁴ Includes operating expenses, less depreciation and amortization, and interest expense from the Operating & Maintenance program; see Exhibit S-14.

Source: Airports Authority Records

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Exhibit S-16 – RATIOS OF OUTSTANDING DEBT

Long-Term Debt - Aviation Enterprise Fund
(\$ in Thousands)

Outstanding Debt by Type	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
First Senior Lien Revenue Bonds	\$ 4,243,060	\$ 4,153,230	\$ 4,346,725	\$ 4,181,625	\$ 4,427,830	\$ 4,424,530	\$ 4,472,075	\$ 4,546,600	\$ 4,780,260	\$ 4,870,030
Unamortized Premiums and (Discounts)	413,279	459,293	514,895	358,089	347,065	313,066	264,870	208,795	170,520	139,997
Commercial Paper Notes	-	-	-	-	-	-	-	-	-	21,000
Total Long-Term/Short-Term Debt, Net	\$ 4,656,339	\$ 4,612,523	\$ 4,861,620	\$ 4,539,714	\$ 4,774,895	\$ 4,737,596	\$ 4,736,945	\$ 4,755,395	\$ 4,950,780	\$ 5,031,027
Total Enplaned Passengers	25,268	22,642	14,528	7,970	24,347	23,751	23,373	22,718	22,299	21,229
Debt Per Enplanement	\$ 184.28	\$ 203.72	\$ 334.64	\$ 569.60	\$ 196.12	\$ 199.47	\$ 202.67	\$ 209.32	\$ 222.02	\$ 236.99

Long-Term Debt - Dulles Corridor Enterprise Fund
(\$ in Thousands)

Outstanding Debt by Type	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
First Senior Lien Revenue Bonds	\$ 163,110	\$ 163,110	\$ 163,110	\$ 163,110	\$ 163,110	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000	\$ 198,000
Second Senior Lien Revenue Bonds	1,888,883	1,877,788	1,771,562	1,747,844	1,725,365	1,709,567	1,679,447	1,646,705	1,608,640	1,570,333
Subordinate Lien	1,419,365	1,419,365	1,419,365	1,419,365	1,419,365	150,000	150,000	150,000	150,000	150,000
Commercial Paper Notes	-	-	-	-	10,000	140,000	200,000	181,000	210,000	164,455
TIFIA Loan	-	-	-	-	-	1,054,441	831,657	491,484	256,599	-
Full Funding Grant Agreement Note	-	-	-	-	-	-	-	-	100,000	156,317
Revolving note	65,014	65,014	-	-	-	-	-	-	-	-
Unamortized Premium (Discount)	126,929	137,909	116,509	127,352	137,886	3,101	5,124	7,062	8,918	10,696
Total Long-Term/Short-Term Debt, Net	\$ 3,663,301	\$ 3,663,186	\$ 3,470,546	\$ 3,457,671	\$ 3,455,726	\$ 3,255,109	\$ 3,064,228	\$ 2,674,251	\$ 2,532,157	\$ 2,249,801
Total Road Transactions	72,522	73,190	65,227	55,136	90,972	96,333	97,090	97,719	98,241	96,507
Debt Per Transaction	\$ 50.51	\$ 50.05	\$ 53.21	\$ 62.71	\$ 37.99	\$ 33.79	\$ 31.56	\$ 27.37	\$ 25.77	\$ 23.31

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Exhibit S-17 – AIRPORT INFORMATION

Ronald Reagan Washington National Airport

Location:	Three miles south from downtown Washington, D.C. along the Potomac River in Arlington County, VA	
Acres:	860 +/- acres	
Airport Code:	DCA	
Runways:	1/19	7,169 feet
	15/33	5,204 feet
	4/22	5,000 feet
Aircraft Capability:	Group IV - Boeing 767-300	
Terminal:	Terminal Terminal One	249,224 square feet
	Terminal Terminal Two	1,317,859 square feet
	Total Terminal Space	1,567,083 square feet
	Number of Passenger Gates	58
	Number of Hardstand Positions	2
	Total Aircraft Positions	60
Parking:	Garage Parking	6,374 spaces
	Electric Car Charging Spaces	103 spaces
	Surface Parking	2,757 spaces
	Cell Phone Waiting Area Parking	- spaces
	Total Public Parking	9,131 spaces
	Tenant Employee Parking	3,301 spaces
	Total Parking	12,432 spaces
Cargo:	Number of Cargo Buildings	1
	Cargo Space	44,956 square feet
International:	No facilities	
Tower:	TRACON - Vint Hill, VA - Operating 24 Hours/Day 7 Days/Week	
Fixed Base Operators:	Signature Flight Support	
Intermodal Access:	George Washington Parkway, VA State Route 233 Washington DC Metrorail System - Blue and Yellow Lines Virginia Railway Express	

Data as of December 31, 2023
Source: Airports Authority Records

Exhibit S-17 – AIRPORT INFORMATION (continued)

Washington Dulles International Airport
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Location:	Twenty-six miles west from downtown Washington, D.C., located in Fairfax and Loudoun Counties, VA	
Acres:	11,184 +/- acres	
Airport Code:	IAD	
Runways:	1C/19C	11,500 feet
	1R/19L	11,500 feet
	12/30	10,500 feet
	1L/19R	9,400 feet
Aircraft Capability:	Group VI - Aircraft Daily: A-380 and B747-8	
Terminal:	Main Terminal	1,319,845 square feet
	Concourse A	189,852 square feet
	Concourse B	942,600 square feet
	Concourse C/D	923,064 square feet
	Concourse C International Arrivals Building	57,000 square feet
	Z Gates	18,916 square feet
	International Arrivals Building	268,000 square feet
	Total Terminal Space	3,719,277 square feet
	Number of Passenger Gates	97
	Maximum Aircraft Positions	131
Parking:	Garage Parking	8,326 spaces
	Electric Car Charging Spaces	165 spaces
	Surface Parking	9,954 spaces
	Cell Phone Waiting Area Parking	281 spaces
	Total Public Parking	18,561 spaces
	Tenant Employee Parking	11,355 spaces
	Total Parking	29,916 spaces
Cargo:	Number of Cargo Buildings	6
	Cargo Space	551,716 square feet
International:	Customs/Immigration Federal Inspection Facility	
Tower:	TRACON - Vint Hill, VA - Operating 24 Hours/Day 7 Days/Week	
Fixed Base Operators:	Jet Aviation Signature Flight Support	
Intermodal Access:	Dulles Access Highway, VA State Routes 267 and 28 IAD Metrorail Station (Opened on November 15, 2022)	

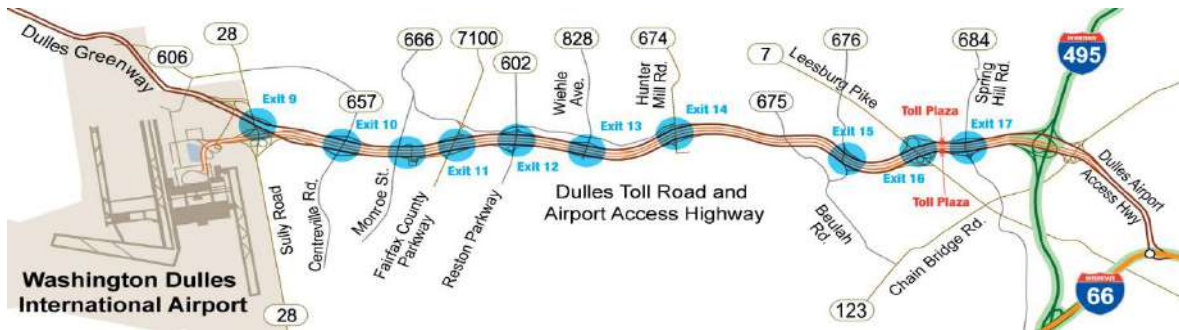
Data as of December 31, 2023
Source: Airports Authority Records

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Exhibit S-18 – DULLES TOLL ROAD INFORMATION

Dulles Toll Road

Location:	Eight-lane limited access highway that is situated on Virginia State Route 267. The Dulles Toll Road's eastern terminus is inside the Capital Beltway (Interstate 495) and the western terminus is the Dulles Greenway.	
Roadway Length:	13.43 miles	
Year of Construction:	1984	
Toll Collection Plazas:	Mainline: 1	Exit Ramp: 19
Toll Collection Methods:	Electronic Toll Collection (E-ZPass, Mobile Toll Applications and Pay by Plate invoicing)	
Total of Toll Collection Lanes:	48 Lanes Dedicated Electronic Toll Payment Only (8 Lanes blocked from use, 2 repurposed as exit to Springhill Road from DTR EB)	
Intersecting Roadways:	Chain Bridge Road (SR 123) Capital Beltway (I-495) Spring Hill Road (SR 684) Leesburg Pike (SR 7) Trap Road Hunter Mill Road (SR 674)	Wiehle Ave. (SR 828) Reston Parkway (SR 602) Fairfax County Parkway (SR 7100) Monroe Street Centreville Road (SR 657) Sully Road (SR 28)
Parallel Roadways:	Interstate 66 US Route 29 US Route 50	Leesburg Pike (SR 7) State Route 236

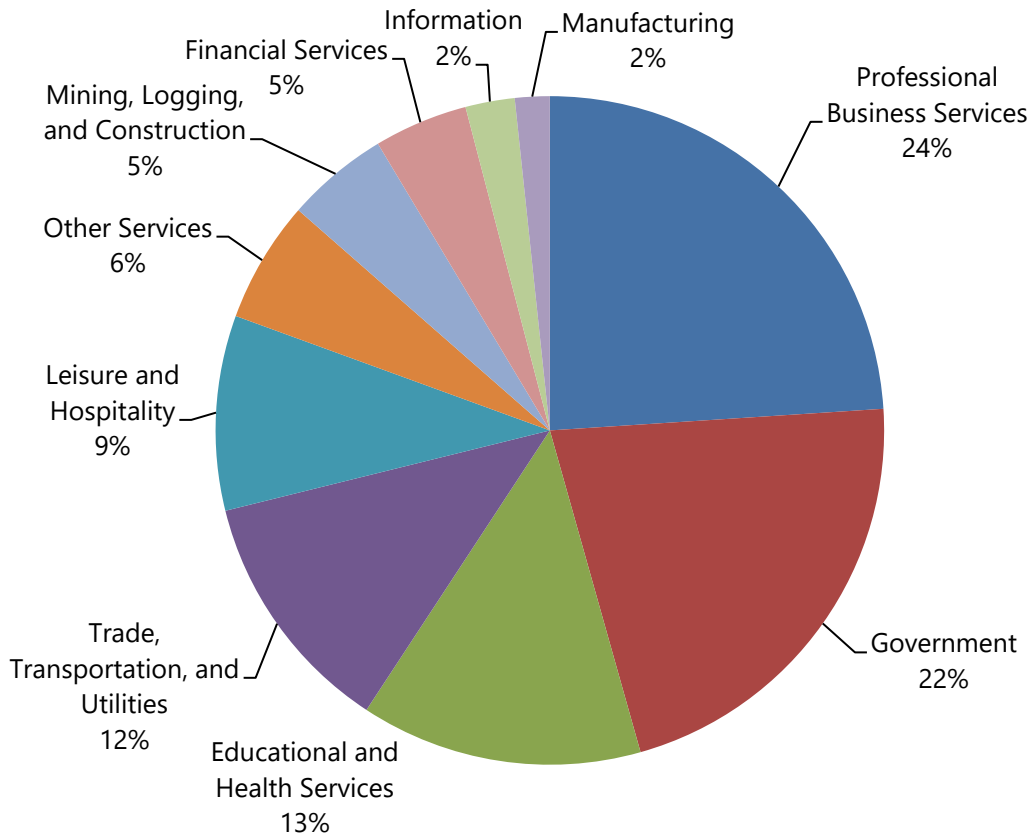


Data as of December 31, 2023
 Source: Airports Authority Records

Exhibit S-19 – EMPLOYMENT BY INDUSTRY

Industry	Annual Average Numbers of Employees (in thousands)									
	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Professional Business Services	807.7	797.6	782.5	771.1	775.9	762.8	754.2	741.6	722.7	748.1
Government	729.8	711.2	706.9	700.6	703.6	702.9	700.9	701.8	694.8	685.6
Educational and Health Services	458.8	436.5	432.4	420.3	449.1	446.1	447.6	424.8	418.7	397.1
Trade, Transportation, and Utilities	400.8	407.0	394.7	389.5	403.8	412.7	411.0	413.9	403.0	395.5
Leisure and Hospitality	317.6	302.3	258.5	255.9	349.5	337.1	333.7	321.5	305.1	298.9
Other Services	198.5	197.7	191.7	204.4	209.6	209.9	197.0	200.6	195.8	235.6
Mining, Logging, and Construction	166.9	164.5	161.6	163.9	161.6	165.0	158.7	157.2	152.0	147.9
Financial Services	152.8	150.6	152.9	159.4	156.6	159.6	157.7	154.4	150.5	154.6
Information	80.3	78.4	73.0	74.7	73.6	74.6	71.4	74.6	76.1	73.7
Manufacturing	56.6	56.2	55.7	55.2	55.5	55.6	53.8	53.5	49.3	45.4
DC-VA-MD-WV - Metropolitan Statistical Area	3,369.7	3,302.0	3,209.9	3,195.0	3,338.8	3,326.3	3,286.0	3,243.9	3,168.0	3,182.3

Air Trade Area Employment by Sector - 2023



Source: U.S Department of Labor, Bureau of Labor Statistics (Preliminary December 2023 data)

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Exhibit S-20 – MAJOR PRIVATE EMPLOYERS

Fortune 500 Companies (By Revenue) Headquartered in the Air Trade Area

Employer	Fortune 500 Rank		2023 Revenue (in \$ Billions)	State	Industry
	2023	2022			
Fannie Mae	28	33	\$ 121.6	DC	Financial Services
Freddie Mac	45	56	86.7	VA	Financial Services
Raytheon Technologies	57	58	67.1	VA	Aerospace & Defense
Boeing	58	60	66.6	VA	Aerospace & Defense
Lockheed Martin Corp.	60	55	66.0	MD	Aerospace & Defense
General Dynamics Corp.	105	94	39.4	VA	Aerospace & Defense
Capital One Financial Corp.	106	108	38.4	VA	Financial Services
Northrop Grumman	113	101	36.6	VA	Aerospace & Defense
Danaher Corp.	132	118	31.5	DC	Technology
Marriott International Inc.	192	270	20.8	MD	Hospitality & Travel
DXC Technology	255	207	16.3	VA	Information Technology
Leidos Holdings	288	274	14.4	VA	Information Technology
AES Corp.	327	333	12.6	VA	Energy
NVR	376	389	10.6	VA	Homebuilders
Hilton Worldwide Holdings	431	*	8.8	VA	Hospitality & Travel
Beacon Roofing Supply	449	478	8.4	VA	Wholesalers
Booz Allen Hamilton	452	436	8.4	VA	Professional Services
Science Applications International Corp.	479	456	7.7	VA	Information Technology
			\$ 662		

Eighteen Washington-area companies were on the Fortune 500 list of the country's largest companies by revenue in 2023.

* Did not make the list in 2022

Major Private-Sector Employers of Metro-Area Employees

Employer	Number of Metro-Area Employees	Industry
Inova Health System	20,000	Health Care
MedStar Health	18,044	Health Care
Amazon.com	17,000	E-commerce
Deloitte	16,400	Professional Services
Marriott International	15,000	Hospitality & Travel
Booz Allen Hamilton Inc.	14,269	Professional Services
Giant Food LLC	12,000	Grocery chain
Capital One Financial Corp.	11,930	Financial Services
Leidos Holdings Inc	11,576	Technology
General Dynamics Corp.	11,390	Aerospace & Defense
Verizon	11,057	Telecommunications
Accenture	9,400	Federal Contracting
Kaiser Permanente of the Mid-Atlantic States	8,278	Health Care
Children's National Health System	7,653	Health Care
CACI International	6,910	Professional Services
Adventist HealthCare	6,101	Health Care
Peraton	6,000	Government contracting
Northrop Grumman Corp.	6,000	Defense and Technology
Science Applications International Corp.	5,769	Technology
Costco Wholesale Corp.	5,385	Wholesale retail stores
Securitas Security Services USA	4,511	Security
MITRE	4,478	Government contracting
Mantech	4,330	Government contracting

Source: Washington Business Journal 2023 Book of Lists

Exhibit S-21 – POPULATION TRENDS

Annual Estimates of the Resident Population (in Thousands)

JURISDICTION	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
District of Columbia	671.8	670.1	712.8	705.7	702.5	694.0	681.2	672.2	658.9	646.4
Arlington County, VA	234.0	233.0	240.1	236.8	237.5	235.0	230.1	229.2	226.9	224.9
City of Alexandria, VA	155.5	154.7	158.7	159.4	160.5	160.0	155.8	153.5	150.6	148.9
Central Jurisdictions	1,061.3	1,057.8	1,111.6	1,101.9	1,100.5	1,089.0	1,067.1	1,054.9	1,036.4	1,020.2
Fairfax County, VA	1,138.3	1,139.7	1,150.8	1,147.5	1,150.8	1,148.4	1,138.7	1,142.2	1,137.5	1,130.9
Montgomery County, MD	1,052.5	1,054.8	1,051.8	1,050.7	1,052.6	1,058.8	1,043.9	1,040.1	1,030.4	1,016.7
Prince George's County, MD	947.0	955.3	909.6	909.3	909.3	912.8	908.0	909.5	904.4	890.1
City of Fairfax, VA	24.8	24.3	23.4	24.0	24.6	24.1	24.2	24.0	24.5	24.0
City of Falls Church, VA	14.6	14.5	14.6	14.6	14.8	14.6	14.0	13.9	13.6	13.5
Inner Suburbs	3,177.2	3,188.6	3,150.2	3,146.1	3,152.1	3,158.7	3,128.8	3,129.7	3,110.4	3,075.2
Prince William County, VA	486.9	484.5	475.5	470.3	468.0	463.0	455.2	451.7	446.1	438.6
Loudoun County, VA	432.1	427.6	422.8	413.5	406.9	398.1	385.9	375.6	363.1	349.7
Frederick County, MD	287.1	279.8	265.2	259.5	255.6	252.0	247.6	245.3	243.7	241.4
Charles County, MD	170.1	168.7	164.4	163.3	161.5	159.7	157.7	156.1	154.7	152.9
Stafford County, VA	163.4	160.9	156.7	152.9	150.0	146.6	144.4	142.0	140.0	136.8
Spotsylvania County, VA	146.7	143.7	138.4	136.2	134.2	133.0	132.0	130.5	129.2	127.3
Calvert County, MD	94.6	93.9	93.1	92.5	92.0	91.5	91.3	90.6	90.6	90.5
Fauquier County, VA	74.7	73.8	71.4	71.2	70.7	69.5	69.1	68.8	68.2	67.2
Jefferson County, WV	59.0	58.4	57.5	57.1	56.8	56.3	56.4	56.5	55.7	55.1
Warren County, VA	41.4	40.9	40.5	40.2	40.0	39.6	39.2	39.1	39.0	38.7
Manassas City, VA	42.6	42.7	40.9	41.1	41.6	41.5	41.5	41.8	42.1	41.7
Fredericksburg City, VA	28.8	28.4	29.5	29.0	29.1	28.4	28.3	28.1	28.4	28.1
Clarke County, VA	15.3	14.9	14.6	14.6	14.5	14.5	14.4	14.4	14.4	14.3
Manassas Park City, VA	16.7	17.0	18.0	17.5	17.3	16.6	15.9	15.7	15.2	16.1
Outer Suburbs	2,059.4	2,035.2	1,988.5	1,958.9	1,938.2	1,910.3	1,878.9	1,856.2	1,830.4	1,798.4
DC-MD-VA-WV Metropolitan Statistical Area	6,297.9	6,281.6	6,250.3	6,206.9	6,190.8	6,158.0	6,074.8	6,040.8	5,977.2	5,893.8
Personal Income (Millions)	\$ 522,789	\$ 507,691	\$ 479,842	\$ 461,700	\$ 448,728	\$ 428,480	\$ 405,390	\$ 391,938	\$ 376,413	\$ 362,511
Per Capita Income	\$ 83,010	\$ 80,822	\$ 76,771	\$ 74,385	\$ 72,483	\$ 69,581	\$ 66,733	\$ 64,882	\$ 62,975	\$ 61,507

