Comprehensive Annual Financial Report
Raleigh-Durham Airport Authority
For the Fiscal Years Ended March 31, 2013 and 2012

Raleigh-Durham Airport Authority

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Comprehensive Annual Financial Report

For the fiscal years March 31, 2013 and 2012

Prepared by the Finance Department

2013-2014 Raleigh-Durham Airport Authority Board Members

John T. “Tommy” Hunt, Chairman
Durham County

Geoff Elting, Vice Chairman
City of Raleigh

Farad Ali, Secretary
City of Durham

Richard “Dickie” Thompson,
Treasurer, City of Raleigh

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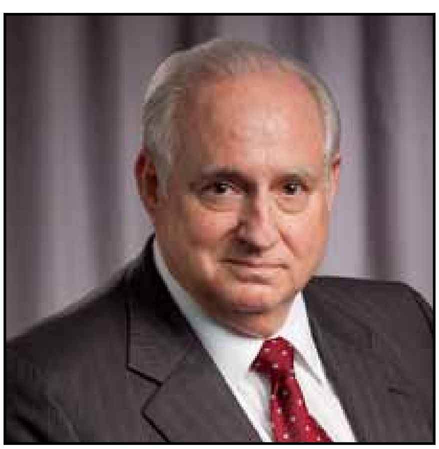
Wake County



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City of Durham

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Wake County

RALEIGH-DURHAM AIRPORT AUTHORITY
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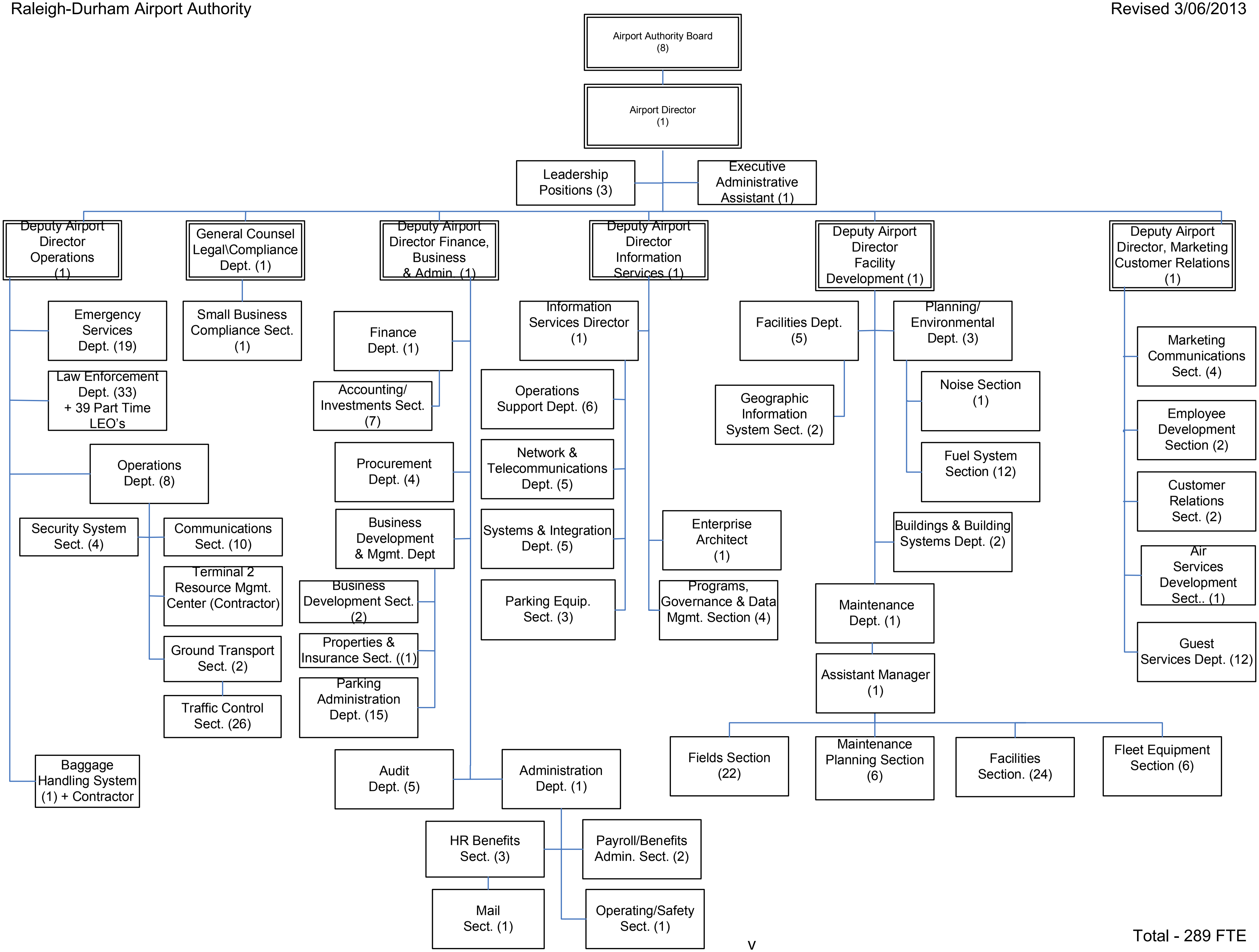
Revised 3/06/2013



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Total - 289 FTE

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Raleigh-Durham Airport Authority, North Carolina

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

March 31, 2012

Executive Director/CEO

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RALEIGH-DURHAM AIRPORT AUTHORITY
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June 20, 2013

To the Board of the Raleigh-Durham Airport Authority,

This Comprehensive Annual Financial Report of the Raleigh-Durham Airport Authority (the "Authority"), is hereby submitted for the fiscal year ended March 31, 2013. Responsibility for the accuracy of the data and completeness and fairness of the presentation, including all disclosures, rests with the Finance department of the Authority. To the best of our knowledge and belief, the enclosed data is accurate in all material respects and is reported in a manner designed to present fairly the financial position and results of operations of the Authority.

The Comprehensive Annual Financial Report (CAFR)

The Comprehensive Annual Financial Report is presented in three sections – Introductory, Financial and Statistical. The Introductory section includes this Letter of Transmittal, a depiction of the Authority Board Members, the Authority's Organization Chart and the Certificate of Achievement for Excellence in Financial Reporting Award of the Authority for its prior year FY 2011-12 submission. This Certificate of Achievement is a national award recognizing conformance with the highest standards for preparation of state and local government finance reports. The Financial Section includes the Independent Auditor's Report, Management's Discussion and Analysis (MD&A), Basic Financial Statements, Required Supplementary Information, and Supplemental Information. The Statistical Section includes selected financial trends, debt service, key performance indicators ("KPIs") and other operating statistics, and economic demographic information, presented on a multi-year basis.

This Letter should be read in conjunction with the accompanying Management Discussion & Analysis ("MD&A") in order to gather a more complete financial and business picture of the Authority. It is our intent to submit the FY2012-2013 Comprehensive Annual Report to the Government Finance Officers Association for their review and seek the award for the 5th consecutive year.

Reporting Entity

The Authority is a special joint agency of the Cities of Raleigh and Durham, North Carolina and the Counties of Wake and Durham, North Carolina created for the development, operation and maintenance of the Raleigh-Durham International Airport (RDU). The Authority was created and exists pursuant to a special act enacted by the General Assembly of North Carolina in 1939, as amended, and by action taken by the sponsoring governmental units pursuant to that act. The Authority is governed by an eight member board appointed by the sponsoring governmental units.

Reporting Entity (continued)

The Authority has many of the same powers of any North Carolina local government unit with some notable exceptions. It has no power to impose any taxes. In order to finance Airport development, operation and maintenance, it charges fees to those who use or operate businesses at the Airport. Annually the Authority receives $12,500 from each of the four governmental units that appoint its members. This total of $50,000 is less than one-tenth of one percent of the Authority's annual operating revenue.