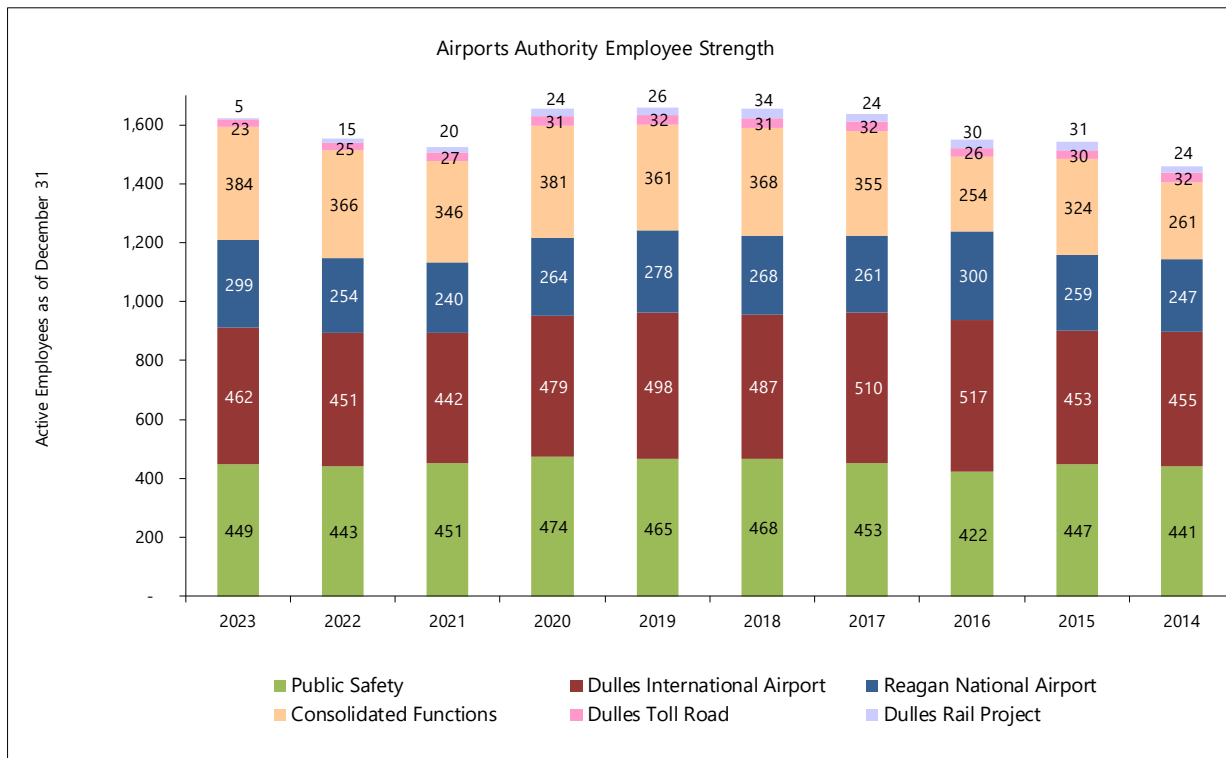
The DC-MD-VA-WVA Metropolitan Statistical Area is the Air Trade Area for the Airports Authority. Ronald Reagan Washington National Airport is located in Arlington County, VA and Washington Dulles International Airport is located in Fairfax and Loudoun Counties, VA. The Dulles Toll Road is located in Fairfax County, VA.

The U.S. Census Bureau produces the estimates of each county's population, starting with the revised population estimate for the prior year. The Census Bureau then adds or subtracts the demographic components of population change (e.g., births, deaths, net migration) calculated for that period. Resident population estimates are revised annually; therefore, results above may not agree to estimates presented in prior years.

The U.S. Bureau of Economic Analysis uses wages from the Bureau of Labor Statistics Quarterly Census of Employment and Wages for all four quarters to estimate annual metropolitan area personal income.

Source: U.S. Census Bureau, Population Division, Release Date: December 2022; U.S. Bureau of Economic Analysis, Release Date: November 2023

Exhibit S-22 – AIRPORTS AUTHORITY EMPLOYEE STRENGTH



Employee Strength represents the number of active employees as of the last pay period of the fiscal year. It does not include members of the Student Employment Program, which offers full-time, part-time, and seasonal employment opportunities to full and part-time students, casual employees, part time temporary employees, full time temporary employees, and the Chantilly and Pulley Partnership Programs with Fairfax County and Alexandria City Public Schools that gives opportunities to students with disabilities.

The Office of Public Safety has primary responsibility for assuring public safety and security at the Airports and the Dulles Toll Road. It includes the Police Department, the Fire Department, and the Public Safety Administration Department.

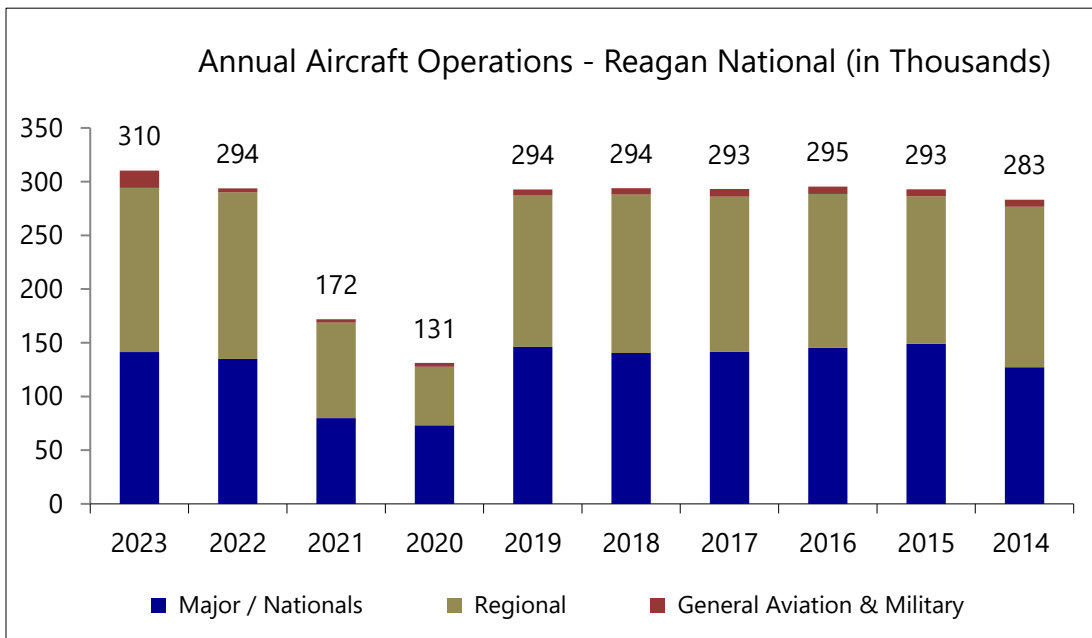
Consolidated Functions includes the Board Office, Executive Office, Office of Communications and Government Affairs, Office of Finance, Office of Engineering and Development, Office of Airline Business Development, Office of General Counsel, Office of Audit, Office of Supply Chain Management, Office of Marketing and Concessions, Office of Human Resources and Administrative Services, Office of Strategy and Operational Performance, and the Office of Technology and Digital Strategy. Consolidated Functions support both Airports, the Dulles Toll Road, the Dulles Metrorail Project, and Public Safety.

Source: Airports Authority Records

Exhibit S-23 – AIRCRAFT OPERATIONS BY AIRPORT – REAGAN NATIONAL

Year	Major / Nationals	Regional	General Aviation	Military	Total
2023	141,379	152,747	2,098	14,056	310,280
2022	134,955	154,985	2,198	1,536	293,674
2021	79,841	88,950	1,607	1,498	171,896
2020	73,133	54,524	1,778	1,864	131,299
2019	146,084	140,936	2,807	2,855	292,682
2018	140,458	147,516	3,114	2,739	293,827
2017	141,466	144,471	3,916	3,244	293,097
2016	145,227	143,358	3,363	3,472	295,420
2015	149,140	137,197	3,112	3,332	292,781
2014	127,250	149,343	3,740	2,847	283,180

This exhibit depicts the Airport’s total operations, defined as take-offs and landings, across the top of the chart, with each year’s respective component operations by carrier type shown in bar graph format.



Several factors affect the activity levels at Reagan National, including its proximity to downtown Washington, the FAA's High-Density Rule, which imposes limits on the number of flights, and the Perimeter Rule, which generally limits non-stop flights to a radius of 1,250 statute miles. In addition, the Airports Authority's noise abatement program includes limitations on certain aircraft operations after 9:59 pm and before 7:00 am.

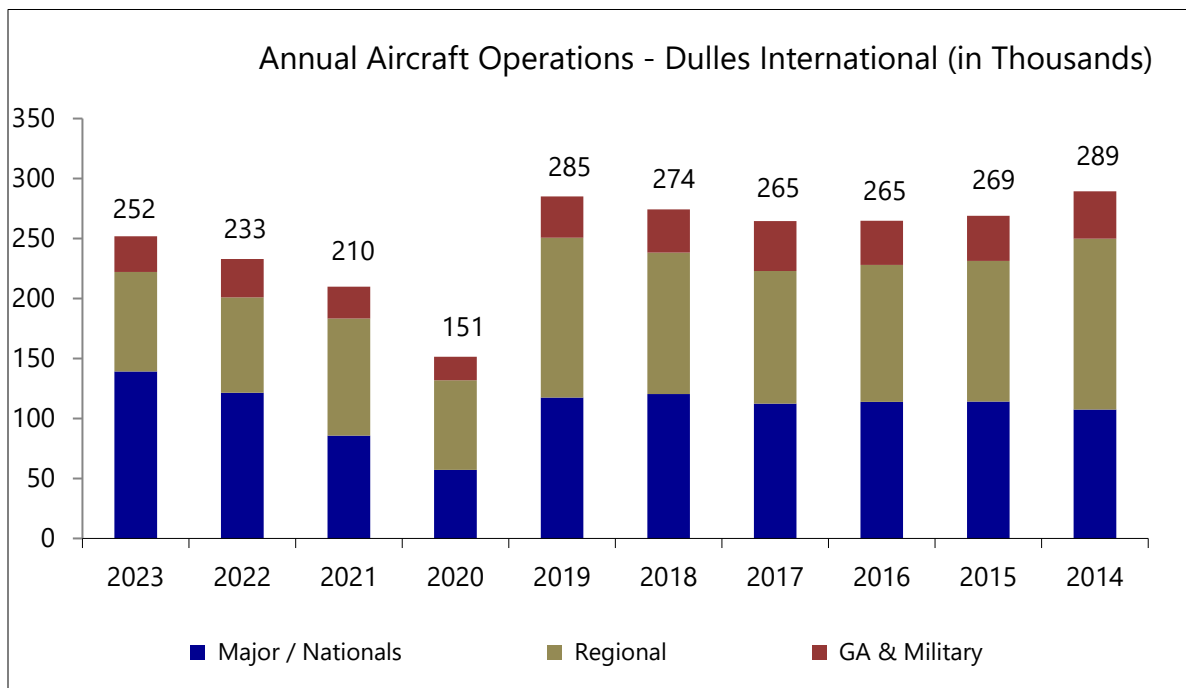
In 2023, there were 310,280 operations, a 5.7% increase compared to 293,674 operations in 2022. This was driven by increased demand for air travel related to the market recovery from the COVID-19 pandemic.

Source: Airports Authority Records

Exhibit S-24 – AIRCRAFT OPERATIONS BY AIRPORT – DULLES INTERNATIONAL

Year	Major / Nationals	Regional	General Aviation	Military	Total
2023	139,166	82,942	29,205	510	251,823
2022	121,481	79,422	31,535	534	232,972
2021	85,711	97,606	26,017	579	209,913
2020	57,155	74,707	19,229	381	151,472
2019	117,497	133,224	33,939	382	285,042
2018	120,302	117,907	35,528	544	274,281
2017	112,425	110,556	40,820	774	264,575
2016	113,846	114,203	36,256	461	264,766
2015	114,199	117,263	37,126	482	269,070
2014	107,477	142,400	38,965	540	289,382

This exhibit depicts the Airport’s total operations, defined as take-offs and landings, across the top of the chart, with each year’s respective component operations by carrier type shown in bar graph format.



In 2023, there were 251,823 total aircraft operations, an 8 percent increase from 2022 levels of 232,972. This was driven by increased demand for air travel related to the market recovery and United Airlines’ continued growth of its hub operation at Dulles International.

Source: Airports Authority Records

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Exhibit S-25 – COMMERCIAL PASSENGER ENPLANEMENTS

Year	Reagan National: Domestic Passenger Enplanements	Annual Growth	Dulles International: Domestic Passenger Enplanements	Annual Growth	Industry: Domestic Passenger Enplanements	Annual Growth
2023	12,527,153	5.8%	7,762,548	12.1%	445,289,490 ¹	8.8%
2022	11,835,706	68.6%	6,924,254	21.1%	409,359,966	25.8%
2021	7,021,217	88.0%	5,719,847	84.8%	325,462,132	50.7%
2020	3,733,911	-68.3%	3,095,434	-62.0%	216,016,652	-53.0%
2019	11,765,809	2.1%	8,149,890	2.4%	459,824,918	4.0%
2018	11,526,279	-2.0%	7,956,547	6.6%	442,138,660	4.7%
2017	11,763,471	1.4%	7,466,031	4.5%	422,290,984	4.2%
2016	11,600,333	2.7%	7,144,653	0.1%	405,096,848	3.2%
2015	11,298,258	10.1%	7,139,042	0.4%	392,353,910	-18.4%
2014	10,257,226	2.6%	7,112,454	-3.8%	480,588,729	2.7%

Year	Reagan National: International/ Transborder Passenger Enplanements	Annual Growth	Dulles International: International/ Transborder Passenger Enplanements	Annual Growth	Industry: International/ Transborder Passenger Enplanements	Annual Growth
2023	208,034	55.5%	4,637,642	26.7%	82,267,700 ²	19.9%
2022	133,779	382.2%	3,661,757	119.9%	68,626,617	94.3%
2021	27,746	-17.5%	1,665,176	68.5%	35,320,720	-17.2%
2020	33,626	-81.6%	988,003	-76.3%	42,662,002	-43.3%
2019	183,231	0.4%	4,177,036	3.3%	75,284,476	4.4%
2018	183,576	9.6%	3,986,716	3.7%	72,111,567	4.4%
2017	182,929	-15.6%	3,857,629	4.0%	69,072,382	6.7%
2016	166,929	-1.7%	3,719,341	0.2%	64,701,399	2.7%
2015	197,719	-1.4%	3,574,810	3.0%	63,013,932	-24.4%
2014	201,127	12.5%	3,566,920	4.4%	83,372,386	2.9%

Prior years' comparative information may be adjusted for additional information or to conform with current year presentation.

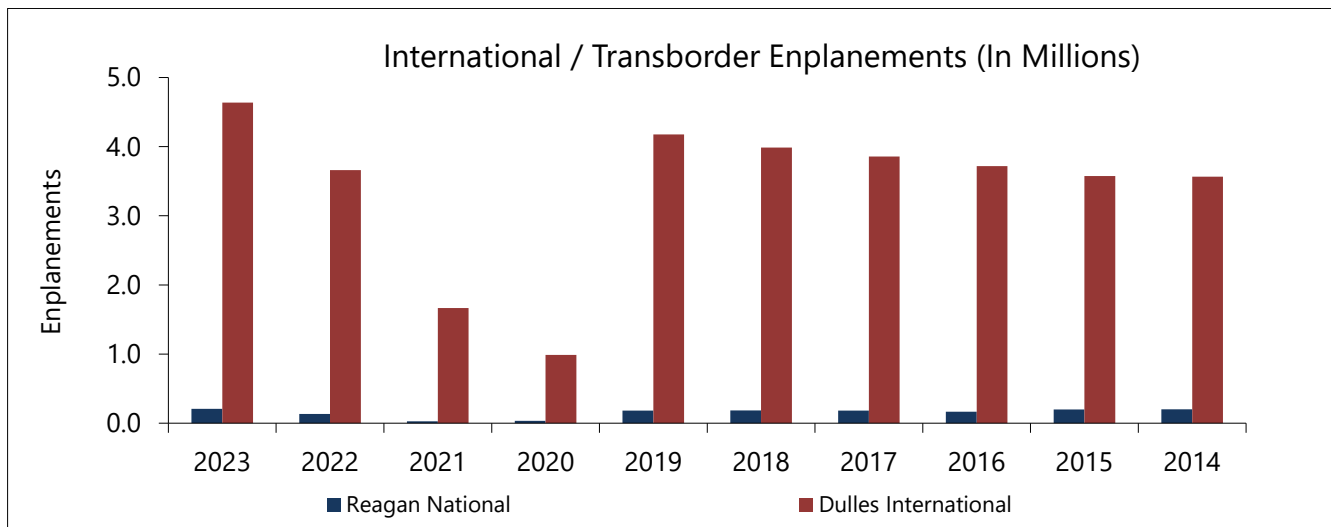
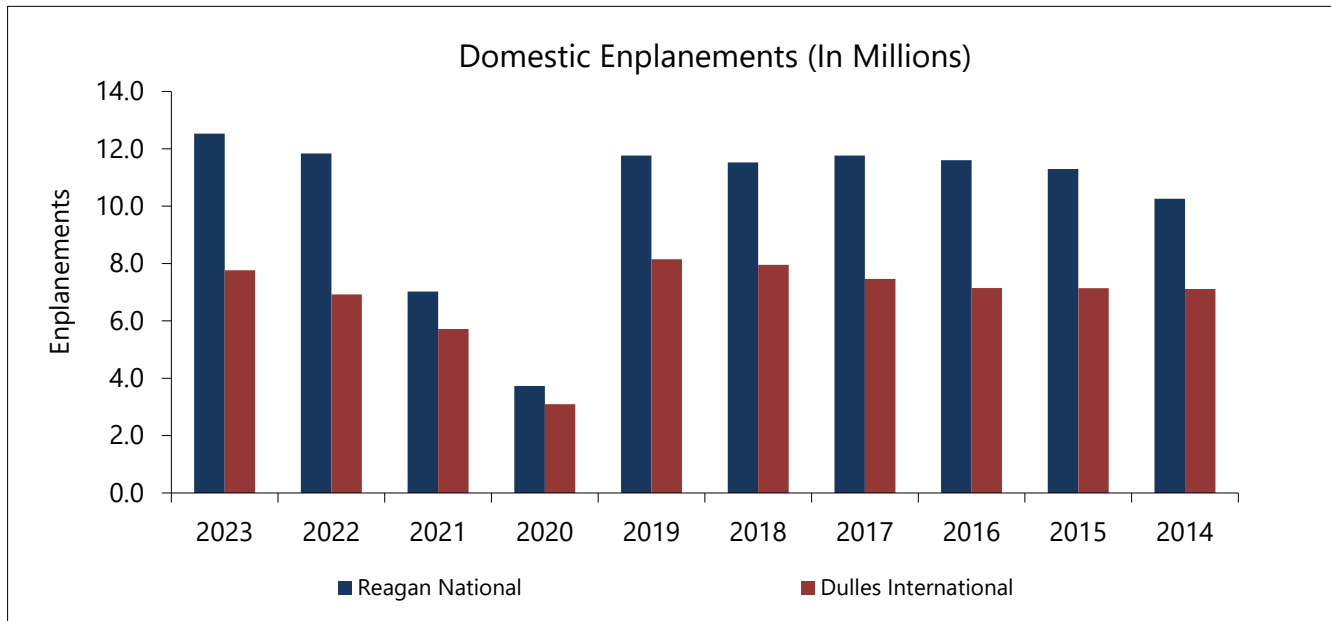
Excludes general aviation and military enplanements.

¹Data is based on Domestic U.S. DOT T-100 Onboard Passenger Data for the following airlines: Alaska (AS), American (AA), Hawaiian (HA), JetBlue (B6), Southwest (WN), and United (UA) to emulate past Airlines for America (A4A) data that only included these airlines. All data is for the year ended November 30, 2023.

²Data is based on Domestic U.S. DOT T-100 Onboard Passenger Data for the following airlines: Alaska (AS), American (AA), Hawaiian (HA), JetBlue (B6), Southwest (WN), and United (UA) to emulate past A4A data that only included these airlines. All data is for the year ended 2023.

Source: Airports Authority Records, A4A Monthly Traffic Report, U.S. DOT T-100 Onboard Passenger Data

Exhibit S-25 – COMMERCIAL PASSENGER ENPLANEMENTS (continued)



Domestic commercial enplanements at Reagan National increased 5.8 percent in 2023 to 12.5 million as a result of increased demand for air travel related to the market recovery from the COVID-19 pandemic. The rate of passenger growth at Reagan National was lower than the U.S. average due to slot limitations and facility constraints at Reagan National that prevent significant numbers of new flights from being added to the airport.

Total enplanements at Dulles International increased by 17.1 percent in 2023 to 12.4 million as a result of increased demand for air travel related to the market recovery from the COVID-19 pandemic. The rate of passenger growth at Dulles International was significantly higher than the U.S. average due to increased international passenger demand and United Airlines' continued focus to grow its hub at Dulles International.

Source: Airports Authority Records

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Exhibit S-26 – MARKET SHARE BY LANDED WEIGHT – REAGAN NATIONAL

(Expressed in Thousands of Pounds)

Airlines ¹	2023		2022		2021		2020	
	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share
American	4,109,989	27.37%	4,009,792	27.01%	2,477,120	28.06%	1,998,630	29.65%
PSA	2,523,377	16.80%	2,335,980	15.74%	1,146,216	12.99%	646,894	9.60%
Southwest	2,133,218	14.20%	1,958,440	13.19%	1,128,930	12.79%	1,126,016	16.70%
Republic (American Eagle)	1,386,928	9.23%	1,558,689	10.50%	1,206,485	13.67%	670,278	9.94%
Delta	1,076,295	7.17%	1,204,985	8.12%	954,393	10.81%	788,357	11.70%
JetBlue	1,034,134	6.89%	1,083,832	7.30%	458,325	5.19%	400,135	5.94%
United	748,192	4.98%	558,248	3.76%	228,576	2.59%	187,167	2.78%
Republic Airline (Delta)	585,836	3.90%	591,737	3.99%	243,848	2.76%	153,038	2.27%
Envoy Air (American Eagle)	271,316	1.81%	279,145	1.88%	198,987	2.25%	33,803	0.50%
Alaska	261,839	1.74%	275,133	1.85%	240,706	2.73%	169,368	2.51%
GoJet Airlines (United Express)	197,945	1.32%	307,928	2.07%	88,511	1.00%	5,856	0.09%
Air Canada Jazz	176,530	1.18%	111,721	0.75%	21,671	0.25%	21,962	0.33%
Frontier	158,493	1.06%	158,495	1.07%	120,730	1.37%	105,700	1.57%
Endeavor (Delta Connection)	155,291	1.03%	135,732	0.91%	42,135	0.48%	51,068	0.76%
Republic (United Express)	77,838	0.52%	78,065	0.53%	69,329	0.79%	106,239	1.58%
SkyWest (United Express)	60,640	0.40%	85,151	0.57%	34,922	0.40%	36,129	0.54%
Signature	48,398	0.32%	38,159	0.26%	29,181	0.33%	25,007	0.36%
Mesa (United Express)	7,800	0.05%	65,025	0.44%	75,450	0.85%	45,150	0.67%
MN Airlines (Sun Country)	4,978	0.03%	6,437	0.04%	2,780	0.03%	1,463	0.02%
Other ²	-	0.00%	150	0.00%	58,516	0.66%	168,381	2.49%
GRAND TOTAL	15,019,038	100.00%	14,842,844	100.00%	8,826,811	100.00%	6,740,641	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Reagan National or carriers with insignificant activity.

Source: Airports Authority Records

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2019		2018		2017		2016		2015		2014	
Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share
3,456,966	25.02%	3,226,093	23.52%	3,463,276	25.35%	3,788,628	27.00%	1,427,907	10.27%	1,337,039	10.34%
1,700,340	12.31%	1,313,691	9.58%	1,244,806	9.11%	990,714	7.06%	408,290	2.94%	325,395	2.52%
2,061,693	14.92%	1,959,795	14.29%	1,748,496	12.80%	1,975,312	14.08%	1,945,206	13.99%	799,870	6.19%
1,800,540	13.03%	1,847,354	13.47%	1,466,389	10.74%	1,039,282	7.41%	226,520	1.63%	63,039	0.49%
1,355,994	9.82%	1,406,846	10.26%	1,370,801	10.04%	1,377,218	9.82%	1,337,791	9.61%	1,347,547	10.42%
1,044,485	7.56%	1,045,994	7.63%	1,004,733	7.36%	1,120,843	7.99%	1,123,683	8.08%	831,771	6.43%
663,905	4.80%	727,170	5.30%	653,505	4.78%	635,272	4.53%	700,245	5.04%	799,485	6.18%
362,918	2.63%	331,388	2.42%	296,739	2.17%	-	0.00%	-	0.00%	-	0.00%
100,583	0.73%	89,162	0.65%	43,368	0.32%	1,483	0.01%	36,935	0.27%	129,558	1.00%
257,910	1.87%	261,619	1.91%	208,706	1.53%	208,971	1.49%	208,669	1.50%	207,389	1.60%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
66,748	0.48%	67,965	0.50%	73,701	0.54%	64,158	0.46%	67,026	0.48%	64,145	0.50%
151,371	1.09%	150,551	1.10%	149,999	1.10%	151,142	1.08%	152,231	1.10%	150,181	1.16%
117,535	0.85%	146,506	1.07%	114,050	0.83%	107,929	0.77%	167,775	1.21%	186,956	1.45%
115,002	0.83%	27,071	0.20%	87,092	0.64%	109,620	0.78%	41,827	0.30%	49,724	0.38%
51,909	0.38%	64,660	0.46%	140,745	1.03%	77,267	0.55%	121,280	0.87%	61,192	0.47%
48,347	0.35%	120,652	0.88%	79,138	0.58%	60,097	0.43%	58,401	0.42%	58,613	0.45%
71,475	0.52%	57,150	0.42%	72,442	0.53%	63,300	0.45%	19,950	0.14%	-	0.00%
7,032	0.05%	146	0.00%	3,606	0.03%	-	0.00%	-	0.00%	-	0.00%
380,551.00	2.76%	869,151	6.34%	1,437,316	10.52%	2,258,910	16.09%	5,858,511	42.15%	6,514,673	50.42%
13,815,304	100.00%	13,712,964	100.00%	13,658,908	100.00%	14,030,146	100.00%	13,902,247	100.00%	12,926,577	100.00%

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

Exhibit S-27 – MARKET SHARE BY LANDED WEIGHT – DULLES INTERNATIONAL
(Expressed in Thousands of Pounds)

Airlines ¹	2023		2022		2021		2020	
	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share
United	8,637,067	45.85%	7,409,699	44.61%	4,773,554	37.23%	3,331,084	35.87%
Mesa (United Express)	968,175	5.14%	663,525	3.99%	687,449	5.36%	827,484	8.91%
Signature	668,873	3.55%	738,529	4.45%	547,697	4.27%	334,579	3.60%
Lufthansa	438,178	2.33%	346,156	2.08%	164,553	1.28%	106,052	1.14%
Jet Aviation Dulles, LLC	430,597	2.29%	415,507	2.50%	372,169	2.90%	201,811	2.17%
Delta	426,701	2.27%	374,685	2.26%	412,421	3.22%	264,390	2.85%
British Airways	421,164	2.24%	363,216	2.19%	214,060	1.67%	229,838	2.48%
Republic (United Express)	396,825	2.11%	394,571	2.38%	566,814	4.42%	305,762	3.29%
Commutair	375,820	2.00%	316,550	1.91%	224,205	1.74%	324,532	3.50%
Alaska	345,992	1.84%	181,061	1.09%	115,959	0.90%	111,146	1.20%
Federal Express	332,002	1.76%	369,518	2.22%	419,810	3.27%	421,248	4.54%
Air France	307,745	1.63%	289,035	1.74%	165,364	1.29%	99,178	1.07%
Qatar Airways	307,201	1.63%	261,034	1.57%	265,682	2.07%	143,891	1.55%
Emirates	301,219	1.60%	272,465	1.64%	211,259	1.65%	173,538	1.87%
Turkish Airlines	269,776	1.43%	258,786	1.56%	172,122	1.34%	98,770	1.06%
Southwest	264,751	1.41%	267,431	1.61%	249,509	1.95%	174,608	1.88%
GoJet (United Express)	246,135	1.31%	224,724	1.35%	110,471	0.86%	2,867	0.03%
Ethiopian Airlines	243,069	1.29%	234,946	1.41%	180,678	1.41%	152,948	1.65%
SkyWest (Delta Connection)	195,555	1.04%	155,520	0.94%	141,658	1.10%	76,185	0.82%
TACA International	194,328	1.03%	176,477	1.06%	136,766	1.07%	51,564	0.56%
Korean Air	191,387	1.02%	140,564	0.85%	89,212	0.70%	97,954	1.06%
Saudi Arabian	185,307	0.98%	201,694	1.21%	141,824	1.11%	107,476	1.16%
American	178,162	0.95%	218,941	1.32%	133,351	1.04%	138,764	1.49%
Etihad	155,124	0.82%	159,374	0.96%	96,475	0.75%	46,158	0.50%
All Nippon	154,700	0.82%	163,072	0.98%	188,720	1.47%	92,451	1.00%
Virgin Atlantic	150,356	0.80%	94,585	0.57%	-	0.00%	26,224	0.28%
Aer Lingus	132,522	0.70%	91,176	0.55%	15,440	0.12%	20,891	0.23%
KLM Royal Dutch	128,426	0.68%	121,548	0.73%	103,589	0.81%	66,089	0.70%
COPA	127,732	0.68%	113,529	0.68%	90,413	0.71%	38,503	0.41%
SAS	126,206	0.67%	75,277	0.45%	65,355	0.51%	44,628	0.48%
United Parcel Service	118,156	0.63%	119,755	0.72%	119,673	0.93%	97,580	1.05%
Jazz Aviation(Air Canada Jazz)	107,095	0.57%	70,348	0.42%	51,210	0.40%	2,999	0.03%
Austrian	101,857	0.54%	94,300	0.57%	78,974	0.62%	40,525	0.43%
Air Wisconsin (United Express)	84,318	0.45%	354,004	2.13%	834,109	6.51%	382,157	4.12%
Egyptair	82,201	0.44%	72,110	0.43%	63,250	0.49%	45,669	0.49%
PSA	82,103	0.44%	67,185	0.40%	95,786	0.75%	82,202	0.89%
Royal Air Maroc	80,467	0.43%	63,597	0.38%	57,893	0.45%	16,070	0.17%
Vuela Aviacion, S.A.	76,941	0.41%	42,741	0.26%	16,948	0.13%	8,681	0.09%
Avianca	76,017	0.40%	50,726	0.31%	21,516	0.17%	40,226	0.43%
Icelandair	75,590	0.40%	72,234	0.43%	40,824	0.32%	13,965	0.15%
Trans. Aereos Portugueses (TAP)	71,522	0.38%	56,180	0.34%	34,550	0.27%	15,870	0.17%
Allegiant Air	67,654	0.36%	47,501	0.29%	2,270	0.02%	-	0.00%
Air India	63,080	0.33%	58,900	0.35%	44,460	0.35%	47,606	0.51%
ITA (Alitalia)	55,757	0.30%	-	0.00%	-	0.00%	1,190	0.01%
Iberia Airlines	51,729	0.27%	34,887	0.21%	-	0.00%	-	0.00%
Brussels	45,732	0.24%	42,436	0.26%	25,132	0.20%	6,861	0.07%
Norse Atlantic UK Ltd	43,775	0.23%	-	0.00%	-	0.00%	-	0.00%
Endeavor (Delta Connection)	38,269	0.20%	33,110	0.20%	34,161	0.27%	89,765	0.97%
PLAY Airlines	36,179	0.19%	-	0.00%	-	0.00%	-	0.00%
Porter	35,815	0.19%	38,347	0.23%	8,645	0.07%	5,002	0.05%
Southern Airways Express, LLC	24,690	0.13%	25,965	0.16%	15,116	0.12%	-	0.00%
Republic Airlines (Delta)	21,795	0.12%	54,376	0.33%	17,229	0.13%	369	0.00%
Air Canada	20,220	0.11%	26,006	0.16%	142	0.00%	-	0.00%
Omni Air International	20,118	0.11%	16,924	0.10%	40,235	0.31%	50,135	0.54%
SkyWest (United Express)	19,044	0.10%	59,718	0.36%	112,489	0.88%	86,621	0.93%
Other ²	35,470	0.19%	16,446	0.10%	50,830	0.39%	142,814	1.55%
GRAND TOTAL	18,836,689	100.00%	16,610,991	100.00%	12,822,020	100.00%	9,286,920	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Dulles International or carriers with insignificant activity.