Economy, Region & Air Service

The Board, its Finance Committee, the Airport Director, senior staff and financial management continued to closely monitor and respond to the continuing financial and business uncertainties facing the global, national and local economy, the airline industry and the Authority itself during fiscal year 2012-13. A detailed financial review process with the Board continues to occur on a quarterly basis.

Raleigh, Durham, and Chapel Hill make up the three primary cities of the Research Triangle metropolitan region. The regional nickname of "The Triangle" originated after the 1959 creation of the Research Triangle Park, primarily located in Durham County, four miles from Downtown Durham. It is encompassed on three sides by the city of Durham and roughly midway between the cities of Raleigh and Chapel Hill and the three major research universities of NC State University, Duke University, and UNC-Chapel Hill. This 7,000 acre park set aside for research and research oriented manufacturing employs approximately 42,000 people. Anchored by leading technology firms, government, and world-class universities and medical centers, the area's economy consistently performs very well.

Wake, Durham, and Orange counties are part of the larger 13-county economic region known as the Research Triangle Region and provide the primary economic base for air transportation at the Airport. The airport alone is estimated to have over an $8 billion economic impact. In 2010, the Research Triangle Region's Gross Domestic Product (GDP) was $95 billion or 22% of the State's total GDP. In 2012, this region's employment grew by 36,000. In addition, the 2012 Raleigh Metropolitan Statistical Area has expanded 48% since 2000, making it the fastest growing metropolitan area in the nation with a population above 1 million. The airport's total impact on regional employment involves an estimated 47,000 jobs with payrolls of $2.5 billion. In addition, about 4,700 workers are employed in various functions on the airport.

Based on 2010 U.S. Census data, North Carolina was the 10th largest state in the nation. Data from the 2010 Census reveals that North Carolina continues to be one of the fastest growing states in the U.S. Between 2000 and 2010, the state's population grew by over 1.3 million or 18.5%, almost twice the national rate increase of 9.7%.

RDU is a very busy commercial service airport served by eight major airlines and their regional partners offering service from RDU to 39 destinations. The airlines include Air Canada, AirTran, American, Delta, JetBlue, Southwest Airlines, United, and U.S. Airways. For the year ending March 31, 2013, the top three carriers in terms of market share were Delta, Southwest, and American, respectively, comprising about 66% of total passengers. Major cargo carriers at RDU include Federal Express and UPS. The airport processed 9.23 million passengers and over 85,000 tons of air cargo in the FY 2012-13.

Economy, Region & Air Service (continued)

RDU is recognized by the FAA as a medium size hub and is the second largest airport in the North Carolina behind Charlotte Douglas International (CLT). RDU, however, serves almost exclusively origin-destination (O&D) passengers while CLT serves largely connecting passengers.

General Aviation facilities at RDU include the 22,000-square foot General Aviation (GA) Terminal owned by the Authority supporting two Fixed-Base Operators, Landmark Aviation and TAC Air. The complex offers 30 acres of aircraft parking space for a variety of aircraft sizes and much more.

Regarding air service development, recent air carrier actions announced include the following:

- American Airlines added daily nonstop service to Los Angeles in April, 2013
- Delta Airlines upgraded its 3 times a week nonstop service to Los Angeles to daily service, April 2013
- Frontier Airlines begin serving RDU April 8, 2013 with a daily flight to Trenton, New Jersey
- Delta Airlines will add four daily, nonstop flights to Philadelphia in September, 2013
- Delta will add daily, nonstop service to Salt Lake City in December, 2013
- United Airlines added nonstop, daily service to San Francisco beginning August 15, 2012
- Southwest's added the nonstop destination of RDU-Houston on April 22, 2012
- Primary domestic service improvements continue with efforts to secure nonstop service to Austin and additional frequency to Phoenix and Denver

In May 2012, to support targeted, new non-stop transcontinental and transatlantic destinations, the Authority adopted its first formal Air Service Policy. This policy includes the use of Authority managed marketing support for new routes and airport fee waivers as airline incentives to promote future route development.

FY 2012-13 Major Events and Initiatives

The Authority is also committed to continuing proactive management of the issues brought on by the continuing economic turbulence of recent years. Authorized headcount has been managed with no growth in number of positions for the previous five years. For the Fiscal Year ending March 31, 2013, the number of authorized full time positions of the Authority was 289. For the FY 2013-2014, the Authority also kept its authorized headcount at 289 positions.

In addition to its full-time positions, the Authority employs up to 39 part-time law enforcement officers (in addition to its full time force) to provide law enforcement presence at the Security Checkpoints. The cost of this checkpoint security force is reimbursable from the Transportation Security Administration and thus, to the extent reimbursed, is not passed on to the air carriers.

FY 2012-13 Major Events and Initiatives (continued)

In January of 2011, the Authority opened the second phase of Terminal 2, in total a 920,000 square foot, 36 gate, state of the art, common use passenger terminal currently occupied by all of the airlines other than Southwest and AirTran. Terminal 2 has 40 shops and restaurants. This completed, on time and on budget, the $573 million Terminal 2 project begun a decade ago. With Terminal 2 now fully operational, the Authority has begun a $68 million project to renovate and modernize Terminal 1. This project is scheduled to be complete in early 2014. The design includes an automated inline bag handling system, a larger and more navigable security checkpoint, pre-security concession space, new exterior, modernized restroom facilities, higher ceilings and extensive use of glass and translucent material to enhance the natural lighting inside the terminal. Terminal 1 will be occupied by Southwest and AirTran with room to accommodate additional carriers or operations.

In FY 2011-12 the Authority completed an initial land use study of six of the Authority's undeveloped parcels. One major purpose of this study to determine suitability for a future consolidated rental car center (CONRAC). No definitive decision has been made as to either need or timing of the CONRAC other than that this demand driven project is currently outside the 5 year construction planning horizon. Initial discussions about a future CONRAC took place with the existing rental car operators during FY 2011-12.

The Authority is justly proud of its industry-exceptional AA-/Aa3 bond ratings (Fitch Ratings and Moody's respectively) and considers maintaining these ratings a top strategic priority. During the FY 2012-13, Fitch Ratings and Moody's both affirmed their respective AA- and Aa3 ratings, each with stable outlooks. At March 31st, 2013 the Authority's debt portfolio consisted of approximately 90% fixed rate and 10% variable rate revenue bond obligations, with a weighted average interest rate of 3.93%.

In light of continuing economic uncertainties, the Authority has developed a conservative budget for fiscal year 2013-14 with projected operating revenue of $97.6 million. This represented a 2.6%, or $2.5 million increase over budgeted operating revenue for FY 2012-13. The major components of this increase in budgeted revenue were increased Parking and Rental Car revenue. This increase in forecast operating revenue is based on the Authority's FY 2012-13 actual operating results of $98.0 million, and based on a flat, no growth enplanement forecast, affirming the Authority's conservative budgeting and financial management practices.

Budgeted operating expenses increased 4.3% or $2.2 million for FY 2013-14 relative to the prior fiscal year. This increase was predominately driven by increased Operating projects such as runway restriping and increased maintenance costs and maintenance contracts associated with its Terminals in part due to certain building components coming off warranty in our new Terminal 2. This is anticipated as the Authority begins it transition to asset management in the years ahead following over a decade of major asset development.

Financial Information

The MD&A summarizes the Authority's Statements of Net Position, Statement of Revenues, Expenses and Changes in Net Position, and Statements of Cash Flows and is included in this report. The information in the MD&A should be read in conjunction with the information in the Letter of Transmittal.

Financial Information (Continued)

For FY 2012-13, Operating Revenues and passenger counts at RDU continued their modest upward trend having both increased in the previous three fiscal years. Also for FY 2012-13, 9.3 million passengers represented an increase of 0.4% which helped drive an Operating Revenue budget surplus of $2.9 million or 3.1%. Total Operating revenue for FY 2012-13 slightly exceeded $98.0 million.