Source: Airports Authority Records

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Metropolitan Washington Airports Authority

2019		2018		2017		2016		2015		2014	
Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share	Landed Weights	Market Share
7,091,345	38.12%	6,640,796	37.20%	6,313,309	37.59%	6,061,065	36.20%	5,850,223	35.43%	6,027,022	36.06%
1,894,636	10.19%	1,746,287	9.78%	1,889,093	11.25%	1,832,724	10.95%	1,558,933	9.44%	577,406	3.46%
562,564	3.02%	653,277	3.66%	376,851	2.24%	625,638	3.74%	573,319	3.47%	569,271	3.41%
464,392	2.50%	477,694	2.68%	479,590	2.86%	482,661	2.88%	458,813	2.78%	434,196	2.60%
474,282	2.55%	243,960	1.37%	222,739	1.36%	353,888	2.11%	400,148	2.42%	368,178	2.20%
463,142	2.49%	462,882	2.59%	421,357	2.51%	382,964	2.29%	377,066	2.28%	336,728	2.02%
418,915	2.25%	424,962	2.38%	451,336	2.69%	464,889	2.78%	472,437	2.86%	480,525	2.88%
60,385	0.32%	72	0.00%	27,724	0.17%	375	0.00%	20,594	0.13%	284,828	1.70%
438,310	2.06%	367,705	2.06%	442,384	2.63%	449,365	2.68%	324,419	1.97%	313,298	1.87%
272,622	1.47%	208,345	1.17%	56,143	0.33%	55,196	0.33%	43,856	0.27%	-	0.00%
367,952	1.98%	373,431	2.09%	346,403	2.06%	364,015	2.17%	385,843	2.34%	384,891	2.30%
332,900	1.79%	311,505	1.75%	323,252	1.93%	308,314	1.84%	301,451	1.83%	329,899	1.97%
201,907	1.09%	203,116	1.13%	206,514	1.23%	201,963	1.21%	203,018	1.23%	203,018	1.21%
316,897	1.70%	318,565	1.79%	297,003	1.77%	309,339	1.85%	201,786	1.22%	202,339	1.21%
141,152	0.76%	140,603	0.79%	138,612	0.83%	159,915	0.96%	139,246	0.84%	138,418	0.83%
246,237	1.32%	329,316	1.85%	306,525	1.83%	284,330	1.70%	310,896	1.88%	308,878	1.85%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	603	0.00%	137,752	0.82%
185,696	1.00%	179,678	1.01%	185,341	1.10%	171,609	1.03%	164,575	1.00%	163,800	0.98%
152,559	0.82%	47,514	0.27%	52,588	0.31%	24,903	0.15%	12,356	0.08%	8,648	0.05%
129,655	0.70%	125,192	0.70%	115,370	0.69%	113,314	0.68%	120,116	0.73%	148,980	0.89%
202,210	1.09%	202,507	1.13%	198,210	1.18%	201,102	1.20%	193,562	1.17%	191,212	1.14%
185,036	0.99%	181,158	1.02%	197,224	1.17%	201,080	1.20%	201,643	1.22%	202,020	1.21%
284,601	1.53%	391,354	2.18%	352,409	2.10%	357,513	2.13%	314,182	1.90%	402,712	2.41%
155,124	0.83%	155,124	0.87%	155,993	0.93%	155,568	0.93%	167,326	1.01%	201,052	1.20%
200,548	1.08%	202,764	1.14%	203,318	1.21%	202,764	1.21%	202,764	1.23%	202,210	1.21%
139,430	0.75%	135,255	0.76%	134,620	0.80%	140,395	0.84%	152,272	0.92%	138,570	0.83%
121,945	0.65%	115,363	0.65%	69,090	0.41%	56,268	0.34%	47,240	0.29%	-	0.00%
146,389	0.79%	159,312	0.89%	161,907	0.96%	149,604	0.89%	147,229	0.89%	150,448	0.90%
119,164	0.64%	122,845	0.69%	113,236	0.67%	107,601	0.64%	102,756	0.62%	96,725	0.58%
143,147	0.77%	138,123	0.77%	139,504	0.83%	139,011	0.83%	135,879	0.82%	136,369	0.82%
92,649	0.50%	96,359	0.54%	102,855	0.61%	96,090	0.57%	89,541	0.54%	90,665	0.54%
24,469	0.13%	20,009	0.11%	9,072	0.05%	-	0.00%	-	0.00%	-	0.00%
102,186	0.55%	102,216	0.57%	98,254	0.58%	101,547	0.61%	132,213	0.80%	131,564	0.79%
667,917	3.59%	579,510	3.25%	103,354	0.62%	-	0.00%	-	0.00%	-	0.00%
38,675	0.20%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
168,836	0.91%	169,877	0.95%	188,648	1.12%	206,370	1.23%	126,459	0.77%	51,453	0.31%
73,909	0.40%	69,520	0.39%	62,302	0.37%	15,196	0.09%	-	0.00%	-	0.00%
28,660	0.15%	10,637	0.06%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
74,690	0.40%	50,722	0.28%	50,606	0.30%	50,236	0.30%	50,236	0.30%	49,574	0.30%
113,347	0.61%	103,869	0.58%	116,667	0.69%	91,560	0.55%	73,710	0.45%	46,620	0.28%
40,208	0.22%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	140	0.00%	140	0.00%
85,870	0.46%	86,362	0.48%	40,178	0.24%	-	0.00%	-	0.00%	-	0.00%
61,979	0.33%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
70,977	0.38%	79,370	0.45%	73,031	0.43%	67,944	0.41%	58,573	0.36%	98,811	0.59%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
79,155	0.43%	73,681	0.41%	71,964	0.43%	73,227	0.44%	43,980	0.27%	50,550	0.30%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
64,405	0.36%	66,690	0.37%	66,196	0.39%	61,009	0.36%	58,169	0.35%	54,896	0.33%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
72	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
53,009	0.28%	49,177	0.28%	33,530	0.20%	34,807	0.21%	34,168	0.21%	22,353	0.13%
110,519	0.59%	59,219	0.33%	2,716	0.02%	-	0.00%	1,297	0.01%	103,062	0.62%
736,225	3.96%	1,174,117	6.58%	1,396,222	8.31%	1,585,918	9.47%	2,259,346	13.66%	2,874,365	17.20%
18,600,899	100.00%	17,850,040	100.00%	16,793,240	100.00%	16,741,277	100.00%	16,512,383	100.00%	16,712,214	100.00%

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Exhibit S-28 – MARKET SHARE BY PASSENGER ENPLANEMENTS – REAGAN NATIONAL

Airlines ¹	2023		2022		2021		2020	
	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share
Domestic								
American	3,541,079	27.77%	3,343,295	27.90%	2,129,755	30.18%	1,178,314	31.20%
Southwest	1,806,772	14.17%	1,665,737	13.90%	905,647	12.84%	551,066	14.59%
Delta	1,134,530	8.90%	1,045,652	8.73%	744,271	10.55%	447,925	11.86%
JetBlue	914,963	7.18%	899,953	7.51%	362,199	5.13%	228,805	6.06%
United	664,905	5.22%	486,826	4.06%	190,814	2.70%	109,164	2.89%
Alaska	256,127	2.01%	257,612	2.15%	208,709	2.96%	106,213	2.81%
Frontier	171,760	1.35%	166,804	1.39%	116,527	1.65%	90,803	2.40%
Other ²	-	0.00%	-	0.00%	145	0.00%	-	0.00%
Regionals								
PSA	1,921,851	15.07%	1,739,005	14.51%	829,052	11.75%	352,260	9.33%
Republic (American Eagle)	1,124,139	8.82%	1,212,241	10.12%	975,965	13.83%	362,759	9.61%
Republic Airline (Delta)	454,152	3.56%	385,290	3.22%	159,471	2.26%	63,129	1.67%
Envoy Air (American Eagle)	215,155	1.69%	215,809	1.80%	151,778	2.15%	16,675	0.44%
GoJet Airlines (United Express)	115,745	0.91%	147,538	1.23%	46,770	0.66%	2,271	0.06%
Endeavor (Delta Connection)	111,411	0.87%	97,124	0.81%	25,344	0.36%	25,998	0.69%
SkyWest (United Express)	53,657	0.42%	71,678	0.60%	26,620	0.38%	21,302	0.56%
Republic (United Express)	31,988	0.25%	41,104	0.34%	49,119	0.70%	55,802	1.48%
Mesa (United Express)	6,568	0.05%	54,709	0.46%	62,686	0.89%	30,197	0.80%
Other ²	-	0.00%	22	0.01%	34,070	0.49%	90,608	2.40%
Charters	2,351	0.02%	5,307	0.04%	2,275	0.03%	620	0.02%
General Aviation	10,826	0.08%	9,936	0.08%	4,197	0.06%	4,140	0.11%
Military	3,298	0.03%	2,726	0.02%	2,793	0.04%	4,670	0.12%
TOTAL DOMESTIC	12,541,277	98.37%	11,848,368	98.88%	7,028,207	99.61%	3,742,721	99.10%
Transborder / International								
American Airlines	35,116	0.28%	15,074	0.13%	-	0.00%	-	0.00%
Other ²	-	0.00%	-	0.00%	-	0.00%	735	0.02%
Regionals								
Air Canada Jazz	136,547	1.06%	85,860	0.72%	15,173	0.22%	11,910	0.31%
PSA Airlines, Inc.	35,161	0.28%	26,397	0.22%	3,138	0.04%	5,941	0.16%
Republic (American Eagle)	1,210	0.01%	6,394	0.05%	9,435	0.13%	1,704	0.05%
Other ²	-	0.00%	54	0.00%	-	0.00%	13,336	0.36%
TOTAL TRANSBORDER/INTERNATIONAL	208,034	1.63%	133,779	1.12%	27,746	0.39%	33,626	0.90%
GRAND TOTAL	12,749,311	100.00%	11,982,147	100.00%	7,055,953	100.00%	3,776,347	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Reagan National or carriers with insignificant activity.

Source: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

2019		2018		2017		2016		2015		2014	
Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share	Passenger Enplanements	Market Share
3,094,721	25.86%	2,916,086	24.87%	3,104,991	25.95%	3,265,412	27.72%	1,434,409	12.46%	1,326,519	12.67%
1,800,257	15.05%	1,734,092	14.79%	1,742,858	14.56%	1,720,193	14.60%	1,526,755	13.26%	602,534	5.75%
1,343,903	11.23%	1,280,746	10.92%	1,315,781	11.00%	1,291,474	10.96%	1,227,598	10.67%	1,218,088	11.63%
910,453	7.61%	888,149	7.57%	915,987	7.66%	953,568	8.09%	936,319	8.13%	698,337	6.67%
544,819	4.56%	581,317	4.95%	545,789	4.56%	536,397	4.55%	565,748	4.92%	621,019	5.93%
266,815	2.23%	269,147	2.30%	211,964	1.77%	217,186	1.85%	216,726	1.88%	211,710	2.02%
165,685	1.38%	163,743	1.40%	172,533	1.44%	175,806	1.49%	165,349	1.44%	159,684	1.52%
1,258	0.01%	21,610	0.18%	171,379	1.43%	178,039	1.52%	2,146,292	18.65%	2,165,538	20.69%
1,322,027	11.05%	990,891	8.45%	968,959	8.10%	756,932	6.43%	330,904	2.87%	267,293	2.55%
1,394,726	11.66%	1,389,814	11.85%	1,138,484	9.51%	824,685	7.00%	173,457	1.51%	50,020	0.48%
248,231	2.07%	223,361	1.90%	187,809	1.57%	-	0.00%	-	0.00%	-	0.00%
78,082	0.65%	70,749	0.60%	31,794	0.27%	1,379	0.01%	28,401	0.24%	102,619	0.98%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
95,491	0.80%	116,880	1.00%	91,954	0.77%	87,021	0.74%	135,580	1.18%	144,621	1.38%
44,909	0.38%	54,181	0.46%	135,614	1.13%	68,882	0.58%	107,115	0.93%	53,543	0.51%
167,840	1.40%	176,907	1.51%	69,006	0.58%	94,728	0.80%	38,665	0.33%	38,742	0.37%
61,723	0.52%	53,517	0.46%	64,116	0.54%	56,342	0.48%	17,430	0.15%	-	0.00%
217,599	1.82%	594,924	5.08%	894,453	7.47%	1,372,232	11.65%	2,247,365	19.54%	2,596,959	24.81%
7,270	0.06%	165	0.00%	-	0.00%	-	0.00%	145	0.00%	-	0.00%
11,197	0.09%	11,904	0.10%	14,573	0.12%	9,831	0.08%	10,361	0.09%	9,555	0.09%
4,944	0.04%	5,190	0.04%	5,381	0.04%	3,517	0.03%	3,456	0.03%	3,572	0.03%
11,781,950	98.47%	11,543,373	98.43%	11,783,425	98.47%	11,613,624	98.58%	11,312,075	98.28%	10,270,353	98.08%
10,109	0.08%	8,130	0.07%	7,613	0.06%	-	0.00%	-	0.00%	-	0.00%
2,318	0.02%	3,069	0.03%	2,443	0.02%	9,680	0.08%	23,140	0.20%	13,781	0.13%
49,408	0.41%	49,718	0.42%	58,337	0.49%	47,387	0.40%	47,188	0.41%	41,755	0.40%
28,275	0.24%	257	0.00%	944	0.01%	-	0.00%	-	0.00%	-	0.00%
7,052	0.06%	3,673	0.03%	1,657	0.01%	259	0.00%	-	0.00%	-	0.00%
86,069	0.72%	118,729	1.02%	111,935	0.94%	109,603	0.94%	127,391	1.11%	145,591	1.39%
183,231	1.53%	183,576	1.57%	182,929	1.53%	166,929	1.42%	197,719	1.72%	201,127	1.92%
11,965,181	100.00%	11,726,949	100.00%	11,966,354	100.00%	11,780,553	100.00%	11,509,794	100.00%	10,471,480	100.00%

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Metropolitan Washington Airports Authority

Exhibit S-29 – MARKET SHARE BY PASSENGER ENPLANEMENTS – DULLES INTERNATIONAL

Airlines ¹	2023		2022		2021		2020	
	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share
Domestic								
United	4,732,731	37.80%	4,206,070	39.46%	2,829,832	37.87%	1,384,428	33.44%
Delta	347,620	2.78%	290,331	2.72%	249,240	3.34%	136,562	3.30%
Alaska	312,024	2.49%	171,133	1.61%	102,551	1.37%	63,659	1.54%
Southwest	225,811	1.80%	203,861	1.91%	187,681	2.51%	85,013	2.05%
American	144,327	1.15%	183,610	1.72%	94,659	1.27%	85,215	2.06%
Southern Airways Express	13,680	0.11%	13,146	0.11%	4,553	0.06%	-	0.00%
Envoy	11,953	0.10%	3,211	0.03%	11,070	0.15%	-	0.00%
Other ²	-	0.00%	1,047	0.01%	20,447	0.27%	8,188	0.20%
Regionals								
Mesa (United Express)	808,411	6.46%	574,343	5.39%	550,931	7.37%	533,072	12.87%
Commutair	359,680	2.87%	312,172	2.93%	204,458	2.73%	210,417	5.08%
Republic (United Express)	218,759	1.75%	289,271	2.71%	452,590	6.06%	186,138	4.50%
GoJet (United Express)	170,262	1.36%	127,157	1.19%	72,097	0.96%	417	0.01%
SkyWest (Delta Connection)	155,052	1.24%	123,475	1.16%	101,128	1.35%	37,491	0.91%
PSA	72,105	0.58%	54,491	0.51%	77,851	1.04%	57,167	1.38%
Air Wisconsin (United Express)	71,623	0.57%	244,617	2.29%	673,990	9.02%	243,084	5.87%
Endeavor (Delta Connection)	30,423	0.24%	20,705	0.19%	22,609	0.30%	37,607	0.91%
Republic Airline (Delta)	8,556	0.07%	34,690	0.33%	9,499	0.13%	21	0.00%
SkyWest (United Express)	7,541	0.06%	23,691	0.22%	49,041	0.65%	23,811	0.58%
Other ²	119	0.00%	535	0.01%	3,581	0.05%	2,190	0.05%
Charters	71,871	0.58%	46,698	0.44%	2,039	0.03%	954	0.02%
General Aviation	111,373	0.89%	71,640	0.67%	83,112	1.11%	54,542	1.32%
Military	37	0.00%	50	0.00%	129	0.00%	537	0.01%
TOTAL DOMESTIC	7,873,958	62.90%	6,995,944	65.61%	5,803,088	77.64%	3,150,513	76.10%
Transborder/International								
United	1,823,191	14.56%	1,438,787	13.50%	629,131	8.42%	318,499	7.69%
Lufthansa	195,271	1.56%	167,525	1.57%	56,831	0.76%	35,167	0.85%
TACA International	187,462	1.50%	156,323	1.47%	115,311	1.54%	43,672	1.05%
British Airways	183,114	1.46%	143,348	1.34%	49,686	0.66%	41,751	1.01%
Qatar Amiri Air	172,485	1.38%	131,587	1.23%	90,279	1.21%	37,400	0.90%
Turkish Airlines	156,744	1.25%	145,387	1.36%	86,371	1.16%	49,808	1.20%
Air France	151,876	1.21%	139,167	1.31%	52,905	0.71%	27,756	0.67%
COPA	138,347	1.11%	108,502	1.02%	73,087	0.98%	32,353	0.78%
Emirates	127,198	1.02%	107,697	1.01%	45,671	0.61%	35,451	0.86%
Ethiopian Airlines	125,060	1.00%	111,873	1.05%	81,167	1.09%	50,332	1.22%
Aer Lingus	95,893	0.77%	77,253	0.72%	8,296	0.11%	9,606	0.23%
Korean Air	79,161	0.63%	51,294	0.48%	14,587	0.20%	24,389	0.59%
Avianca	77,594	0.62%	45,436	0.43%	13,905	0.19%	18,978	0.46%
Ethihad	75,578	0.60%	70,105	0.66%	28,183	0.38%	14,446	0.35%
Vuela Aviacion, S.A.	74,906	0.60%	40,003	0.38%	11,221	0.15%	6,272	0.15%
Saudi Arabian	74,817	0.60%	63,517	0.60%	36,352	0.49%	32,382	0.78%
KLM Royal Dutch	73,696	0.59%	65,133	0.61%	27,830	0.37%	20,563	0.50%
Virgin Atlantic	67,843	0.54%	38,171	0.36%	-	0.00%	7,797	0.19%
Icelandair	64,672	0.52%	52,086	0.49%	23,905	0.32%	8,475	0.20%
Scandinavian Airlines System (SAS)	64,469	0.51%	40,064	0.38%	10,723	0.14%	10,260	0.25%
All Nippon	59,800	0.48%	30,094	0.28%	6,557	0.09%	14,155	0.34%
Austrian	58,582	0.47%	55,498	0.52%	34,524	0.46%	14,351	0.35%
Trans Aereos Portugueses (TAP)	58,463	0.47%	47,651	0.45%	21,304	0.29%	10,303	0.25%
Royal Air Maroc	42,226	0.34%	33,017	0.31%	17,591	0.24%	4,939	0.12%
Egyptair	42,224	0.34%	35,035	0.33%	25,873	0.35%	17,872	0.43%
Air India	37,280	0.30%	35,434	0.33%	21,589	0.29%	20,295	0.49%
PLAY Airlines	33,448	0.26%	-	0.00%	-	0.00%	-	0.00%
Iberia Airlines	28,746	0.23%	20,186	0.19%	-	0.00%	-	0.00%
ITA (Alitalia)	28,549	0.23%	-	0.00%	-	0.00%	586	0.01%
Norse Atlantic UK Ltd	27,282	0.22%	-	0.00%	-	0.00%	-	0.00%
Brussels	25,843	0.21%	21,522	0.20%	8,015	0.11%	2,278	0.06%
Air Canada	15,933	0.12%	20,083	0.19%	129	0.00%	-	0.00%
Other ²	6,674	0.05%	1,171	0.01%	5,148	0.07%	29,847	0.72%
Regionals								
Air Canada Jazz Aviation	89,507	0.70%	50,050	0.47%	33,542	0.45%	1,848	0.04%
Porter Airlines	32,768	0.26%	29,148	0.27%	4,936	0.07%	3,847	0.09%
Republic (United Express)	19,903	0.16%	21,313	0.20%	-	0.00%	476	0.01%
Air Wisconsin (United Express)	2,139	0.02%	62,685	0.59%	23,751	0.32%	5,524	0.13%
Other ²	16,324	0.13%	2,682	0.03%	1,699	0.02%	30,296	0.74%
Charters	2,574	0.02%	2,930	0.03%	5,077	0.07%	6,029	0.15%
General Aviation	7,463	0.06%	1,932	0.02%	3,325	0.04%	1,116	0.03%
Military	128	0.00%	244	0.00%	147	0.00%	164	0.01%
TOTAL TRANSBORDER/INTERNATIONAL	4,645,233	37.10%	3,663,933	34.39%	1,668,648	22.36%	989,283	23.90%
GRAND TOTAL	12,519,191	100.00%	10,659,877	100.00%	7,471,736	100.00%	4,139,796	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Dulles International or carriers with insignificant activity.

Source: Airports Authority Records

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2019		2018		2017		2016		2015		2014	
Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanements	Market Share
3,967,801	32.04%	3,708,401	30.84%	3,438,477	30.14%	3,142,765	28.73%	2,890,987	26.80%	2,866,519	26.65%
390,230	3.15%	369,155	3.07%	349,361	3.06%	312,695	2.86%	314,335	2.91%	277,699	2.58%
240,778	1.94%	188,801	1.57%	53,894	0.47%	50,405	0.46%	38,941	0.36%	-	0.00%
219,571	1.77%	303,489	2.52%	283,949	2.49%	258,813	2.37%	265,206	2.46%	269,534	2.51%
248,158	2.00%	347,151	2.89%	317,866	2.79%	327,164	2.99%	294,901	2.73%	353,899	3.29%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
155,330	1.26%	368,083	3.07%	481,326	4.22%	469,775	4.29%	722,317	6.69%	539,615	5.01%
1,450,800	11.72%	1,403,717	11.67%	1,525,927	13.38%	1,448,244	13.24%	1,249,649	11.58%	449,283	4.18%
413,824	3.34%	342,047	2.84%	383,100	3.36%	409,860	3.75%	285,392	2.65%	266,623	2.48%
43,210	0.35%	775	0.01%	14,411	0.13%	7,577	0.07%	19,760	0.18%	244,988	2.28%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	563	0.01%	106,350	0.99%
121,952	0.98%	40,329	0.34%	45,673	0.40%	22,875	0.21%	11,346	0.11%	7,621	0.07%
142,567	1.15%	142,679	1.19%	150,525	1.32%	169,881	1.55%	113,341	1.05%	45,716	0.42%
567,511	4.58%	476,060	3.96%	89,233	0.78%	-	0.00%	-	0.00%	-	0.00%
65,321	0.53%	57,851	0.48%	60,618	0.53%	60,807	0.56%	39,285	0.36%	43,532	0.40%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
63,844	0.52%	29,351	0.24%	834	0.01%	-	0.00%	971	0.01%	73,950	0.69%
54,857	0.44%	175,150	1.46%	268,488	2.35%	458,908	4.20%	885,961	8.20%	1,560,256	14.49%
4,136	0.03%	3,508	0.03%	2,349	0.02%	4,884	0.05%	6,087	0.06%	6,869	0.06%
54,599	0.44%	78,561	0.65%	81,714	0.72%	71,832	0.66%	73,237	0.68%	76,012	0.71%
10	0.00%	538	0.00%	57	0.00%	29	0.00%	215	0.00%	29	0.00%
8,204,499	66.24%	8,035,646	66.83%	7,547,802	66.17%	7,216,514	65.99%	7,212,494	66.84%	7,188,495	66.81%
1,399,217	11.30%	1,353,368	11.26%	1,325,462	11.62%	1,304,012	11.91%	1,323,186	12.26%	1,372,404	12.76%
220,563	1.78%	221,283	1.84%	222,010	1.95%	212,300	1.94%	208,539	1.93%	199,170	1.85%
133,490	1.08%	129,419	1.08%	114,313	1.00%	106,961	0.98%	106,156	0.99%	124,034	1.15%
167,894	1.36%	173,618	1.44%	183,932	1.61%	192,065	1.76%	198,664	1.84%	193,323	1.80%
99,956	0.81%	87,348	0.73%	93,697	0.82%	104,658	0.96%	99,589	0.92%	95,529	0.89%
102,072	0.82%	99,256	0.83%	88,559	0.78%	95,575	0.87%	90,738	0.84%	90,259	0.84%
173,978	1.41%	159,953	1.33%	164,513	1.44%	152,569	1.39%	153,051	1.42%	158,830	1.48%
111,784	0.90%	107,002	0.89%	106,158	0.93%	94,416	0.86%	77,731	0.72%	71,150	0.66%
142,983	1.15%	140,976	1.17%	125,065	1.10%	129,540	1.18%	101,449	0.94%	97,732	0.91%
106,158	0.86%	102,486	0.85%	98,174	0.86%	80,790	0.74%	85,329	0.79%	88,607	0.82%
73,059	0.59%	68,763	0.57%	50,075	0.44%	37,386	0.34%	27,279	0.25%	-	0.00%
86,110	0.70%	82,946	0.69%	80,560	0.71%	79,897	0.73%	77,863	0.72%	78,109	0.73%
59,480	0.48%	43,186	0.36%	41,140	0.36%	36,643	0.34%	36,936	0.34%	38,543	0.36%
72,658	0.59%	67,836	0.56%	70,127	0.61%	71,546	0.65%	70,513	0.66%	76,432	0.71%
23,657	0.19%	8,410	0.07%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
62,730	0.51%	64,976	0.54%	60,668	0.53%	65,843	0.60%	69,839	0.65%	72,016	0.67%
92,634	0.75%	93,722	0.78%	92,398	0.81%	85,625	0.78%	84,236	0.78%	82,057	0.76%
69,066	0.56%	70,304	0.58%	66,576	0.58%	65,807	0.60%	65,159	0.60%	66,775	0.62%
79,260	0.64%	74,679	0.62%	85,076	0.75%	68,387	0.63%	55,057	0.51%	39,379	0.37%
67,075	0.54%	66,294	0.55%	66,510	0.58%	66,538	0.61%	64,359	0.60%	69,814	0.65%
72,881	0.59%	72,850	0.61%	72,666	0.64%	70,419	0.64%	68,765	0.64%	64,128	0.60%
59,424	0.47%	56,854	0.47%	54,215	0.48%	59,563	0.55%	75,971	0.71%	75,777	0.71%
25,506	0.21%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
33,909	0.27%	31,448	0.26%	26,428	0.23%	7,528	0.07%	-	0.00%	-	0.00%
14,805	0.12%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
37,671	0.30%	37,459	0.31%	17,359	0.15%	-	0.00%	-	0.00%	-	0.00%
0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
29,187	0.24%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
39,367	0.32%	40,568	0.34%	35,798	0.31%	28,884	0.26%	25,861	0.24%	34,072	0.32%
0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
209,319	1.70%	213,782	1.78%	221,265	1.94%	192,443	1.77%	165,673	1.54%	147,598	1.38%
20,131	0.16%	20,736	0.17%	7,783	0.07%	-	0.00%	-	0.00%	-	0.00%
57,189	0.46%	56,070	0.47%	55,952	0.49%	52,405	0.48%	41,440	0.38%	38,152	0.35%
5,195	0.04%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	11,093	0.10%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
215,593	1.75%	233,099	1.94%	224,336	1.96%	251,378	2.28%	194,697	1.80%	176,612	1.64%
13,035	0.11%	8,025	0.07%	6,814	0.06%	6,163	0.06%	6,730	0.06%	5,325	0.05%
409	0.00%	1,070	0.01%	1,210	0.01%	1,335	0.02%	1,081	0.02%	1,361	0.01%
205	0.00%	479	0.00%	466	0.01%	487	0.01%	497	0.01%	258	0.00%
4,177,650	33.76%	3,988,265	33.17%	3,859,305	33.83%	3,721,163	34.01%	3,576,388	33.16%	3,568,539	33.19%
12,382,149	100.00%	12,023,911	100.00%	11,407,107	100.00%	10,937,677	100.00%	10,788,882	100.00%	10,757,034	100.00%

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Exhibit S-30 – MARKET SHARE BY PASSENGER ENPLANEMENTS – BOTH AIRPORTS

Airlines ¹	2023		2022		2021		2020	
	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share
Domestic								
United	5,397,636	21.36%	4,692,896	20.73%	3,020,646	20.79%	1,493,592	18.87%
American	3,685,406	14.59%	3,526,905	15.58%	2,224,414	15.31%	1,263,529	15.96%
Southwest	2,032,583	8.04%	1,869,598	8.26%	1,093,328	7.53%	636,079	8.04%
Delta	1,482,150	5.87%	1,335,983	5.90%	993,511	6.84%	584,487	7.38%
JetBlue	914,963	3.62%	899,953	3.97%	362,199	2.49%	228,805	2.89%
Alaska	568,151	2.25%	428,745	1.89%	311,260	2.14%	169,872	2.15%
Frontier	171,760	0.68%	167,099	0.74%	136,974	0.94%	98,991	1.25%
Other ²	25,633	0.10%	17,109	0.08%	15,768	0.11%	-	0.00%
Regionals								
PSA	1,993,956	7.89%	1,793,496	7.92%	906,903	6.24%	409,427	5.17%
Republic (American Eagle)	1,124,258	4.45%	1,212,776	5.36%	979,537	6.74%	364,426	4.60%
Mesa (United Express)	814,979	3.23%	629,052	2.78%	613,617	4.23%	563,269	7.12%
Republic (Delta)	462,708	1.83%	419,980	1.85%	168,970	1.16%	63,150	0.81%
Commutair	359,680	1.42%	312,172	1.38%	204,458	1.41%	212,609	2.69%
GoJet (United Express)	286,007	1.13%	274,695	1.21%	118,867	0.82%	2,688	0.03%
Republic (United Express)	250,747	0.99%	330,375	1.46%	501,709	3.45%	241,940	3.05%
Envoy Air (American Eagle)	215,155	0.85%	215,809	0.95%	151,778	1.05%	16,675	0.21%
SkyWest (Delta Connection)	155,052	0.61%	123,475	0.55%	109,138	0.75%	37,491	0.47%
Endeavor (Delta Connection)	141,834	0.56%	117,829	0.52%	47,953	0.33%	63,605	0.80%
Air Wisconsin (United Express)	71,623	0.28%	244,617	1.08%	673,990	4.64%	243,084	3.07%
SkyWest (United Express)	61,198	0.25%	95,369	0.42%	75,661	0.52%	45,113	0.57%
Other ²	0	0.00%	22	0.00%	26,069	0.18%	88,939	1.12%
Chartered								
	74,222	0.30%	52,005	0.23%	4,314	0.03%	1,574	0.02%
General Aviation								
	122,199	0.49%	81,576	0.36%	87,309	0.60%	58,682	0.74%
Military								
	3,335	0.01%	2,776	0.01%	2,922	0.02%	5,207	0.07%
TOTAL DOMESTIC	20,415,235	80.80%	18,844,312	83.23%	12,831,295	88.32%	6,893,234	87.08%
Transborder / International								
United	1,823,191	7.22%	1,438,787	6.35%	629,131	4.33%	318,499	4.02%
Lufthansa	195,271	0.77%	167,525	0.74%	56,831	0.39%	35,167	0.44%
TACA International	187,462	0.74%	156,323	0.69%	115,311	0.79%	43,672	0.55%
British Airways	183,114	0.73%	143,348	0.63%	49,686	0.34%	41,751	0.53%
Qatar Amiri Air	172,485	0.68%	131,587	0.58%	90,279	0.62%	37,400	0.47%
Turkish Airlines	156,744	0.62%	145,387	0.64%	86,371	0.60%	49,808	0.63%
Air France	151,876	0.60%	139,167	0.61%	52,905	0.36%	27,756	0.35%
COPA	138,347	0.55%	108,502	0.48%	73,087	0.50%	32,353	0.41%
Emirates	127,198	0.50%	107,697	0.48%	45,671	0.31%	35,451	0.45%
Ethiopian Airlines	125,060	0.50%	111,873	0.49%	81,167	0.56%	50,332	0.64%
Aer Lingus	95,893	0.38%	77,253	0.34%	8,296	0.06%	9,606	0.12%
Korean Air	79,161	0.31%	51,294	0.23%	14,587	0.10%	24,389	0.31%
Avianca	77,594	0.31%	45,436	0.20%	13,905	0.10%	18,978	0.24%
Etihad	75,578	0.30%	70,105	0.31%	28,183	0.19%	14,446	0.18%
Vuela Aviacion, S.A.	74,906	0.29%	40,003	0.18%	11,221	0.08%	6,272	0.09%
Saudi Arabian	74,817	0.30%	63,517	0.28%	36,352	0.25%	32,382	0.41%
KLM Royal Dutch	73,696	0.29%	65,133	0.29%	27,830	0.19%	20,563	0.25%
Virgin Atlantic	67,843	0.27%	38,171	0.17%	0	0.00%	7,797	0.10%
Icelandair	64,672	0.26%	52,086	0.23%	23,905	0.17%	8,475	0.11%
Scandinavian Airlines System (SAS)	64,469	0.25%	40,064	0.18%	10,723	0.07%	10,260	0.13%
All Nippon	59,800	0.24%	30,094	0.13%	6,557	0.05%	14,155	0.18%
Austrian	58,582	0.23%	55,498	0.25%	34,524	0.24%	14,351	0.18%
Trans Aereos Portugueses (TAP)	58,463	0.23%	47,651	0.21%	21,304	0.14%	10,303	0.13%
Other ²	323,321	1.26%	181,522	0.80%	78,345	0.53%	76,552	0.96%
Regionals								
Air Canada Jazz	226,054	0.90%	135,910	0.60%	48,715	0.35%	13,758	0.17%
Air Wisconsin (United Express)	2,139	0.01%	62,685	0.28%	23,751	0.16%	5,524	0.07%
Other ²	105,366	0.42%	85,988	0.38%	19,208	0.14%	55,600	0.71%
Chartered								
	2,574	0.01%	2,930	0.01%	5,077	0.04%	6,029	0.08%
General Aviation								
	7,463	0.03%	1,932	0.01%	3,325	0.02%	1,116	0.01%
Military								
	128	0.00%	244	0.00%	147	0.00%	164	0.00%
TOTAL TRANSBORDER INTERNATIONAL	4,853,267	19.20%	3,797,712	16.77%	1,696,394	11.68%	1,022,909	12.92%
GRAND TOTAL	25,268,502	100.00%	22,642,024	100.00%	14,527,689	100.00%	7,916,143	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines with insignificant activity.

Source: Airports Authority Records

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Metropolitan Washington Airports Authority

2019		2018		2017		2016		2015		2014	
Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share	Passenger Enplanement	Market Share
4,512,620	18.53%	4,289,718	18.06%	3,984,266	17.05%	3,679,162	16.19%	3,456,735	15.50%	3,487,538	16.43%
3,342,879	13.73%	3,263,237	13.74%	3,422,857	14.64%	3,592,576	15.81%	1,729,310	7.76%	1,680,418	7.91%
2,019,828	8.30%	2,037,581	8.58%	2,026,807	8.67%	1,979,006	8.71%	1,791,961	8.04%	872,068	4.11%
1,734,133	7.12%	1,649,901	6.95%	1,665,142	7.12%	1,604,169	7.06%	1,541,933	6.91%	1,495,787	7.04%
912,991	3.75%	1,037,947	4.37%	1,069,515	4.58%	1,113,719	4.90%	1,092,213	4.90%	881,317	4.15%
507,593	2.08%	457,948	1.93%	265,858	1.14%	267,591	1.18%	255,667	1.15%	211,710	1.00%
301,571	1.24%	336,516	1.42%	315,937	1.35%	265,595	1.17%	471,933	2.12%	318,728	1.50%
18,117	0.07%	67,122	0.28%	355,773	1.52%	397,874	1.75%	2,406,131	10.79%	2,363,129	11.12%
1,464,594	6.02%	1,133,570	4.77%	1,119,484	4.79%	926,813	4.08%	444,245	1.99%	313,009	1.47%
1,394,787	5.73%	1,407,295	5.93%	1,161,052	4.97%	825,096	3.63%	175,368	0.79%	50,020	0.24%
1,512,523	6.21%	1,457,234	6.14%	1,590,043	6.80%	1,504,586	6.63%	1,267,079	5.68%	489,167	2.30%
248,278	1.02%	223,361	0.94%	187,809	0.80%	-	0.00%	-	0.00%	-	0.00%
413,824	1.70%	342,047	1.44%	383,100	1.64%	409,860	1.80%	285,392	1.28%	266,623	1.26%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	563	0.00%	106,350	0.50%
211,050	0.87%	177,682	0.75%	83,417	0.36%	102,305	0.45%	58,425	0.26%	283,730	1.34%
78,082	0.32%	70,749	0.30%	31,794	0.14%	1,379	0.01%	28,401	0.13%	102,619	0.48%
131,580	0.54%	43,434	0.18%	45,859	0.20%	22,925	0.10%	11,391	0.05%	7,670	0.04%
160,812	0.66%	174,731	0.74%	152,572	0.66%	147,828	0.65%	174,865	0.78%	188,153	0.89%
567,511	2.33%	476,060	2.00%	89,233	0.38%	-	0.00%	-	0.00%	-	0.00%
108,753	0.45%	83,532	0.35%	136,448	0.59%	68,882	0.30%	108,086	0.48%	127,493	0.60%
262,767	1.08%	749,488	3.15%	1,140,187	4.89%	1,830,736	8.06%	3,131,370	14.04%	4,158,572	19.61%
11,406	0.05%	3,673	0.02%	2,349	0.01%	4,884	0.02%	6,232	0.03%	6,869	0.03%
65,796	0.27%	90,465	0.38%	96,287	0.41%	81,663	0.36%	83,598	0.37%	85,567	0.40%
4,954	0.02%	5,728	0.02%	5,438	0.02%	3,546	0.02%	3,671	0.02%	3,601	0.02%
19,986,449	82.09%	19,579,019	82.44%	19,331,227	82.73%	18,830,195	82.88%	18,524,569	83.07%	17,500,138	82.44%
1,399,217	5.75%	1,353,368	5.70%	1,325,462	5.67%	1,304,012	5.74%	1,323,186	5.93%	1,372,404	6.46%
220,563	0.91%	221,283	0.93%	222,010	0.95%	212,300	0.93%	208,539	0.94%	199,170	0.94%
133,490	0.55%	129,419	0.55%	114,313	0.49%	106,961	0.47%	106,156	0.48%	124,034	0.58%
167,894	0.69%	173,618	0.73%	183,932	0.79%	192,065	0.85%	198,664	0.89%	193,323	0.91%
99,956	0.41%	87,348	0.37%	93,697	0.40%	104,658	0.46%	99,589	0.45%	95,529	0.45%
102,072	0.42%	99,256	0.42%	88,559	0.38%	95,575	0.42%	90,738	0.41%	90,259	0.42%
173,978	0.71%	159,953	0.67%	164,513	0.70%	152,569	0.67%	153,051	0.69%	158,830	0.75%
111,784	0.46%	107,002	0.45%	106,158	0.45%	94,416	0.42%	77,731	0.35%	71,150	0.34%
142,983	0.59%	140,976	0.59%	125,065	0.54%	129,540	0.57%	101,449	0.45%	97,732	0.46%
106,158	0.44%	102,486	0.43%	98,174	0.42%	80,790	0.36%	85,329	0.38%	88,607	0.42%
73,059	0.30%	68,763	0.29%	50,075	0.21%	37,386	0.16%	27,279	0.12%	-	0.00%
86,110	0.35%	82,946	0.35%	80,560	0.34%	79,897	0.35%	77,863	0.35%	78,109	0.37%
59,480	0.24%	43,186	0.18%	41,140	0.18%	36,643	0.16%	36,936	0.17%	38,543	0.18%
72,658	0.30%	67,836	0.29%	70,127	0.30%	71,546	0.31%	70,513	0.32%	76,432	0.36%
23,657	0.10%	8,410	0.04%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
62,730	0.26%	64,976	0.27%	60,668	0.26%	65,843	0.29%	69,839	0.31%	72,016	0.34%
92,634	0.37%	93,722	0.39%	92,398	0.40%	85,625	0.38%	84,236	0.37%	82,057	0.39%
69,066	0.28%	70,304	0.30%	66,576	0.29%	65,807	0.29%	65,159	0.29%	66,775	0.31%
79,260	0.33%	74,679	0.31%	85,076	0.36%	68,387	0.30%	55,057	0.25%	39,379	0.19%
67,075	0.28%	66,294	0.28%	66,510	0.28%	66,538	0.29%	64,359	0.29%	69,814	0.33%
72,881	0.30%	72,850	0.31%	72,666	0.30%	70,419	0.31%	68,765	0.31%	64,128	0.30%
59,424	0.24%	56,854	0.24%	54,215	0.23%	59,563	0.26%	75,971	0.34%	75,777	0.36%
25,506	0.11%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
376,685	1.54%	334,456	1.40%	310,906	1.32%	238,535	1.06%	214,674	0.97%	210,537	0.98%
69,539	0.29%	70,454	0.30%	66,120	0.28%	47,387	0.21%	47,188	0.21%	41,755	0.20%
0	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
399,373	1.64%	411,828	1.73%	394,824	1.69%	413,645	1.82%	363,528	1.63%	315,072	1.48%
13,035	0.05%	8,025	0.03%	6,814	0.03%	6,163	0.03%	6,730	0.03%	5,325	0.03%
409	0.00%	1,070	0.01%	1,210	0.01%	1,335	0.01%	1,081	0.00%	1,361	0.01%
205	0.00%	479	0.00%	466	0.00%	487	0.00%	497	0.00%	258	0.00%
4,360,881	17.91%	4,171,841	17.56%	4,042,234	17.27%	3,888,092	17.12%	3,774,107	16.93%	3,728,376	17.56%
24,347,330	100.00%	23,750,860	100.00%	23,373,461	100.00%	22,718,287	100.00%	22,298,676	100.00%	21,228,514	100.00%