Internal Control Structure Framework

The financial statements of the Authority are prepared following U.S. generally accepted accounting principles applicable to governmental unit enterprise funds. Annually, the Authority's Audit Department's auditors evaluate the internal controls related to Raleigh-Durham Airport Authority's financial reporting as a part of and in coordination with the Authority's external audit. On an ongoing basis, the Audit department operates under an annual audit plan currently approved by the Deputy Airport Director - Finance, Business and Administration, the Airport Director, and the Board Finance/Audit Committee. The Audit Plan includes substantial coverage of the Authority's agreements with concessionaires, airline carriers and other tenant agreements, key departmental functions, and key business processes. While overall responsibility for the development and maintenance of Internal Controls clearly rests with Authority management, significant investments in the Internal Audit function over recent years have made a positive impact on the Authority's overall control environment.

Internal control is a process affected by an entity's governing board, management and other personnel and designed to provide reasonable assurance regarding the achievement of objectives in the following categories: (a) safeguarding of assets from loss, from unauthorized use or disposition; (b) execution of transactions in accordance with management's authorization; (c) reliability of financial records for preparing financial statements and maintaining accountability for assets; (d) effectiveness and efficiency of operation; and (e) compliance with applicable laws and regulations.

Internal controls, no matter how well designed and operated, can provide only reasonable assurance to management and the Board regarding achievement of an entity's control objective. The likelihood of achievement is affected by limitations inherent to internal control. Such limitations include:

1. Human judgment in decision-making can be faulty;
2. Breakdowns in internal controls can occur due to errors or mistakes;
3. Controls can be circumvented by the collusion of two or more people or management override of internal controls;
4. Cost of an entity's internal controls should not exceed the benefits that are expected to be derived; and
5. Custom, culture and the corporate governance system inhibit irregularities by management, but they are not absolute deterrents.

All internal control evaluations occur within the above framework. We believe that the Authority's internal controls adequately meet the objectives listed above and have devoted considerable effort to attract and retain individuals in our finance department and organization who embrace the concept of a healthy internal control environment.

Budgetary Controls

The Authority's annual operating and capital budgets are reviewed in a Board work session and subsequently approved at the regular meeting annually in March for the upcoming fiscal year that begins on April 1. Operating Budget approval is at the total operating expenditures level. The Authority Operating budget is a single enterprise fund. Subsequent individual expenditures against budget are subject to the Authority's Procurement Policy, Minority and Women-Owned Small Business policy, and other process and system controls including transaction signature authority limits and Finance Officer review.

The Authority will continue to maintain its cash reserve policy to set aside and reserve an operating cash reserve of one times the current fiscal year's annual Operating Budgeted Expenses (excluding depreciation). For FY 2012-13 and FY 2013-14, this cash reserve was maintained at the policy cap of $50 million. Authority policy requires that this reserve not be expended, encumbered, or budgeted for any purpose in executing Authority fiscal policy without Board approval and notification of the bond rating agencies that maintain bond ratings for the Authority.

The Authority adopts its budgets with the commitment to maintain a fiscally sound airport with a low airline cost structure. The Authority continues to cost its services to air carriers at about 75% of the medium hub average per the most recent ACI (Air Council International) survey data. Total budgeted Airline Cost per Enplanement (CPE) for RDU decreased 2.6% for fiscal year 2013-2014 to $6.30.

Strategic Planning

Our vision-to be a world class airport- and our mission- to deliver excellent airport services, facilities and unparalleled customer service – guide the Authority's strategic business plan. The FY 2013-14 Operating and Capital budgets are also driven by the Authority's strategic business plan, the new airport operating environment, and the ongoing commitment to maintaining a fiscally sound airport. The primary areas of focus for FY 2013-14 will be:

1. Elevating the customer experience
2. Increasing emphasis on revenue management
3. Transitioning from infrastructure and asset development to asset management
4. Broadening the organization's corporate governance, community engagement and internal culture to meet new challenges and opportunities

In addition, the Authority is developing a comprehensive 3-5 year financial forecast to support its Strategic Planning and Budget processes. With its 2013 Strategic Business plan, the Authority is taking steps to address the new low-growth aviation environment with dynamic strategic planning combined with a flexible business plan capable of responding to industry changes and opportunities.

Subsequent Events

For the 8th year in a row, RDU was recognized by the Air Transport Research Society (ATRS) as one of the top three airports in North America for both overall financial operating efficiency and cost competitiveness. The ATRS is the leading academic society in the air transportation field and measures and compares the operating and

Subsequent Events (Continued)

managerial efficiency and cost competitiveness of 183 airports and 25 airport groups worldwide. RDU was again ranked in the top 3 airports overall in the category of less than 15 million passenger enplanements for 2013. This acknowledgement reinforces the Authority's efforts to maintain low operating costs for the airlines that serve the Airport and its success in doing so.

With respect to AMR's recent bankruptcy, American Airlines has modified and accepted its lease with the Authority in late 2012 which will expire in June 2017. American reduced its number of leased gates from 8 to 5 and returned additional space as well. All Authority pre-petition bankruptcy claims for American were fully cured during this process without having to draw on American's collateral held by the Authority. While the Authority cannot predict the final outcome of the American/US Airway's ongoing merger, we are closely monitoring the situation and do not expect major changes. For FY 2012-13 American and USAirways (including affiliates) represented 17.1% and 15.2% of total passengers, respectively.

Independent Audit

The Authority's independent auditor, Cherry Bekaert LLP, has performed the annual audit as of and for the fiscal period ended March 31, 2013, and rendered an unqualified opinion as to the Authority's financial statements. The audit is conducted in a manner consistent with the requirements of the Single Audit Act and the Office of Management and Budget Circular A-133. The report and opinion are contained herein, and found that the Authority's financial statements presented fairly, in all material respects, the financial position of the Authority as of March 31, 2013 and 2012.

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Authority for its comprehensive annual financial report (CAFR) for the fiscal year ended March 31, 2012. This was the 4th consecutive year of award. In order to be awarded a Certificate of Achievement, a government entity must publish an easily readable and efficiently organized CAFR. The report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe that our current CAFR continues to meet the Certificate of Achievement Program's requirements and we are submitting it to the GFOA to determine its eligibility for another certificate.

Acknowledgements

The completion of this report would not have been possible without the support of the Board and the Airport Director's commitments to continuous improvement of the corporate governance and financial reporting function. In addition, key members of the Finance department played a major role in bringing this expanded report to the Authority.

Respectfully submitted,

Joe D. Styres, CPA
Deputy Airport Director,
Finance, Business & Administration

Tom D. Barritt, CPA
Director of Finance

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Financial Section

Prepared by the Finance Department

Cherry Bekaert LLP
CPAs & Advisors

Report of Independent Auditor

To the Members
Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Report on the Financial Statements

We have audited the accompanying financial statements of the Raleigh-Durham Airport Authority (the Authority), which comprise the statements of net position as of March 31, 2013 and 2012, and the related statements of revenues, expenses and changes in net position, and cash flows for each of the years then ended, and the related notes to the financial statements.

Management's Responsibility 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; this includes 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.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audits. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Authority's preparation and fair presentation of the financial statements 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 Authority's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Authority as of March 31, 2013 and 2012, and results of their operations and their cash flow for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Emphasis of Matter

As discussed in Note 2 to the financial statements, the Net Position section of the Statements of Financial Position has been reclassified. The Authority implemented GASB Statement No. 63 *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position* and GASB Statement No. 65 *Items Previously Reported as Assets and Liabilities*. These statements require that certain assets and liabilities be classified as deferred outflows of resources and deferred inflows of resources and certain assets and liabilities be removed. Our opinion is not modified with respect to these matters.

Required Supplemental Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, pages 3 – 14, and the required supplemental information, pages 43 – 46, be presented to supplement the financial statements. Such information, although not a part of the financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the Management's Discussion and Analysis and required supplemental 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 financial statements, and other knowledge we obtained during our audit of the 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.

Other Information

Our audit was conducted for the purpose of forming an opinion on the Authority's basic financial statements. The introductory section, pages i – xiv; supplemental information, pages 47 – 88; and statistical section, pages 89 – 108; are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The supplemental information is the responsibility of management and was derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 supplemental information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

The introductory and statistical sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we not express an opinion or provide any assurance on them.

Other Reporting Required by *Governmental Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 12, 2013, on our consideration of the 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 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 internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audits.

Cherry Bekaert LLP

Raleigh, North Carolina
June 12, 2013

Overview

The management discussion and analysis ("MD&A") provides an overview of the Raleigh-Durham Airport Authority's (the "Authority") activities during the fiscal years ended March 31, 2013 and March 31, 2012. The Authority's basic financial statements consist of three components; 1) Management's Discussion and Analysis, 2) financial statements, and 3) notes to the financial statements. In addition to the management's discussion and analysis, management has prepared the accompanying Statements of Net Position, Statements of Revenues, Expenses and Changes in Net Position, and Statements of Cash Flows.

The MD&A is intended to aid the reader in interpreting the Authority's relative financial position as of the above referenced date. Condensed key financial as well as non-financial information will be highlighted for the reader.

Required Financial Statements

The Financial Statements of the Authority report information about the Authority using accounting methods similar to those used by private sector companies. These statements offer short and long-term financial information about its activities. The Statements of Net Position include all of the Authority's assets and liabilities and provides information about the nature and amounts of investments in resources (assets) and the obligations to Authority creditors (liabilities). It also provides the basis for computing rate of return, evaluating the capital structure of the Authority and assessing the liquidity and financial flexibility of the Authority. All of the current year's revenues and expenses are accounted for in the Statements of Revenues, Expenses, and Changes in Net Position. These statements can be used to measure the success of the Authority's operations over the past year, its financial position and can be used to determine the Authority's overall profitability, financial strength and credit worthiness. The final required financial statement is the Statement of Cash Flows. The primary purpose of this statement is to provide information about the Authority's cash receipts and cash payments during the reporting period. The statement reports cash receipts, cash payments, and net changes in cash resulting from operations, investing, and financing activities and provides answers to such questions as where did cash come from, what was cash used for, and what was the change in cash balance during the reporting period.

Notes to Basic Financial Statements

The notes provide additional information that is essential to a full understanding of the data provided in the financial statements. The notes to the financial statements are on pages 20 to 42 of this report.

Background

The Raleigh-Durham International Airport (the "Airport") is located in Wake County, between the Cities of Raleigh and Durham approximately 10 miles from the downtown areas of each of Raleigh and Durham. Interstate 40, a major thoroughfare, is located immediately to the southwest of the Airport and US Highway 70, another major thoroughfare, located immediately to the northeast of the Airport. William B. Umstead State Park is located to the immediate east of the Airport. The Airport consists of approximately 5,100 acres, approximately 2,075 of which are developed. The Airport has two active terminals, 1 and 2. The newly constructed $573 million Terminal 2, a state of the art, common use

Background (Continued)

facility consists of approximately 900,000 square feet of floor space, including 36 passenger gates. The North Concourse of Terminal 2 opened October 26, 2008, while the final phase, or the South Concourse of Terminal 2, opened January 23, 2011. Having completed the Terminal 2 project, the Authority has undertaken a project to renovate and modernize Terminal 1. Construction on this $68 million project is scheduled to be complete in early 2014. Terminal 1 as configured during the construction period operates with 5 gates and is home to Southwest Airlines and AirTran. Terminal 1, once renovated, will be home to Southwest Airlines and potentially other carriers and operate with 9 gates.

The Airport has two primary runways and one secondary runway. In the fiscal years ended March 31, 2013 and 2012, 9.3 and 9.2 million passengers, respectively, used the Airport.

Passenger Facility Charges

In February 2003, the Authority received final approval from the Federal Aviation Administration (FAA) to begin charging a $3 passenger facility charge ("PFC") effective May 1st, 2003. In fiscal year 2004-05, the Authority received approval from the FAA to increase this charge from $3.00 to $4.50 per eligible enplanement effective October 1st, 2004. PFC cash balances decreased 30.4%, or $4.7 million for the fiscal year ending March 31, 2013 versus the prior year. This was primarily due to the planned irrevocable commitment of PFC's applied to debt service during FY 2012-13, or $23.634 million, exceeding PFC revenues of $18.7 million received during the same period. These PFC balances are restricted for use on FAA approved projects as reimbursement of capital costs or to offset PFC eligible debt service.

Annual PFC revenue of $18.7 million increased $311 thousand or 1.7% for FY 2012-13, relative to the prior year. In addition, a portion of PFCs are irrevocably committed to offset Authority debt service beginning FY 2005-06. This irrevocable commitment for the fiscal years ending March 31, 2013, 2012, and 2011, was $23,634,000, $22,946,000, and $22,442,000, respectively. Irrevocable commitments to the extent not applied to debt service are carried forward for future application.

Financial Highlights and Analysis

Net Position

Current assets increased 2.0%, or $3.1 million from the prior year due to increased short-term investments of $30.3 million. Primarily offsetting this increase was a $26.9 million decrease in cash and cash equivalents and a $1.4 million decrease in Accounts receivable. Current assets increased 1.2%, or $1.9 million from March 2011 to March 2012 due to increased cash and cash equivalents of $33.8 million and accounts receivable of $1.1 million. Primarily offsetting this increase was a $31.3 million decrease in short term investments due primarily to the end of year reimbursement of $23 million of PFC funds and related transfer from restricted to unrestricted cash. In addition, a $1.7 million decrease in grants receivable also offset the increase in cash and cash equivalents.

Total non-current assets, consisting of restricted assets and airport and facilities, net decreased $15.8 million or 1.6%. This decrease was in part related to the reduction of PFC cash and cash equivalents

Net Position (Continued)

of $4.7 million. However, the largest part of this reduction, or $9.5 million, was related to a decrease in airport and facilities, net resulting from current depreciation exceeding the amount capitalized for the period. For the FY 2011-12, non-current assets, consisting of restricted assets and airport and facilities, net decreased $35.6 million or 3.4%. This decrease was in part related to the reduction of PFC cash and cash equivalents of $4.3 million. However, the largest part of this reduction, or $32.4 million, was related to a decrease in airport and facilities, net which resulted from a large increase in depreciation, primarily a full year of Terminal 2 being recorded in FY 2011-12, compared to a half year in the prior fiscal period.

Restricted assets decreased $6.3 million or 9.6% primarily due to a $4.7 million or $30.4% decrease in PFC cash and cash equivalents and a decrease in the parity reserve fund of $1.3 million or 2.8%. Restricted assets decreased $3.2 million or 4.5% from March 2011 to March 2012 primarily due to a $4.3 million decrease in PFC cash and cash equivalents. Offsetting this decrease in PFC cash and cash equivalents was an increase in Parity debt service reserve funds of $1.7 million or 3.7%.

Airport and facilities, net decreased $9.5 million or 1.0% primarily related to a decrease in airport and facilities, net resulting from current depreciation exceeding the amount capitalized for the period. Airport and facilities, net decreased $32.4 million or 3.3% from March 2011 to March 2012 primarily due to a full year of depreciation of Terminal 2 being recorded in FY 2011-12, compared to a half year in the prior fiscal period.

The combined effect of the above items was to decrease total assets $12.7 million or 1.1% for the fiscal year ended March 2013, and $34.3 million or 2.8% for the fiscal year ended March 2012, and $26.5 million or 2.1% for the fiscal year ended March 2011.

For the period ending March 31, 2013, current liabilities increased by $7.5 million or 19.6% due to an increase in retainage and construction accounts payable of $8.2 million related to the Terminal 1 project, and a decrease in account payable of $1.0 million. For the prior period, March 2011 to March 2012, current liabilities decreased by $3.5 million or 8.4% primarily due to a decrease in retainage and construction accounts payable of $3.1 million, and a decrease in other liabilities of $1.75 million.