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Metropolitan Washington Airports Authority

Exhibit S-31 – MARKET SHARE BY ENPLANED CARGO WEIGHT – REAGAN NATIONAL

(Expressed in Pounds)

Airlines ¹	2023		2022		2021		2020	
	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share
Domestic								
Southwest	588,818	42.68%	745,271	46.44%	432,919	34.94%	403,564	26.03%
American	354,488	25.70%	401,161	25.00%	532,597	42.98%	818,522	52.80%
Alaska	186,434	13.51%	163,066	10.16%	53,452	4.31%	71,963	4.65%
Delta	167,694	12.16%	230,876	14.39%	163,054	13.16%	148,964	9.61%
Other ²	-	0.00%	-	0.00%	-	0.00%	864	0.06%
Regional								
PSA	45,388	3.29%	38,344	2.39%	21,652	1.75%	72,580	4.68%
Republic Airlines (American Eagle)	33,668	2.44%	23,373	1.46%	26,727	2.16%	18,051	1.16%
Envoy Air (American Eagle)	2,975	0.22%	2,567	0.16%	2,196	0.18%	1,250	0.08%
Other ²	-	0.00%	1	0.00%	6,419	0.52%	14,490	0.93%
Chartered	-	0.00%	-	0.00%	-	0.00%	50	0.00%
TOTAL DOMESTIC	1,379,465	100.00%	1,604,659	100.00%	1,239,016	100.00%	1,550,298	100.00%
Transborder/International								
Air Carrier	-	0.00%	-	0.00%	-	0.00%	-	0.00%
Regional	-	0.00%	-	0.00%	-	0.00%	-	0.00%
TOTAL TRANSBORDER/INTERNATIONAL	-	0.00%	-	0.00%	-	0.00%	-	0.00%
GRAND TOTAL	1,379,465	100.00%	1,604,659	100.00%	1,239,016	100.00%	1,550,298	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Reagan National or carriers with insignificant activity.

Source: Airports Authority Records

2023 ANNUAL COMPREHENSIVE FINANCIAL REPORT
Metropolitan Washington Airports Authority

2019		2018		2017		2016		2015		2014	
Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share
782,779	34.70%	462,864	16.69%	372,865	9.25%	344,327	13.35%	209,111	5.12%	57,682	1.93%
427,809	18.90%	957,177	34.51%	2,441,247	60.57%	1,112,583	43.13%	1,224,376	30.00%	741,760	24.80%
187,140	8.30%	213,174	7.68%	91,464	2.27%	46,045	1.79%	33,986	0.83%	36,729	1.23%
112,857	5.00%	285,714	10.30%	299,941	7.44%	369,456	14.32%	445,186	10.92%	340,027	11.36%
13,596	0.60%	120,606	4.35%	171,626	4.26%	193,012	7.48%	1,748,946	42.86%	1,409,995	47.14%
33,053	1.49%	606,335	21.85%	450,078	11.17%	282,662	10.96%	196,229	4.81%	196,549	6.57%
663,072	29.40%	-	0.00%	19,263	0.48%	109	0.00%	-	0.00%	1,773	0.06%
729	0.01%	164	0.01%	1,167	0.03%	-	0.00%	2,947	0.07%	1,766	0.06%
37,624	1.60%	127,977	4.61%	182,635	4.53%	230,726	8.94%	211,995	5.19%	203,565	6.81%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
2,258,659	100.00%	2,774,011	100.00%	4,030,286	100.00%	2,578,920	99.97%	4,072,776	99.80%	2,989,846	99.96%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	6,567	0.16%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	655	0.03%	1,668	0.04%	1,117	0.04%
-	0.00%	-	0.00%	-	0.00%	655	0.03%	8,235	0.20%	1,117	0.04%
2,258,659	100.00%	2,774,011	100.00%	4,030,286	100.00%	2,579,575	100.00%	4,081,011	100.00%	2,990,963	100.00%

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Metropolitan Washington Airports Authority

Exhibit S-32 – MARKET SHARE BY ENPLANED CARGO WEIGHT – DULLES INTERNATIONAL
(Expressed in Pounds)

Airlines ¹	2023		2022		2021		2020	
	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share
Domestic								
Federal Express	64,409,760	31.25%	66,126,175	28.50%	68,010,285	31.77%	72,776,787	41.90%
United	21,836,222	10.60%	15,822,278	6.82%	11,706,097	5.47%	10,991,615	6.33%
United Parcel Service	9,771,889	4.74%	10,206,610	4.40%	9,801,997	4.58%	10,401,054	5.99%
Delta	1,189,992	0.58%	2,022,438	0.87%	2,012,315	0.94%	1,168,077	0.67%
Alaska Airlines	492,143	0.24%	395,634	0.17%	193,862	0.09%	250,334	0.14%
Southwest	156,350	0.08%	100,924	0.04%	123,270	0.06%	204,427	0.12%
American	99,163	0.05%	125,307	0.06%	94,582	0.04%	134,400	0.08%
Airborne Express GB	-	0.00%	53,231	0.02%	-	0.00%	-	0.00%
Other ²	-	0.00%	-	0.00%	8,789	0.01%	-	0.00%
Regionals								
PSA	10,574	0.01%	27,397	0.01%	48,228	0.02%	61,257	0.04%
Other ²	-	0.00%	7	0.00%	1,358	0.00%	-	0.00%
Air Carrier -- Chartered								
	839,377	0.41%	615	0.00%	3,256	0.00%	127,909	0.07%
Military								
	-	0.00%	-	0.00%	-	0.00%	180	0.00%
TOTAL DOMESTIC	98,805,470	47.95%	94,880,616	40.89%	92,004,039	42.98%	96,116,040	55.34%
Transborder/International								
United	44,994,264	21.83%	45,079,961	19.43%	31,442,980	14.69%	25,630,404	14.76%
Etihad	7,259,944	3.52%	8,406,802	3.62%	4,966,603	2.32%	1,528,905	0.88%
All Nippon	6,435,888	3.12%	11,853,623	5.11%	14,115,644	6.59%	3,653,966	2.10%
Saudi Arabian	6,051,807	2.94%	6,272,486	2.70%	4,938,803	2.31%	3,548,775	2.04%
Lufthansa	5,087,884	2.47%	8,579,793	3.70%	5,645,044	2.64%	2,578,631	1.48%
Qatar Airways	4,646,282	2.25%	8,645,156	3.72%	10,328,012	4.82%	6,787,789	3.91%
Air France	4,368,505	2.12%	6,547,060	2.82%	6,137,817	2.87%	2,239,904	1.29%
Turkish Airlines	4,328,643	2.10%	7,305,925	3.15%	5,063,928	2.36%	3,168,603	1.82%
Emirates	4,245,851	2.06%	6,546,140	2.82%	8,554,842	4.00%	4,631,560	2.67%
Korean Air	4,177,907	2.03%	4,144,339	1.78%	5,058,741	2.36%	3,850,214	2.22%
British Airways	3,182,205	1.54%	6,887,947	2.97%	7,871,269	3.68%	5,167,270	2.98%
KLM Royal Dutch	2,816,838	1.37%	3,423,340	1.48%	4,177,925	1.95%	2,029,079	1.17%
Ethiopian Airlines	1,629,494	0.79%	1,617,297	0.70%	2,859,828	1.33%	2,738,468	1.58%
Egyptair	1,353,509	0.66%	2,348,582	1.01%	1,002,978	0.47%	752,314	0.43%
Federal Express	1,177,215	0.57%	1,057,593	0.46%	1,091,457	0.51%	2,576,151	1.48%
Austrian	1,081,595	0.52%	2,493,874	1.07%	1,770,998	0.83%	874,780	0.50%
United Parcel Service	943,482	0.46%	855,373	0.37%	1,175,054	0.55%	1,040,496	0.60%
SAS	749,582	0.36%	1,837,330	0.79%	3,834,591	1.79%	1,604,169	0.92%
Virgin Atlantic	648,231	0.31%	1,002,492	0.43%	-	0.00%	288,209	0.17%
Royal Air Maroc	571,912	0.28%	643,957	0.28%	238,922	0.11%	101,593	0.06%
ITA (Alitalia)	295,919	0.14%	-	0.00%	-	0.00%	-	0.00%
Iberia Airlines	205,273	0.10%	243,107	0.10%	-	0.00%	-	0.00%
Avianca	161,311	0.08%	168,045	0.07%	65,236	0.03%	99,821	0.06%
Brussels	156,026	0.08%	698,499	0.30%	638,417	0.30%	242,187	0.14%
Trans. Aereos Portugueses (TAP)	80,755	0.04%	122,102	0.05%	107,529	0.05%	95,985	0.05%
TACA International	62,510	0.03%	39,110	0.02%	97,468	0.04%	13,707	0.01%
Aer Lingus	57,454	0.03%	42,450	0.02%	14,318	0.01%	90,993	0.05%
Norse Atlantic	36,148	0.02%	-	0.00%	-	0.00%	-	0.00%
Icelandair	15,741	0.01%	19,661	0.01%	42,333	0.02%	3,733	0.00%
Air China	14,111	0.01%	-	0.00%	-	0.00%	203,624	0.12%
Other ²	5,041	0.00%	73,933	0.04%	433,705	0.20%	1,217,712	0.70%
All Cargo Charters								
Atlas Air	128,730	0.06%	-	0.00%	-	0.00%	-	0.00%
Kalitta Air	37,955	0.02%	17,650	0.01%	144,418	0.07%	501,173	0.29%
Other ²	-	0.00%	-	0.00%	-	0.00%	158,000	0.09%
Military								
	266,551	0.13%	187,743	0.08%	260,146	0.12%	155,278	0.09%
TOTAL TRANSBORDER/INTERNATIONAL	107,274,562	52.05%	137,161,371	59.11%	122,079,006	57.02%	77,573,494	44.66%
GRAND TOTAL	206,080,032	100.00%	232,041,987	100.00%	214,083,045	100.00%	173,689,534	100.00%

¹ Prior years' comparative information has been modified as necessary based on revisions from carriers.

² Includes airlines no longer serving Dulles International or carriers with insignificant activity.

Source: Airports Authority Records

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2019		2018		2017		2016		2015		2014	
Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share	Cargo Weight	Market Share
70,956,254	30.34%	71,217,399	27.56%	68,954,953	27.13%	68,205,408	28.93%	70,422,839	28.42%	72,447,956	28.27%
17,858,903	7.64%	20,394,285	7.89%	21,320,229	8.39%	19,714,724	8.36%	22,698,194	9.16%	16,255,607	6.34%
12,162,037	5.20%	10,971,811	4.25%	15,214,182	5.99%	15,163,816	6.43%	15,077,236	6.09%	14,099,929	5.50%
1,083,060	0.46%	1,131,348	0.44%	968,645	0.38%	877,693	0.37%	849,347	0.34%	387,046	0.15%
180,282	0.08%	60,863	0.02%	15,203	0.01%	14,409	0.01%	6,354	0.00%	-	0.00%
387,219	0.18%	345,923	0.13%	346,852	0.14%	283,598	0.12%	270,115	0.11%	250,770	0.10%
457,833	0.20%	533,213	0.21%	593,679	0.23%	414,267	0.18%	402,774	0.16%	428,054	0.17%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
286	0.00%	-	0.00%	89,676	0.03%	-	0.00%	1,626	0.00%	2,884	0.00%
47,352	0.02%	25,792	0.01%	2,585	0.00%	353,298	0.15%	74,749	0.03%	29,492	0.01%
-	0.00%	1,413	0.00%	-	0.00%	-	0.00%	-	0.00%	586	0.00%
752,401	0.32%	25,618	0.01%	213,127	0.08%	479,455	0.20%	23,634	0.01%	170,716	0.07%
-	0.00%	210,388	0.08%	13,086	0.01%	-	0.00%	-	0.00%	-	0.00%
103,885,627	44.44%	104,918,053	40.60%	107,732,217	42.39%	105,506,668	44.75%	109,826,868	44.32%	104,073,040	40.61%
40,558,515	17.34%	47,190,189	18.26%	44,897,698	17.67%	38,195,727	16.20%	42,725,437	17.24%	46,312,782	18.07%
5,462,384	2.34%	5,341,356	2.07%	5,038,308	1.98%	4,345,426	1.84%	6,056,897	2.44%	6,942,708	2.71%
9,362,035	4.00%	10,915,753	4.22%	11,798,469	4.64%	11,090,517	4.70%	10,506,051	4.24%	10,681,518	4.17%
4,654,185	1.99%	4,077,051	1.58%	4,055,123	1.60%	3,708,011	1.57%	5,260,345	2.12%	5,565,253	2.17%
11,114,647	4.75%	13,563,443	5.25%	12,156,964	4.78%	12,353,226	5.24%	10,395,682	4.20%	9,170,198	3.58%
8,202,083	3.51%	9,601,023	3.72%	12,156,157	4.78%	9,847,619	4.18%	10,110,588	4.08%	12,337,711	4.80%
6,161,567	2.63%	6,110,026	2.36%	5,680,633	2.24%	3,538,026	1.50%	2,687,616	1.08%	2,974,938	1.16%
3,124,478	1.34%	2,959,898	1.15%	3,253,327	1.28%	3,246,615	1.38%	3,637,634	1.47%	4,545,279	1.77%
2,236,099	0.96%	3,640,692	1.41%	4,072,154	1.60%	6,408,122	2.72%	6,888,972	2.78%	10,480,296	4.09%
5,328,467	2.28%	6,941,540	2.69%	6,990,362	2.75%	4,752,249	2.02%	4,776,097	1.93%	2,875,631	1.12%
5,888,452	2.52%	9,309,908	3.60%	7,670,321	3.02%	7,131,781	3.02%	7,100,962	2.87%	11,437,529	4.46%
3,862,910	1.65%	4,057,257	1.57%	2,267,992	0.89%	3,428,298	1.45%	3,339,690	1.35%	5,211,000	2.03%
1,838,505	0.79%	4,229,923	1.64%	1,818,176	0.72%	1,477,215	0.63%	1,568,294	0.63%	1,437,085	0.56%
712,735	0.30%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
803,249	0.34%	917,816	0.34%	1,007,658	0.40%	418,957	0.18%	-	0.00%	-	0.00%
1,675,892	0.72%	2,343,269	0.91%	1,791,073	0.70%	1,894,490	0.80%	2,473,462	1.00%	2,849,635	1.11%
873,594	0.37%	1,135,810	0.44%	866,737	0.34%	839,831	0.36%	643,206	0.26%	354,267	0.14%
2,764,837	1.18%	3,687,870	1.43%	4,734,514	1.86%	4,301,157	1.82%	3,505,860	1.41%	3,480,356	1.36%
2,340,042	1.00%	5,051,421	1.95%	6,034,147	2.38%	6,281,859	2.67%	5,916,764	2.39%	5,724,746	2.23%
844,305	0.36%	998,703	0.39%	527,576	0.21%	-	0.00%	-	0.00%	-	0.00%
102,009	0.04%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
146,018	0.06%	13,690	0.01%	9,225	0.00%	22,140	0.01%	38,599	0.02%	83,401	0.03%
2,316,646	0.99%	569,339	0.22%	805,400	0.32%	738,374	0.31%	1,639,086	0.66%	1,808,041	0.71%
501,100	0.21%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
117,078	0.05%	83,480	0.03%	163,095	0.06%	118,376	0.05%	220,649	0.09%	118,846	0.05%
591,894	0.25%	1,383,218	0.53%	15,132	0.01%	24,265	0.01%	592,755	0.24%	-	0.00%
-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%	-	0.00%
32,598	0.01%	26,427	0.01%	31,704	0.01%	33,817	0.01%	50,972	0.02%	39,063	0.02%
2,872,846	1.23%	3,687,713	1.43%	2,498,270	0.98%	1,272,747	0.54%	2,171,700	0.88%	1,745,056	0.68%
4,636,270	1.98%	4,542,221	1.76%	4,901,891	1.93%	3,887,509	1.66%	3,756,222	1.52%	5,254,074	2.05%
-	0.00%	254,458	0.10%	-	0.00%	164,734	0.07%	300,733	0.12%	16,707	0.01%
518,389	0.22%	540,778	0.21%	251,121	0.10%	101,364	0.04%	510,739	0.21%	176,819	0.07%
194,236	0.08%	77,315	0.03%	11,532	0.01%	-	0.00%	-	0.00%	78,000	0.03%
171,757	0.07%	220,302	0.09%	881,225	0.35%	644,487	0.27%	1,068,086	0.43%	526,543	0.21%
130,009,822	55.56%	153,471,889	59.40%	146,385,984	57.61%	130,266,939	55.25%	137,943,098	55.68%	152,227,482	59.39%
233,895,449	100.00%	258,389,942	100.00%	254,118,201	100.00%	235,773,607	100.00%	247,769,966	100.00%	256,300,522	100.00%