Total non-current liabilities decreased by $18.7 million or 2.6% primarily due to decreases in long term debt of $18.1 million and Debt issue premiums of $1.5 million both the result of scheduled principal reductions and premium amortizations, respectively. Slightly offsetting this decrease was a combined increase in OPEB Retiree cost and Separation allowance costs of $906 thousand. For the prior period ending March 31, 2012, total non-current liabilities decreased by $18.1 million or 2.5%, primarily due to decreases in long term debt of $17.4 million and Debt issue premiums, net of $1.2 million. This was the result of scheduled principal reductions and premium amortizations, respectively.

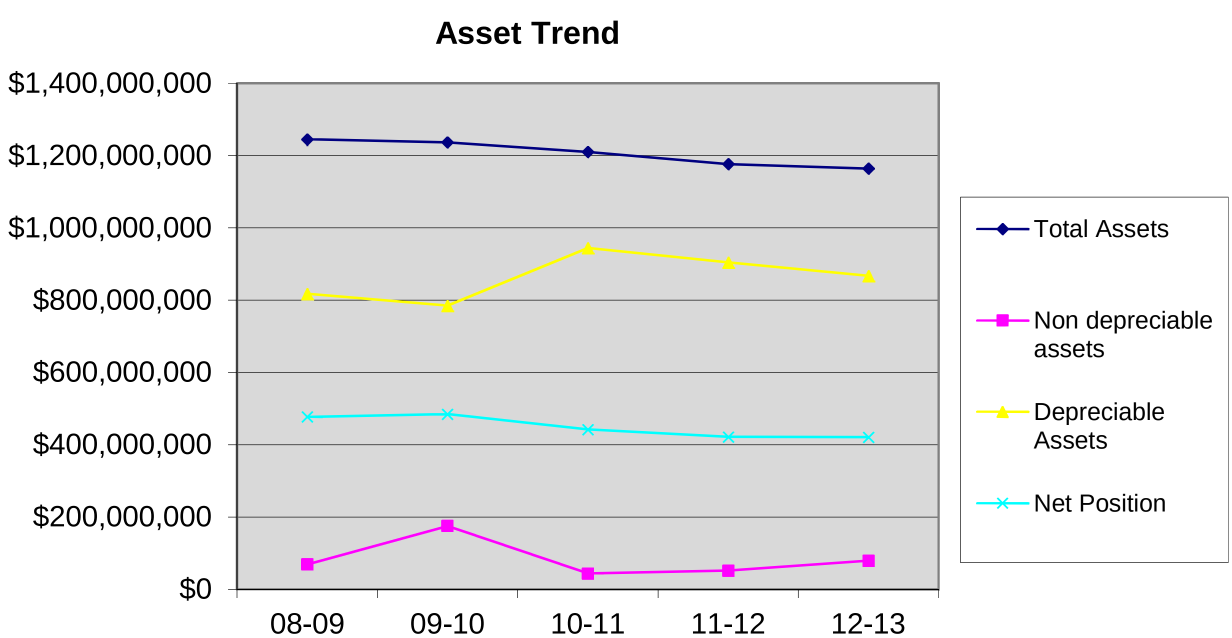
Total deferred inflows of resources decreased $780 thousand or 59.1% due to the reduction in rent credits related to lease changes with an air carrier.

The combined effect of these items was to decrease net position during the year ended March 31, 2013 by $713 thousand or .2%, $12.1 million or 2.7%, for the year ended March 31, 2012, respectively. Net position at March 31, 2013, March 31, 2012, and March 31, 2011 are presented in the following table:

Condensed Statements of Net Position

	March 31, 2013	March 31, 2012	March 31, 2011
Current Assets	$ 157,757,757	$ 154,674,291	$ 152,799,849
Airport and facilities, net	946,077,356	955,552,767	987,977,823
Other noncurrent assets	59,994,568	66,334,207	69,483,442
Total assets	1,163,829,681	1,176,561,265	1,210,261,114
Current liabilities	45,804,343	38,303,275	41,825,680
Noncurrent liabilities	696,684,585	715,423,591	726,304,472
Total liabilities	742,488,928	753,726,866	768,130,152
Total deferred inflows of resources	540,441	1,320,934	n/a
Invested in capital assets, net of related debt	313,607,597	307,107,509	321,369,827
Restricted Assets	13,459,327	18,369,465	22,891,438
Unrestricted assets	93,733,389	96,036,491	97,869,697
Net position	$ 420,800,313	$ 421,513,465	$ 442,130,962

The following graph depicts the trend in total assets, airport and facilities non depreciable, airport and facilities depreciable, and net position as described in the preceding paragraphs. Airport and facilities, non depreciable includes land and construction in progress.



Revenues, Expenses, and Change in Net Position

For the fiscal year ended March 31, 2013, the Authority experienced a $3.6 million increase (3.9%) in operating revenue, due primarily to an increase in parking revenue of $4.0 million compared to the prior year. This overall increase in operating revenue was realized with an increase in passengers of 35 thousand or .4% for the fiscal year ended March 31, 2013, relative to the prior fiscal year. The Authority's rates and charges to air carriers remained at the low end of comparable airports. In addition, the Authority's airline derived revenue remained diversified with no single carrier accounting for more than approximately 9% of operating revenue for the fiscal year ended March 31, 2013.

For the fiscal year ended March 31, 2012, the Authority experienced a $4.8 million increase (5.3%) in operating revenue, due primarily to an increase in parking revenue of $1.3 million and terminal revenue of $2.4 million, compared to the prior year. This overall increase in operating revenue was realized with an increase in enplaned passengers of 52 thousand or .6% for the fiscal year ended March 31, 2012, relative to the prior fiscal year. The Authority's rates and charges to air carriers remained at the low end of comparable airports. In addition, the Authority's airline derived revenue remained diversified with no carrier accounting for more than approximately 8% of operating revenue for the fiscal year ended March 31, 2012.

Operating expenses (excluding depreciation) increased 1.8%, or $861 thousand, for the fiscal year ended March 31, 2013 relative to the prior year. This increase was primarily due to increases in Administrative costs of $473 thousand or 4.9%, and an increase in Airport Maintenance costs of $435 thousand or 8.5%, resulting from increased costs associated with maintaining equipment and assets. Depreciation expense decreased 1.4% or $681 thousand during the fiscal year ended March 31, 2013. Thus, total Operating expenses (including depreciation), increased .2%, or $180 thousand. The combined effect of the above items was a 93.7% or $3.5 million decrease in the Operating loss, relative to the prior period. Nearly all of this decrease in Operating loss was directly related to increased revenue related to Parking.

Operating expenses (excluding depreciation) increased 1.6%, or $746 thousand, for the fiscal year ended March 31, 2012 relative to the prior year. This increase was primarily due to increases in Airport facilities costs associated with the full year operation of Terminal 2 South concourse. Depreciation expense increased 4.8% or $2.3 million during the fiscal year ended March 31, 2012. This increase was due to the full year addition of phase 2, Terminal 2 to depreciation expense ($9.5 million) vs. half year deprecation in the prior year. Thus, total Operating expenses (including depreciation), increased 3.2%, or $3.0 million. The combined effect of the above items was a 32.1% or $1.8 million decrease in Operating loss, relative to the prior period. Nearly all of this decrease in Operating loss was directly related to increased Parking and Terminal revenue.

For FY 2012-13, non-operating revenues (expenses) in total decreased $2.8 million due to the following: reductions in both the loss on swap terminations of $1.5 million, and $861 thousand less bond interest expense, as compared to FY 2011-12.

For FY 2011-12, non-operating revenues (expenses) in total decreased $34.7 million due to the following: reductions in both the loss on swap terminations of $32.9 million, and $5.4 million amortization of deferred expenses for the 2001A bond refunding, as compared to FY 2010-11.

Revenues, Expenses, and Change in Net Position (Continued)

For FY 2012-13, capital contributions increased $4.8 million or 749.9% compared to the prior year. This change primarily related to increased Federal and State Funds received for airfield project costs. Regarding the decrease in net position for FY 2012-13, the resultant decrease of $1.1 million was the combined result of the aforementioned reasons.

For FY 2011-12, capital contributions decreased $6.0 million or 90.3% compared to the prior year. This decrease primarily related to a delay in an airfield project and the corresponding deferral of the federal grant reimbursement of those project costs. Regarding the net position for FY 2011-12, the resultant decrease of $12.4 million was the combined result of the aforementioned reasons. However, this FY 2011-12 decrease in net position was $29.9 million less than the prior year decrease. This was due to significant one time losses related to swap terminations and refundings in the prior year.

Condensed Statement of Revenues, Expenses, and Change in Net Position

	March 31, 2013	March 31, 2012	March 31, 2011
Operating revenues			
Parking	$ 40,455,878	$ 36,406,284	$ 35,150,897
Terminals	27,022,756	27,020,695	24,632,442
Rental Car	12,875,772	12,305,766	11,967,229
Other	17,690,330	18,651,803	17,869,210
Total operating revenues	98,044,736	94,384,548	89,619,778
Operating expenses	49,599,522	48,738,671	47,992,595
Depreciation	48,678,489	49,359,167	47,095,977
Total operating expense	98,278,011	98,097,838	95,088,572
Operating income (loss)	(233,275)	(3,713,290)	(5,468,794)
Non-operating revenues(expenses)			
Passenger Facility Charges	18,734,688	18,424,026	18,818,814
Investment Interest Income	2,054,048	2,148,101	2,500,267
Other non-operating revenue	1,189,552	971,064	873,263
Non-operating expenses	(27,933,517)	(30,259,920)	(65,638,568)
Total non-operating revenues(expenses)	(5,955,229)	(8,716,729)	(43,446,224)
Capital contributions	5,475,352	644,240	6,669,348
Increase (decrease) in net assets	$ (713,152)	$ (11,785,779)	$ (42,245,670)

Cash Flows

The Authority's overall unrestricted liquidity position consisting of cash and cash equivalents, and short-term investments increased during FY 2012-13 by $3.4 million or 2.3% largely due to increased parking revenue. For FY 2011-12, this unrestricted cash position also increased by $2.5 million or 1.8%. This increase was largely due to increased Parking and Terminal revenues. The Authority's unrestricted cash position for FY 2010-2011 also increased by $9.1 million or 6.7%.

For FY 2012-13 restricted cash decreased $6.1 million or 9.7% primarily due to a $4.7 million reduction in PFCs and a $1.3 million decrease in Parity Debt Service Reserve funds. For FY 2011-12 restricted cash decreased $2.9 million or 4.4% primarily due to a $4.3 million reduction in PFCs offset by a $1.7 million increase in Parity Debt Service Reserve funds. For FY 2010-11, restricted cash decreased $65.5 million or 48.5% due to two factors: the spend down of PFCs ($47.0 million) and a reduction in bond proceeds ($21.3 million), both used to fund Terminal 2 construction costs.

With regard to the statement of cash flows for FY 2012-13, cash provided by operating activities of $48.9 million increased $4.0 million or 8.9% from the prior fiscal year. FY 2011-12, cash provided by operating activities of $45.0 million increased slightly ($1.0 million or 2.4%) from the prior fiscal year. For FY 2010-11, cash provided by operating activities of $43.9 million decreased slightly ($646 thousand or 1.5%) from the prior fiscal year.

For FY 2012-13, cash used in investing activities of $27.4 million represented an increase of $61.2 million or 181.3%, relative to the prior fiscal year. This large increase in cash used by investing activities was the result of increased longer-term investment utilization. For FY 2011-12, cash provided by investing activities of $33.7 million represented an increase of $61.4 million or 221.8%, relative to the prior fiscal year. This large increase in cash provided by investing activities was the result of increased bond calls of Federal agencies due to reductions in short-term rates. For FY 2010-11, cash provided by investing activities decreased $45.0 million or 259.7%, relative to the prior fiscal year. This large increase in cash used by investing activities was the result of increased longer-term investment utilization.

For FY 2012-13, cash used in capital and related financing activities or $54.5 million, represented a increase of $6.7 million or 14.1% from the prior period. Primary contributors to this increase were an increase in additions to Airport and Facilities of $11.0 million. Offsetting cash used in capital and related financing activities was an increase in Contributed capital of $2.4 million related to additional grant receipts.

For FY 2011-12, cash used in capital and related financing activities or $47.8 million, represented a decrease of $55.1 million or 53.6% from the prior period. Primary contributors to this decrease were a reduction in additions to Airport and Facilities of $64.5 million (compared to the prior year addition of Terminal 2 South Concourse), and a reduction of $38.3 million in the amount of loss on swap terminations. Offsetting this decrease in capital and related financing activities was a decrease in debt issuance premiums ($27.0 million).

For FY 2010-11, cash used by capital and financing activities was $102.9 million represented a decrease of $25.2 million or 19.7% from the prior period. Primary contributors to this decrease was a reduction in additions to Airport and Facilities ($36.5 million), a loss on swap terminations and refunding bond issues ($39.7 million), and a reduction in contributed capital ($7.8 million). Offsetting this

Cash Flow (continued)

decrease in capital and related financing activities was an increase in debt issuance premiums ($25.9 million).

For FY 2012-13 positive operating cash activities ($48.9 million) offset by cash used in investment activities ($27.4 million) and offset by cash used by capital and related financing activities ($54.5 million) combined to produce an overall decrease in cash and cash equivalents of $33.0 million.

For FY 2011-12 positive operating cash activities ($45.0 million) along with increased cash provided by investment activities ($33.7 million) offset by cash used by capital and related financing activities ($47.8 million) combined to produce an overall increase in cash and cash equivalents of $30.9 million.

For FY 2010-11 positive operating cash activities ($43.9 million) offset by increased cash used in investment activities ($27.7 million) coupled with cash used by capital and related financing activities ($102.9 million) combined to produce an overall decrease in cash and cash equivalents of $86.7 million. This decrease in FY 10-11 was the result of spending down bond proceeds related to the Terminal 2 project. The following is a summary of the change in cash and cash equivalents for the fiscal years ended March 31, 2013, March 31, 2012, and March 31, 2011:

Condensed Statement of Cash Flows

	March 31, 2013	March 31, 2012	March 31, 2011
Net cash provided from:			
Operating activities	$ 48,936,837	$ 44,952,607	$ 43,916,053
Capital and related financing activities	(54,522,183)	(47,782,045)	(102,895,192)
Investing activities	(27,430,884)	33,720,917	(27,693,948)
Net increase (decrease)	(33,016,230)	30,891,479	(86,673,087)
Cash and cash equivalents at beginning of year	154,206,296	123,314,817	209,987,904
Cash and cash equivalents at end of year	$ 121,190,066	$ 154,206,296	$ 123,314,817

The Authority continues to maintain its cash reserve policy to set aside and reserve an operating cash reserve of about one times the current fiscal year's annual operating budgeted expenses (excluding depreciation). Prior to FY 2010-11, this cash reserve was capped at $35 million. Beginning FY 2010-11, the Authority raised the cash reserve cap to $50 million where it is currently maintained. Authority policy requires that this reserve not be expended, encumbered, or budgeted for any purpose in executing Authority fiscal policy without Board approval and notification of bond rating agencies that maintain bond ratings for the Authority.

Capital Assets

As of March 31, 2013 the Authority had $946.1 million (net of depreciation) in capital assets consisting primarily of land, buildings and runways. This amount represents a net decrease of $9.5 million, or 1.0% over FY2011-12. This year's major asset additions were runway and Terminal 2 improvements. More detailed information about the Airport's capital assets is presented in Note 4 to the financial statements.

Economic Outlook and Capital Development

In 2000, the Authority, in response to record setting growth, was considering an extensive redevelopment plan for Terminal A that would ultimately have expanded Terminal A from 23 gates to as many as 40 gates. This plan would have added nearly 1,000,000 square feet of space to Terminal A and would have potentially exceeded one billion dollars in cost.