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Exhibit S-33 – PASSENGER FACILITY CHARGES BY AIRPORT

Reagan National

Airlines ¹	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
American Airlines ⁴	27,428,110	26,178,987	16,094,575	7,811,183	23,738,211	23,220,092	23,835,526	23,720,880	12,620,573	6,607,691
US Airways	-	-	-	-	-	-	-	-	10,971,171	16,699,046
Southwest Airlines	6,765,047	6,411,065	3,754,223	1,446,556	6,706,192	6,645,493	6,623,054	6,732,944	6,128,934	3,212,031
Delta Airlines	6,446,204	5,804,959	3,611,992	2,052,607	6,737,010	6,537,352	6,557,470	6,265,275	6,068,136	5,906,588
JetBlue Airways	3,914,714	3,707,782	1,710,342	682,535	3,761,273	3,769,776	3,730,716	4,040,767	4,036,800	3,029,943
United Airlines	3,581,239	3,241,876	1,488,959	905,903	3,720,850	3,837,461	3,789,541	3,997,233	3,900,631	3,735,844
Alaska Airlines	1,006,954	1,040,687	862,014	322,298	1,054,127	1,127,028	980,832	812,374	807,208	743,296
Frontier Airlines	671,242	694,767	555,714	291,265	711,503	700,402	728,968	757,596	713,263	711,404
Air Canada	438,999	316,783	57,656	107,765	502,673	504,392	492,057	466,802	464,959	477,086
Virgin America ⁵	-	-	-	-	-	55,556	483,921	563,436	-	-
MN Airlines	25,502	29,400	12,250	-	1,782	28,232	137,192	251,854	251,121	232,969
AirTran Airlines	-	-	-	-	-	-	-	-	-	-
Spirit Airlines	-	-	-	-	-	-	-	-	-	-
Other Airlines ²	204,931	(540,987)	921,968	135,285	318,983	225,825	198,780	182,536	700,510	400,249
Adjustments ³	(100,622)	455,062	1,048,906	1,120,145	394,122	4,884	(87,173)	(118,077)	222,203	213,285
TOTAL	\$ 50,382,320	\$ 47,340,381	\$ 30,118,599	\$ 14,875,543	\$ 47,646,726	\$ 46,656,493	\$ 47,470,884	\$ 47,673,620	\$ 46,885,509	\$ 41,969,433

Dulles International

Airlines ¹	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
United Airlines	30,475,930	27,097,197	22,061,832	8,592,805	30,201,665	28,257,091	26,112,104	25,657,007	24,298,549	24,402,180
Delta Airlines	2,533,304	2,189,657	1,656,412	825,955	2,734,596	2,495,990	2,476,885	2,308,384	2,180,717	2,040,765
American Airlines ⁴	1,222,345	1,153,990	834,415	573,128	1,685,295	2,169,075	2,176,073	2,180,496	1,600,336	1,559,167
Southwest Airlines	823,430	779,922	663,950	247,568	812,784	1,124,753	1,106,199	1,010,730	1,042,577	1,035,401
Lufthansa German Airline	1,013,526	1,029,637	328,214	222,764	1,123,402	1,133,216	1,081,832	999,892	1,199,891	1,229,411
Virgin America ⁵	-	-	-	-	-	105,539	568,717	778,362	768,290	770,746
British Airways	607,877	563,812	103,392	127,764	543,267	605,541	647,100	643,337	699,176	699,874
JetBlue Airways	21,521	19,620	10,741	-	2,968	589,373	554,657	616,995	593,514	736,431
Emirates Airlines	573,999	443,092	183,585	143,399	605,661	602,242	551,037	547,828	445,976	419,587
Air France	430,558	427,688	129,546	101,197	532,557	520,667	514,276	483,104	484,801	525,386
Qatar Amiri Air	663,196	529,487	414,224	131,542	404,560	385,223	375,367	445,515	422,897	441,928
Frontier Airlines	-	-	79,169	-	586,486	783,679	629,083	417,707	1,392,663	790,824
Turkish Airlines	679,038	718,295	334,895	201,811	453,393	446,762	426,226	430,192	399,715	358,358
C.O.P.A. Airlines	568,610	484,769	264,212	113,968	409,307	548,539	497,693	412,996	339,602	277,810
South African Airways	-	-	-	-	328,253	329,873	299,036	299,629	315,632	305,219
Ethiopian Airlines	552,765	495,734	342,488	195,793	495,902	445,218	427,966	358,033	366,365	376,385
Scandinavian Airlines	311,994	217,359	-	79,678	350,073	295,355	285,625	317,303	313,229	337,647
Korean Air Lines	254,535	227,780	22,574	-	293,946	306,909	306,046	316,583	301,440	314,216
Air Canada	617,777	491,042	58,049	107,261	450,586	422,389	348,560	299,252	247,670	257,116
Icelandair	303,599	221,576	62,610	-	333,833	288,357	374,919	298,375	240,410	172,804
All Nippon Airways	240,060	91,675	10,867	-	329,019	307,633	319,303	289,635	265,869	265,740
Porter Airlines	148,793	130,264	10,049	-	249,883	247,517	246,894	233,763	187,254	160,581
Virgin Atlantic Airways	188,112	128,511	4,621	-	210,199	239,718	208,921	225,259	220,445	238,967
Alaska Airlines	1,187,030	688,433	424,449	191,634	946,840	820,566	367,319	189,726	149,224	9,906
Air China	-	2,041	22	-	308,064	296,500	262,557	188,687	164,577	79,696
Austrian Airlines	151,368	144,134	80,809	-	149,463	166,259	122,341	168,377	253,094	256,538
KLM Royal Dutch Airlines	221,182	230,730	28,408	-	271,919	191,289	176,764	165,505	164,723	176,034
Taca International Airlines	750,688	429,974	248,348	-	224,648	188,343	168,480	157,350	169,694	205,893
Saudi Arabian Airlines	124,553	115,832	34,504	-	72,782	79,599	76,750	86,373	113,393	106,036
Royal Air Maroc	181,359	119,809	96,997	-	144,541	152,135	130,010	-	-	-
Air India	139,321	149,734	103,731	-	115,404	156,670	44,396	-	-	-
Aer Lingus	418,894	416,686	23,593	-	336,375	303,274	246,398	-	-	-
Avianca	371,454	352,066	335,439	177,579	546,642	480,730	-	-	-	-
US Airways	-	-	-	-	-	-	-	-	603,218	843,164
Other Signatory Airlines	1,513,825	1,261,683	-	-	-	-	-	-	-	-
Other Airlines ²	644,454	187,611	529,463	1,221,093	1,722,273	895,840	1,345,879	1,510,851	1,370,965	1,239,765
Adjustments ³	470,587	482,319	(224,302)	2,416,131	629,733	314,619	560	40,258	350,923	(324,232)
TOTAL	\$ 48,405,684	\$ 42,022,159	\$ 29,257,306	\$ 15,671,072	\$ 48,606,319	\$ 46,696,483	\$ 43,475,973	\$ 42,137,504	\$ 41,666,829	\$ 40,309,344

Passenger facility charges (PFCs) are collected by the airlines and remitted on a monthly basis to the Airports Authority. The Airports Authority accounts for PFCs on an accrual basis, based on the month the charges were collected by the airlines. These schedules reflect the amounts of PFCs submitted by carriers to the Airports Authority based on the airlines' year of collection.

¹ Previous years comparative information has been modified as necessary based on revisions from carriers. Carrier information is based on each year presented.

² Other Airlines includes PFCs applicable for carriers that do not operate at Reagan National or Dulles International.

³ Adjustments include estimates of receivables due from carriers for PFCs not yet remitted as of year-end, less estimates carried forward from the prior year.

⁴ US Airways merger with American Airlines completed in October 2015.

⁵ Virgin America merged with Alaska Airlines

Source: Airports Authority Records

Exhibit S-34 – TOP 30 PASSENGER ORIGIN AND DESTINATION MARKETS IN 2023 – REAGAN NATIONAL

Domestic				International		
Destination Airport	State	Trip Length*	Total O&D	Destination Airport	Country	Total O&D
Boston Logan	MA	SH	1,155,748	Toronto Pearson	Canada	118,771
Orlando	FL	MH	905,543	Nassau	Bahamas	57,804
Atlanta	GA	SH	848,565	Cancun	Mexico	54,532
Chicago O'Hare	IL	MH	800,372	Montreal	Canada	52,447
Ft. Lauderdale	FL	MH	538,611	Lima	Peru	43,164
Miami	FL	MH	511,203	Montego Bay	Jamacia	36,363
Los Angeles	CA	LH	505,688	Ottawa	Canada	26,267
Dallas/Fort Worth	TX	MH	420,676	Santo Domingo	Dominican Republic	25,982
New York La Guardia	NY	SH	420,487	San Jose	Costa Rica	25,892
Tampa	FL	MH	398,069	Punta Cana	Dominican Republic	23,994
Nashville	TN	SH	381,108	Bogota	Colombia	23,433
Denver	CO	MH	373,578	San Jose	Costa Rica	22,623
Minneapolis/ St. Paul	MN	MH	348,428	London Heathrow	United Kingdom	22,101
Phoenix	AZ	LH	335,817	Vancouver	Canada	22,065
West Palm Beach	FL	MH	324,842	Mexico City	Mexico	20,640
New Orleans	LA	MH	315,220	Puerto Vallarta	Mexico	16,779
St. Louis	MO	MH	311,095	Tel Aviv	Israel	16,760
Detroit	MI	SH	304,027	Buenos Aires	Argentina	16,409
Houston Intercontinental	TX	MH	297,954	Liberia	Costa Rica	16,178
San Francisco	CA	LH	271,600	Santiago	Chile	15,308
Chicago Midway	IL	MH	271,510	Aruba	Aruba	15,116
Dallas Love Field	TX	MH	267,911	Madrid	Spain	13,974
Kansas City	MO	MH	252,392	Kingston	Jamaica	13,957
Charlotte	NC	SH	246,303	Guatemala City	Guatemala	13,868
Las Vegas	NV	LH	227,778	Quito	Ecuador	13,498
Seattle	WA	LH	201,295	San Salvador	El Salvador	12,391
Raleigh/Durham	NC	SH	189,072	Calgary	Canada	12,227
Providence	RI	SH	186,854	Guadalajara	Mexico	12,214
Jacksonville	FL	MH	184,561	Comayagua	Honduras	11,754
Salt Lake City	UT	LH	179,479	Belize City	Belize	11,454

***Note**

- SH Short Haul = 0 to 600 miles
- MH Medium Haul = 601 - 1,800 miles
- LH Long Haul = over 1,800 miles

Domestic Source: U.S. DOT DB1B, Year Ending 3Q 2023, via Diio online portal.

International Source: Diio FMDI International Data, Year Ending 3Q 2023, via Diio online portal.

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Exhibit S-35 – TOP 30 PASSENGER ORIGIN AND DESTINATION MARKETS IN 2023 – DULLES INTERNATIONAL

Domestic				International		
Destination Airport	State	Trip Length*	Total O&D	Destination Airport	Country	Total O&D
Los Angeles	CA	LH	701,523	London Heathrow	United Kingdom	495,469
San Francisco	CA	LH	700,786	San Salvador	El Salvador	395,853
Denver	CO	MH	569,986	Paris De Gaulle	France	238,290
Seattle/Tacoma	WA	LH	443,051	Cancun	Mexico	163,461
Atlanta	GA	SH	338,061	Frankfurt	Germany	137,245
San Diego	CA	LH	329,653	Dublin	Ireland	134,151
Orlando	FL	MH	322,913	Rome	Italy	116,758
Austin	TX	MH	255,742	Amsterdam	Netherlands	107,500
Dallas/Fort Worth	TX	MH	250,450	Dubai	United Arab Emirates	104,865
Boston	MA	SH	227,313	Lisbon	Portugal	100,813
Chicago O'Hare	IL	SH	223,272	Istanbul	Turkey	98,638
Las Vegas	NV	LH	220,882	Reykjavik	Iceland	95,070
Houston Intercontinental	TX	MH	206,219	Brussels	Belgium	91,190
Tampa	FL	MH	179,108	Seoul	South Korea	89,911
Ft. Lauderdale	FL	MH	174,154	Madrid	Spain	88,037
Nashville	TN	SH	159,145	Toronto Pearson	Canada	87,137
Phoenix	AZ	LH	149,297	Punta Cana	Dominican Republic	81,989
Jacksonville	FL	MH	126,619	Addis Ababa	Ethiopia	81,010
San Antonio	TX	MH	124,572	Delhi	India	80,397
Charlotte	NC	SH	121,833	Guatemala City	Guatemala	79,533
Detroit	MI	SH	121,560	Cairo	Egypt	76,918
Minneapolis/St. Paul	MN	MH	108,139	Athens	Greece	75,107
New York LaGuardia	NY	SH	106,389	Hyderabad	India	74,895
Salt Lake City	UT	LH	105,919	Tel Aviv	Israel	68,439
Ft. Myers	FL	MH	100,421	Mexico City	Mexico	67,673
New Orleans	LA	MH	90,618	Barcelona	Spain	66,825
Honolulu	HI	LH	84,666	Munich	Germany	62,668
Portland	OR	LH	83,894	Casablanca	Morocco	58,953
Sacramento	CA	LH	82,801	San Jose	Costa Rica	56,075
Charleston	SC	SH	82,094	Accra	Ghana	56,071

***Note**

SH Short Haul = 0 to 600 miles

MH Medium Haul = 601 - 1,800 miles

LH Long Haul = over 1,800 miles

Domestic Source: U.S. DOT DB1B, Year Ending 3Q 2023, via Diio online portal.

International Source: Diio FMDI International Data, Year Ending 3Q 2023, via Diio online portal.

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Exhibit S-36 – TOP 10 PASSENGER ORINATION AND DESTINATION MARKETS – REAGAN NATIONAL

The following tables depict the top ten passenger origin and destination (O&D) markets for Reagan National for the past ten years. O&D data is used to determine air traffic patterns, air carrier market shares, and passenger flows. Primarily serving as a short-haul airport, Reagan National offers nonstop service to destinations no further than a 1,250 mile perimeter from Washington, D.C. as part of the federally-instituted Perimeter Rule. The federal government has granted exceptions to this rule, allowing daily flights to the following cities beyond the perimeter: Austin; Denver; Las Vegas; Los Angeles; Phoenix; Portland, OR; Salt Lake City; San Francisco; San Juan, PR and Seattle.

2023		2022		2021		2020	
Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers
Boston, MA	1,155,748	Boston, MA	1,086,368	Boston, MA	398,262	Boston, MA	603,203
Orlando, FL	905,543	Orlando, FL	787,320	Orlando, FL	383,992	Atlanta, GA	469,139
Atlanta, GA	848,565	Atlanta, GA	770,798	Atlanta, GA	375,388	Orlando, FL	432,677
Chicago O'Hare	800,372	Chicago, O'Hare	685,763	Los Angeles, CA	361,428	Chicago, O'Hare	380,936
Ft. Lauderdale, FL	538,611	Miami, FL	537,089	Miami, FL	315,037	Los Angeles, CA	324,489
Miami, FL	511,203	Los Angeles, CA	506,338	Chicago, O'Hare	266,736	Miami, FL	305,656
Los Angeles, CA	505,688	Fort Lauderdale, FL	445,566	Tampa, FL	208,051	Fort Lauderdale, FL	243,104
Dallas/Fort Worth, TX	420,676	Tampa, FL	385,914	Denver, CO	205,982	Dallas/Ft. Worth, TX	237,522
New York La Guardia	420,487	Dallas/Ft. Worth, TX	383,159	Dallas/Ft. Worth, TX	196,368	Denver, CO	230,516
Tampa, FL	398,069	Denver, CO	356,224	Nashville, TN	154,920	Tampa, FL	227,206

2019		2018		2017		2016	
Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers
Boston, MA	1,296,993	Boston, MA	1,181,897	Boston, MA	1,183,531	Boston, MA	1,184,229
Atlanta, GA	878,332	Atlanta, GA	882,099	Chicago, O'Hare	959,558	Atlanta, GA	885,741
Orlando, FL	835,336	Chicago, O'Hare	865,028	Atlanta, GA	933,206	Chicago, O'Hare	826,250
Chicago, O'Hare	802,319	Orlando, FL	806,687	Orlando, FL	748,209	Orlando, FL	771,552
Miami, FL	556,200	Los Angeles, CA	544,086	Fort Lauderdale, FL	564,816	Fort Lauderdale, FL	531,709
Los Angeles, CA	534,117	Tampa, FL	499,834	Miami, FL	491,625	Tampa, FL	512,559
Fort Lauderdale, FL	470,159	Miami, FL	497,385	Los Angeles, CA	488,587	Miami, FL	490,522
Tampa, FL	460,108	Fort Lauderdale, FL	459,629	Tampa, FL	487,825	Los Angeles, CA	475,373
Dallas/Ft. Worth, TX	455,097	Dallas/Ft. Worth, TX	438,976	Dallas/Ft. Worth, TX	435,003	New York, LaGuardia	441,559
Denver, CO	428,184	New York, LaGuardia	422,071	New York, LaGuardia	418,588	Dallas/Ft. Worth, TX	425,316

2015		2014	
Destination Airport	Passengers	Destination Airport	Passengers
Boston, MA	1,117,410	Boston, MA	1,130,313
Atlanta, GA	811,460	Chicago, O'Hare	806,970
Chicago, O'Hare	787,175	Atlanta, GA	732,631
Orlando, FL	676,587	Orlando, FL	628,918
Tampa, FL	528,561	Tampa, FL	437,091
Fort Lauderdale, FL	467,864	New York, LaGuardia	429,451
Denver, CO	465,287	Fort Lauderdale, FL	426,535
New York, LaGuardia	451,477	Miami, FL	414,004
Miami, FL	444,096	Denver, CO	404,842
Los Angeles, CA	440,020	Dallas/Fort Worth, TX	379,532

Data reported for current year reflects year-ending estimates as of the 3rd Quarter in the calendar year. Prior year results have been adjusted to reflect actual annual traffic. Source: U.S. DOT, DB1B database, via Diio online portal.