Terminal C was built and paid for by American Airlines (AA) in 1987 through a Special Facility Revenue Bond financing arrangement that originally provided AA with a forty-year lease, set to expire in 2027. The Terminal C facility was originally designed to house and support the AA hub operation begun in the late 1980s. By FY 1996, American Airlines had closed it hubbing operation. During this time, Midway Airlines relocated its hubbing operation from Chicago's Midway Airport and subleased gates from AA in Terminal C. By FY 2002, Midway's connecting passengers had fallen due to the 2001 recession. When coupled with the loss of traffic following the September 11, 2001 terrorist attacks, Midway ceased operations.

In FY 2001, connecting passengers represented 19% of total passengers which was down from AA's peak in 1995 of 61%. Thus, no longer a hub, RDU's Origination and Destination (O&D) traffic reached approximately 96% where it remains today. In this new environment, Terminal C was not designed, nor was it able to effectively support a more diverse operation with multiple airlines with very little or about 4% connecting traffic.

Subsequent to the major changes in the airline industry after September 11, 2001, the Authority and AA entered into an agreement, effective June 15, 2002, for the Authority to purchase AA's leasehold interests at the Airport. This leasehold included Terminal C, certain cargo and fuel facilities as well as other airport improvements. This leasehold acquisition allowed the Authority the option to more cost effectively and efficiently expand and redevelop Terminal C rather than proceed with the redevelopment of Terminal A. As a result, major redevelopment of Terminal A was deferred until some point after the redevelopment and expansion of Terminal C.

Now having effective control of the Terminal C facility, the Authority turned its attention to a major redevelopment of Terminal C under a preliminary project budget of $350 million in 2003 dollars. With the additional planned redevelopment of the South Concourse, the project was subsequently revised to $573 million. In addition, these project costs were the result of extensive modeling and cost projections to incorporate a costing strategy to maintain the lowest possible cost per enplanement passenger to the airlines, thereby retaining the Airport's competitive cost structure currently benchmarked at about 70% of the industry medium hub average.

During 2005, the Authority believed that an appropriate strategy with regard to financing this project was to limit risk associated with rising interest costs. Thus, the Authority developed a hedging program to lock in current historically low long-term interest rates through the use of forward interest rate swaps. On May 4, 2005, the Authority entered into two (2) negotiated synthetic fixed interest rate swaps (BMA or Bond Market Association Municipal Swap Index based) totaling $300,000,000. The purpose of these transactions was to fix interest costs related to the Terminal C Renovation and Expansion Project.

Economic Outlook and Capital Development (Continued)

Pursuant to these hedge agreements, the Authority on June 13, 2006, issued $300,000,000 of variable rate bonds, to be amortized over 30-years. Due to the swap agreements related to this debt, the Authority was able to lock in a fixed interest rate of 4.27% on this transaction. Subsequent to the end of Fiscal Year 2007-08, the Authority refunded the Series 2006A-E Bonds in the amount of $300 million on May 2, 2008. These bonds were variable, but underlying swaps convert this obligation to a fixed synthetic rate. Several years later, these bonds were refunded to fix a trading problem associated with the downgrade of the bond insurer the Authority used to insure these bonds. The new Series 2008A-C bonds in the amount of $300 million had the identical amortization schedule as the Series 2006A-E refunded bonds and were traded on the Authority's credit rating (bond insurance was not used). In addition, the underlying swaps totaling $300 million on these bonds were not changed. The 2008A-C bonds, once issued, returned to trading in a historic relationship to the benchmark tax exempt index. Thus, the trading problems associated with the ratings downgrade of the previous bond insurer were resolved.

The financing for the Terminal 2 project was completed in 2007 with the issuance of $152 million of fixed rate bonds on May 31, 2007. In connection with this financing, the Authority's underlying credit rating was upgraded to AA- (from A+) and Aa3 (from A3) by Fitch Ratings and Moody's Investor Service, respectively. A stable outlook was assigned in both cases and these ratings remain the same at the end of FY 12-13.

On September 15, 2008 Lehman Brothers (Lehman) filed for bankruptcy and consequently defaulted on its $150 million swap agreement with the Authority. On February 9, the Airport Authority terminated the Lehman swap at a cost to the Airport Authority of $9.1 million. Simultaneously, the Authority selected Barclays and Morgan Keegan/Deutsche Bank as new swap counterparties and received $4,551,000 from them to offset this payment made to Lehman Brothers. The new swaps were negotiated with Barclays in the amount of $50 million and with Morgan Keegan/Deutsche Bank in the amount of $25 million. These new swaps were set at a swap rate of 4.099 percent, down from the 4.27 percent Lehman swap rate, reducing the Airport Authority's interest cost on this $75 million by approximately $128,000 per year. Thus, the remaining $75 million became un-hedged variable debt at that time.

Lehman had initially challenged the Authority's calculations regarding these transactions and the Authority's calculation of the swap termination subsequent to Lehman's default. Through mediation with Lehman in the fall of 2011, the Authority successfully negotiated a final settlement of this swap termination amount and all other related matters between the two parties.

On August 6th, 2010 the Authority elected to terminate all three of its interest rates swap positions. These swaps with Citigroup, Barclays Capital, and Morgan Keegan had notational values totaling $216.87 million at August 6, 2010. At this time, these swaps under existing market conditions had a collective market termination value of $33,549,516. In conjunction with these terminations, the Authority simultaneously priced the 2010A refunding bonds in the amount of $242.365 million which refunded the 2008AB variable bonds (the swapped bonds), converting them to fixed rate non-AMT obligations. These swap positions had been undertaken in 2005 to lock in historically low interest rates on the Terminal 2 project in advance of its ability to access the bond markets. By eliminating its swap positions, the Authority sought to reduce its exposure to risks associated with the underlying variable rate demand obligations, particularly with regard to costs and availability of credit and liquidity support

Economic Outlook and Capital Development (Continued)

for the 2008A/B Bonds, and to risks associated with the interest rate swap agreements. Such risks had increased materially from 2005 when the Authority had entered into these swap agreements. As of August 6, 2010 and additionally at March 31, 2013, the Authority had no interest rate swaps or derivatives in its debt portfolio.

During August 2010, the Authority also was able to advance refund the 2001A bonds with the series 2010B and 2010B-1 bonds in the amounts of $94,080,000 and $38,235,000, respectively. These bonds achieved present value savings of 7.80% and 6.70%, respectively. Thus, with these refunding issues, the Authority officially defeased its 2001A bond obligations.

Prior to the swap terminations, the Authority and the North Carolina Local Government Commission placed a present value dis-savings cap of 3.0% on these transactions. The Authority achieved this goal with associated present value dis-savings of 2.36% on these swap terminations on August 6, 2010. In combination with present value savings from the 2010B and 2010B-1 refundings, the Authority achieved overall present value savings of $5.2 million on the collective transactions.

In March 2011, in accordance with its financial plan, the Authority paid off (defeased) all its remaining 2001B bond obligations by cash funding with the trustee the required payoff amount. The 2001B bonds were paid off in May 2011 in the amount of approximately $10.4 million. Thus, the 2001B bonds were defeased in March 2011.

On October 26, 2008, the Authority opened phase 1 of Terminal 2 (renamed from Terminal C). The South Concourse or phase 2 of the Terminal 2 project opened on January 23, 2011, thus completing the $573 million Terminal 2 on time and on budget. No additional debt has been funded since the 2010 refundings and the $68 million Terminal 1 (no longer Terminal A) project is planned to be entirely cash funded.

For the fiscal year ended March 31, 2013, the Authority's enplaned passengers increased to 9.26 million which represented a .43% increase relative to the prior year. For the fiscal year ended March 31, 2012, the Authority's total passengers increased to 9.22 million which represented a .76% increase, relative to the prior period. In the fiscal year ended March 31, 2011, 9.15 million passengers used the Airport.