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Exhibit S-37 – TOP 10 PASSENGER ORINATION AND DESTINATION MARKETS – DULLES INTERNATIONAL

The following tables depict the top ten passenger origin and destination (O&D) markets for Dulles International for the past ten years. O&D data is used to determine air traffic patterns, air carrier market shares, and passenger flows. Dulles International is a major East Coast gateway for domestic and international travelers as well as cargo activities.

2023		2022		2021		2020	
Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers
Los Angeles, CA	701,523	Los Angeles, CA	575,482	Los Angeles, CA	295,943	Los Angeles, CA	368,899
San Francisco, CA	700,786	San Francisco, CA	532,466	Denver, CO	277,844	San Francisco, CA	328,371
Denver, CO	569,986	Denver, CO	445,210	Orlando, FL	226,113	Denver, CO	304,758
London, Heathrow	495,469	Orlando, FL	325,232	San Francisco, CA	221,774	Orlando, FL	209,555
Seattle, WA	443,051	San Salvador, El Salvador	318,765	San Salvador, El Salvador	193,182	London, Heathrow	205,194
San Salvador, El Salvador	395,853	London, Heathrow	316,793	Atlanta, GA	180,873	Atlanta, GA	185,974
Atlanta, GA	338,061	Seattle, WA	299,823	Seattle, WA	159,792	Seattle, WA	181,786
San Diego, CA	329,653	Atlanta, GA	280,136	San Diego, CA	131,712	San Diego, CA	124,774
Orlando, FL	322,913	San Diego, CA	224,489	Houston Intercontinental, TX	115,486	Dallas/Ft. Worth, TX	123,489
Austin, TX	255,742	Austin, TX	202,875	Ft. Lauderdale, FL	113,809	San Salvador, El Salvador	118,740

2019		2018		2017		2016	
Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers	Destination Airport	Passengers
Los Angeles, CA	778,691	Los Angeles, CA	797,244	Los Angeles, CA	814,551	Los Angeles, CA	815,488
San Francisco, CA	681,218	San Francisco, CA	703,512	San Francisco, CA	752,577	San Francisco, CA	774,931
Denver, CO	572,210	Denver, CO	604,711	Denver, CO	511,521	London, Heathrow	445,207
London, Heathrow	502,542	London, Heathrow	485,566	London, Heathrow	472,618	Denver, CO	442,756
Orlando, FL	413,498	Orlando, FL	445,111	Orlando, FL	352,138	Orlando, FL	352,138
Seattle, WA	380,722	Atlanta, GA	329,693	Atlanta, GA	398,149	Atlanta, GA	341,711
Atlanta, GA	321,856	Las Vegas, NV	311,374	Dallas/Ft. Worth, TX	273,807	Seattle, WA	250,301
Las Vegas, NV	270,886	Seattle, WA	296,686	Seattle, WA	272,590	Boston, MA	248,884
San Diego, CA	254,791	Dallas/Ft. Worth, TX	280,740	Boston, MA	263,454	Las Vegas, NV	241,729
San Salvador, El Salvador	248,263	Boston, MA	279,542	Las Vegas, NV	235,060	San Diego, CA	230,623

2015		2014	
Destination Airport	Passengers	Destination Airport	Passengers
Los Angeles, CA	803,235	Los Angeles, CA	822,948
San Francisco, CA	787,614	San Francisco, CA	812,980
London, Heathrow	448,828	London, Heathrow	455,181
Denver, CO	392,909	Denver, CO	374,384
Orlando, FL	344,595	Boston, MA	267,014
Atlanta, GA	318,188	Atlanta, GA	266,181
Las Vegas, NV	282,630	Orlando, FL	259,000
Boston, MA	246,783	Chicago O'Hare, IL	236,643
Chicago O'Hare, IL	245,335	Dallas/Fort Worth, TX	196,885
San Diego, CA	241,795	Paris, De Gaulle	194,293

Source: U.S. DOT, DB1B database, via Diio online portal.

International Source: (2005-2017) MIDT via Sabre Global Demand Data (GDD), preliminary data. No international data currently available before January 2005.

* International passenger

Exhibit S-38 – AIRLINE TENANTS – BOTH AIRPORTS

As of December 31, 2023

Reagan National		
Signatory Airlines	Affiliate Airlines	Non-Signatory Airlines
Air Canada	Commutair	MN Airlines, LLC
Alaska Airlines	Endeavor Air	
American Airlines	Envoy Air	
Delta Airlines	GoJet Airlines	
Frontier Airlines	Jazz Aviation LP	
Jet Blue Airways Corp	Mesa Airlines	
Southwest Airlines	Piedmont Airlines	
United Airlines	PSA Airlines	
	Republic Airlines	
	SkyWest Airlines	

Dulles International		
Signatory Airlines	Affiliate Airlines	Non-Signatory Airlines
Aer Lingus	Air Wisconsin	MN Sun Country
Air Canada	CommutAir	Omni Air International
Air China	Endeavor Air, Inc.	
Air France	Envoy	
Air India	GoJet Airlines	
Alaska Airlines	Mesa Airlines, Inc.	
All Nippon Airways (ANA)	PSA Airlines, Inc.	
Allegiant Air, LLC	Republic Airlines	
American Airlines	SkyWest	
Austrian Airlines		
Avianca		
British Airways		
Brussels Airlines		
C.O.P.A. Airlines		
Delta Air Lines, Inc.		
Egyptair		
Emirates Airlines		
Ethiopian Airlines		
Ethiad Airways		
Federal Express Corp.		
Frontier Airlines Inc.		
Iberia Airlines		
Icelandair		
ITA Airways (Alitalia)		
JetBlue Airways		
KLM Royal Dutch Airlines		
Korean Air Lines		
Lufthansa German Airline		
Mountain Air Cargo		
PLAY Airlines		
Qatar Airways		
Royal Air Maroc		
Saudi Arabian Airlines		
Scandinavian Airlines System		
South African Airways		
Southern Airways Express, LLC		
Southwest Airlines Co.		
Taca International Airlines		
Trans. Aereos Portugueses (TAP)		
Turkish Airlines, Inc.		
United Airlines		
Virgin Atlantic Airways		
Vuela Aviacion, S.A.		

Note: Signatory Airlines as of December 31, 2023. Includes Affiliate Airlines.

Signatory Airlines are those that have signed the Airports Authority Use Agreement and Premises Lease. Signatory status is available to all airlines providing scheduled service and offers benefits such as lower fees, sharing of Airports Authority revenue, and the right to lease space. Additional detail is provided in Note 3 - Airport Use Agreement and Premises Lease.

Source: Airports Authority Records

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Exhibit S-39 – NON-AIRLINE TENANTS – REAGAN NATIONAL

As of December 31, 2023

Reagan National		
<p><u>Retail</u> America! Brooks Brothers Capital Image CTY DCA T-Shades DC Originals Elsen Oils INK InMotion Entertainment iStore iTravel2 Johnston & Murphy MAC Cosmetics Pen & Prose Boutique Pen & Prose Express Smithsonian Institution Spanx Tresors Boutique Tumi Uniquely DC Vineyard Vines</p> <p><u>Newsstands</u> Capital File News Cibo Express (OTG) CNBC News Forbes Hudson News Washingtonian WH Smith</p> <p><u>Fixed Based Operators</u> Signature Flight Support</p> <p><u>Parking Managed by:</u> SP Plus Corporation</p> <p><u>Parking Shuttle Managed by:</u> SP Plus Corporation</p> <p><u>Inflight Kitchens</u> Sky Chefs, Inc.</p> <p><u>Rental Cars</u> Avis Budget Car Rental, LLC Enterprise Leasing Hertz Rent-A-Car Sixt Rent a Car, LLC</p> <p><u>Wireless Communication Providers</u> APC Realty Cellco Verizon New Cingular Wireless T-Mobile</p> <p><u>Ground Transportation</u> Alto Operations Virginia LLC Hotel Shuttles Limousine Operators Lyft, Inc. Rasier LLC (Uber) Technical and Professional Services</p>	<p><u>Food and Beverage</u> &Pizza American Tap Room Ben's Chili Bowl Big Bowl Boar's Head Delicatessen Capital One Landing Cava Mezza Chick Fil A Custom Burger District Bar Dunkin Donuts El Centro D.F. Elevation Burger Five Guys Georgetown Gourmet Market Good Stuff Eatery Great American Bagel Grille District Kapnos Taverna Legal Sea Foods Lickety Split Magic Pan Matsutaki Sushi May Vending Company Mezeh Page Peet's Coffee P.F. Changs Qdoba Mexican Grill Reservoir Say Si Bon Gourmet Sip Munch & More Smashburger Starbucks Tagliare Taylor Gourmet Timber Pizza U Street Pub Washington Pour Bar WH Smith Café Wolfgang Puck Bar & Bites Wow Bau Hot Asian Buns</p> <p><u>Advertising</u> In-Ter-Space Services, Inc.</p> <p><u>Services</u> Alclear, LLC EuroNet USA, LLC Kiko's Shoeshine Smarte Carte Inc. XpresCheck</p>	<p><u>Commercial Aviation Services</u> ABM Aviation, Inc. Aircraft Service Int'l. Dba Menzies Aviation Airport Butler Air General Airline Tech Reps (STS Line Maintenance) Airway Cleaners, LLC Clear (Alclear) Allied Aviation Fueling of National Airport American Sales & Management Armed Security Dba Butler Security, Inc. Avdyne AeroServices, LLC Baggage Airline Guest Services DCA Fuel Facilities, LLC Eastern Industrial Maintenance, Inc. Elite Line Services, LLC G2 Secure Staff, LLC Host Int'l Huntleigh USA Corporation Integrated Deicing Services IW Group, LLC Dba Perq Soleil Menzies Aviation (USA), Inc. Oxford Airport Technical Services Professional Services Management SCIS Air Sec. Corporation Swissport USA, Inc.</p> <p><u>Other Airport Tenants</u> Aeronautical Radio, Inc. Air General Airport Terminal Services Aircraft Serv Intl dba Menzies Aviation Airline Tech Reps Allied Aviation Fueling of National Airport American Airlines Federal Credit Union American Sales & Management DCA Fuel Facilities, LLC Drug Enforcement Administration Eastern Industrial Maintenance, Inc. Federal Aviation Administration Federal Bureau of Investigation Fraport Washington Partnership LLC G2 Secure Staff, LLC General Services Administration Integrated Deicing Services Marketplace Development Mays Corporation Idemia (MorphoTrust USA) Pleasant News at DCA, LLC PrimeFlight Aviation Services Rawking Holdings, dba Couriers United LLC Smith's Detection, Inc. Swissport USA, Inc. Transportation Security Administration US Coast Guard Air Station</p>

Source: Airports Authority Records

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Exhibit S-40 – NON-AIRLINE TENANTS – DULLES INTERNATIONAL

As of December 31, 2023

Dulles International			
<p><u>Retail</u> Brookstone Cacao Chaser Christian Dior - MWAA Coach (DFA) - MWAA DC Marketplace Eden's Boutique Estee Lauder Flag World GenX Wireless In Motion iRelax-n-Massage iTravel2 Montblanc (DFA) - MWAA Polo - Ralph Lauren (DFA) - MWAA See's Candies Souvenir Library Sunglass Hut Travel Tech Tumi Vera Bradley Vineyard Vines</p> <p><u>Newsstands</u> Capitol City Ink Forbes Hudson News NBC4 Stellar News Washington Informer Washingtonian</p> <p><u>Duty Free</u> Dulles Duty Free, LLC</p> <p><u>Services</u> Alclear, LLC EuroNet USA, LLC iRelax-N-Massage FuelRod Washington Dulles Airport Marriott Hotel Sandy Hector Shoeshine Smarte Carte, Inc. Sunoco Gas Station XpresCheck</p> <p><u>Foreign Currency</u> Lenlyn Ltd/ICE CurrencySv</p> <p><u>Parking Managed by:</u> SP Plus Corporation</p> <p><u>Parking Shuttle Managed by:</u> SP Plus Corporation</p> <p><u>Advertising</u> In-Ter-Space Services, Inc. (Clear Channel)</p> <p><u>Fixed Based Operators</u> Atlantic Aviation Washington Dulles LLC Signature Flight Support</p>	<p><u>Food & Beverage</u> &Pizza Au Bon Pain Auntie Anne's Pretzels Be Right Burger Bistro Atelier Bracket Room Café Americana Capitol Grounds Coffee Carrabbas CAVA Chef Geoff's Chick-Fil-A DC-3 Hot Dog Joint DC ChopHouse Devils Backbone Dulles Gourmet Market Dunkin' Extreme Pita Five Guys Jersey Mike's Peet's Coffee Pizza Hut Potbelly Sandwich Works Rusty Taco Smashburger Starbucks Coffee Subway Vino Volo Washington Commanders Burgundy & Gold Club Wendy's Wow Bao</p> <p><u>Rental Cars</u> Avis Budget Car Rental LLC Enterprise RAC Company of Maryland, LLC Sixt Rent A Car The Hertz Corporation</p> <p><u>In-flight Kitchens</u> Executive Inflight Catering Flying Food Group, LLC Gate Gourmet International Sky Chefs, Inc.</p> <p><u>Ground Transportation</u> Alto Operations American Limousines, Inc (Multi-Party) Hotel Shuttles Limousine Operators Lyft Inc. Raiser, LLC (Uber) Technical and Professional Services, Inc. WHC VA, LLC</p> <p><u>Wireless Communication Providers</u> APC Realty Cellco Verizon New Cingular Wireless T-Mobile Verizon South Inc.</p>	<p><u>Commercial Aviation Services</u> ABM Aviation, Inc. Air General Inc. Argo Group Avdyne Aeroservices, LLC Better Business Connection Choice Aviation Services Crigger Contracting, Inc. Departures, LLC FLIK International Corporation G2 Secure Staff Global Security Associates Huntleigh USA Corporation Integrated Deicing Services IW Group, LLC Dba Perq Soleil Maximus Global Services Menzies Aviation (USA) ,Inc. Piedmont Ground Handling PrimeFlight Aviation Services, Inc Professional Services Management, LLC SCIS Air Security Corporation Securemedy Incorporated Swissport Fueling, Inc Swissport USA, Inc. TAV Washington Operation Services, LLC TD Snow Removal (Top Dog) Textron Ground Support Equipment, Inc. Unifi Aviation, LLC Worldwide Flight Services, Inc.</p> <p><u>Other Airport Tenants</u> A&A Transfer Air General Inc. Airschott, Inc. Alclear, LLC All Nippon Airways (ANA) Amazon Amentum AM-Liner East, Inc. ARINC Atlantic Contracting & Material Company Inc. Avdyne Aeroservices, LLC</p>	<p><u>Other Airport Tenants (Cont)</u> Aviation Facilities Company, Inc. Alvest Equipment Services (USA) LLC Azza Trucking, LLC Balfour Beatty Constuction,LLC. Balfour Beatty Equipment, LLC Benchmark Utility Services, LLC Black Hydrovac, LLC British Airways Bruce Howard Contracting Inc Capital Pet Movers Choice Aviation Services Crigger Contracting, Inc. Delta Air Lines, Inc. Delta Airlines Global Services Dufofa Vending Services Dulles Duty Free, LLC Dynalectric Construction Eastern Industrial Maintenance, Inc. Executive Inflight Catering Federal Aviation Administration Federal Bureau of Investigation Federal Express Corp. Federal Republic of Germany Fraport Washington Partnership LLC Gate Gourmet International General Services Administration (DEA) General Services Administration (TSA) Global Security Consulting Group, Inc. Globe Air Cargo Ground Services International, Inc. (GSI) Hampton Aggregates Hitt Contracting, Inc Hojjeij Branded Foods, Inc. Holder Construction Group, LLC IAD Fuels, LLC Idemia Identity & Security USA, LLC Inland Technologies International Limited InTerra Innovation, Inc. IOM International Organization for Migration JDR Towing JK Moving Services John S. Connor, Inc. Lea + Elliott, Inc. Loudoun County Lufthansa Cargo AG Marketplace Washington, LLC Maverick Construction Corp. Maximus Global Services Mesa Air Group Nexgen Communications LLC Nicoya Trucking Power Solutions Products (SE) Pipeline Corporation Quantum Consulting Group, Inc. Ruppert Landscape Inc. LLC Santee Inc. Sphinx Contracting, Inc. Swissport Cargo Services Swissport Fueling, Inc Swissport USA, Inc. Teel Construction, Inc Textron Ground Support Equipment, Inc. The Fishel Company The Smithsonian Institution Turner Construction Co. United States Army U.S. Fish and Wildlife Service U.S. Postal Service United Airlines United Parcel Service Airlines Worldwide Flight Services, Inc.</p>

Source: Airports Authority Records

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Your Journey Begins With Us.

2023 Annual Comprehensive Financial Report

Washington Dulles International Airport Welcomes the Silver Line

The Metropolitan Washington Airports Authority officially welcomed Metrorail to Washington Dulles International Airport on November 15, 2022, marking the completion of a major two-phase Dulles Corridor Metrorail (Silver Line) construction project to extend rail service to Dulles International and beyond. With the new service, airport passengers and employees now can take Metrorail directly to Dulles International from downtown Washington and other points throughout the region. The newly opened station at Dulles International is connected to the main terminal by an indoor pedestrian tunnel with moving sidewalks.

The Silver Line project is a 23-mile extension of the National Capital Region's Metrorail system from East Falls Church to Reston, Virginia (Phase 1), and to Dulles International and beyond (Phase 2). The Metropolitan Washington Airports Authority managed the construction of the project which has brought substantial development to the area up and down the Dulles Corridor.




METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

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