Long Term Debt Activity

At March 31, 2013 the Authority's outstanding debt totaled $679,005,000 which was comprised of 89.8% fixed rate revenue bonds and 10.2% variable rate revenue bonds. The weighted average interest cost of this debt portfolio was 3.93% at March 31, 2013. Other than pursuing potential cost saving bond refundings, the Authority currently has no plans to issue new or additional debt. For more information on long-term debt activity please refer to footnote 5, "Long-term debt."

Budget Information for the Fiscal Year Ending March 31, 2014

The Authority, as it typically does, has elected to forecast conservatively, especially with respect to revenue generation for the fiscal year ended March 31, 2014. For comparison purposes, FY 2013-14

Budget Information for the Fiscal Year Ending March 31, 2014 (Continued)

budgeted operating revenue of $97.6 million was 0.46% or $448 thousand less than actual FY 2012-13 operating revenue of $98.0 million. For FY 2013-14 relative to the prior year budget, total budgeted operating revenue increased $2.5 million or 2.6% due primarily to increased estimated: parking revenue (up $1.8 million or 4.5%), rental car revenue (up $857 thousand or 7.1%), and landing fee revenue (up $501 thousand or 4.4%). Budgeted non-operating revenue increased $6.0 million or 21.7% due to increased Federal and State Grant revenue ($6.4 million).

Budgeted operating expenses (excluding depreciation) increased $1.8 million, or 3.5% for the year ended March 31, 2014 relative to the prior year. Inclusive of depreciation, total budgeted operating expenses increased $1.4 million or 1.4% relative to the prior year. Total budgeted non-operating expenses decreased $650 thousand or 2.2% due to decreased debt service interest expense.

The combined net effect of these items for the FY 2013-14 was to increase budgeted net position nearly $2.0 million.

Requests for Information

This report is designed to provide an overview of the Authority's finances for those with an interest in this area. Questions concerning any of the information found in this report or requests for additional information should be directed to the Director of Finance, Raleigh-Durham Airport Authority, P.O. Box 80001, RDU Airport, North Carolina 27623.

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET POSITION

March 31, 2013 and 2012

	2013	2012
ASSETS		
Current assets		
Cash and cash equivalents	$ 62,147,244	$ 89,016,719
Short-term investments	88,302,824	58,021,405
Collateral for SEB loan program	1,500,000	1,500,000
Accounts receivable	3,490,659	4,928,365
Grants receivable	1,262,001	509,349
Inventories	377,356	-
Other current assets	677,673	698,453
Total current assets	157,757,757	154,674,291
Non-current assets		
Restricted assets		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
Passenger Facility Charge Cash and Cash Equivalents	10,787,581	15,504,835
Passenger Facility Charge receivable	2,451,746	2,644,630
General Airport Revenue Bonds Cash and cash equivalents	-	98,537
Parity Reserve Fund	46,535,241	47,866,205
Total restricted assets	59,994,568	66,334,207
Airport and facilities		
Airport and facilities, non depreciable	78,939,010	51,466,357
Airport and facilities depreciable, net	867,138,346	904,086,410
Airport and facilities, net	946,077,356	955,552,767
Total non-current assets	1,006,071,924	1,021,886,974
TOTAL ASSETS	1,163,829,681	1,176,561,265

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET POSITION

March 31, 2013 and 2012

	2013	2012
LIABILITIES		
Current liabilities		
Accounts payable	$ 3,285,132	$ 4,296,157
Retainage and construction accounts payable	10,608,034	2,440,766
Accrued employee compensation	1,617,682	1,714,320
Accrued bond interest payable	12,193,495	12,447,032
Current maturities of long-term debt	18,100,000	17,405,000
Total current liabilities	45,804,343	38,303,275
Noncurrent liabilities		
Long-term debt		
General Airport Revenue Bonds	660,905,000	679,005,000
Unamortized debt issue premiums	31,589,691	33,134,283
	692,494,691	712,139,283
Other noncurrent liabilities		
OPEB retiree health care liability	3,230,389	2,800,736
Separation allowance liability	959,505	483,572
	4,189,894	3,284,308
Total noncurrent liabilities	696,684,585	715,423,591
TOTAL LIABILITIES	742,488,928	753,726,866
DEFERRED INFLOWS OF RESOURCES		
Unearned rent credit	540,441	1,320,934
TOTAL DEFERRED INFLOWS OF RESOURCES	540,441	1,320,934
NET POSITION		
Net investment in capital assets	313,607,597	307,107,509
Restricted for:		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
Passenger Facility Charges	13,239,327	18,149,465
Unrestricted net assets	93,733,389	96,036,491
TOTAL NET POSITION	$ 420,800,313	$ 421,513,465

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION

Years Ended March 31, 2013 and 2012

	2013	2012
Operating revenues		
Parking	$ 40,455,878	$ 36,406,284
Airfield	11,366,233	11,930,074
General aviation	1,539,352	1,399,599
Terminals	27,022,756	27,020,695
Air cargo	2,000,218	2,300,134
Fuel farm	1,033,960	1,041,622
Rental car	12,875,772	12,305,766
Other	1,750,567	1,980,374
Total operating revenues	98,044,736	94,384,548
Operating expenses		
Airport facilities	19,852,701	19,742,281
Administrative	10,104,828	9,631,766
Fuel farm	962,410	954,405
Law enforcement	3,276,244	3,352,166
Airport maintenance	5,582,380	5,147,431
Parking	2,695,904	2,752,134
Emergency services	1,588,000	1,601,134
Guest services	736,912	734,451
Communications	777,618	751,792
Operations	1,211,335	1,127,924
Ground transportation	2,573,877	2,608,835
Terminal services	237,313	334,352
Subtotal	49,599,522	48,738,671
Depreciation	48,678,489	49,359,167
Total operating expenses	98,278,011	98,097,838
Operating loss	(233,275)	(3,713,290)
Non-operating revenues (expenses)		
Investment interest income	2,054,048	2,148,101
Passenger facility charges	18,734,688	18,424,026
Net increase in fair value of investments	781,419	241,068
Bond interest expense, net	(27,933,517)	(28,794,171)
Loss on swap termination	-	(1,465,749)
Other, net	408,133	729,996
Total non-operating revenues (expenses)	(5,955,229)	(8,716,729)
Loss before capital contributions	(6,188,504)	(12,430,019)
Capital contributions	5,475,352	644,240
Decrease in net position	(713,152)	(11,785,779)
Net Position, beginning of year	421,513,465	433,299,244
Net Position, end of year	$ 420,800,313	$ 421,513,465

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2013 and 2012

	2013	2012
Cash flows from operating activities		
Cash received from operations	$ 98,330,302	$ 92,769,872
Other, non-operating revenue	408,133	729,996
Cash paid to employees	(20,349,492)	(20,188,091)
Cash paid to suppliers	(29,452,106)	(28,359,171)
Net cash provided by operating activities	48,936,837	44,952,606
Investing activities		
Purchases of short-term investments	(87,281,420)	(84,741,068)
Proceeds from maturities of short-term investments	57,000,000	116,000,000
Investment gain on valuation account	781,419	241,068
Interest on cash deposits	2,069,117	2,220,917
Net cash provided by (used in) investing activities	(27,430,884)	33,720,917
Capital and related financing activities		
Payments of Long-Term Debt and Capital Lease Obligations	(17,405,000)	(16,790,000)
Other capital and financing costs		
Debt premium amortization	(1,544,592)	(1,187,713)
Additions to airport and facilities	(31,035,810)	(20,021,658)
Bond interest paid on long-term debt	(28,187,054)	(29,292,824)
Passenger facility charges collected	18,927,573	18,660,384
Loss on swap termination	-	(1,465,749)
Contributed capital	4,722,700	2,315,516
Net cash used in capital and related financing activities	(54,522,183)	(47,782,044)
INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(33,016,230)	30,891,479
Cash and cash equivalents - beginning of year	154,206,296	123,314,817
CASH AND CASH EQUIVALENTS - END OF YEAR	$ 121,190,066	$ 154,206,296
(Including Restricted Cash and Restricted Cash Equivalents)		

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2013 and 2012

	2013	2012
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating income (loss)	$ (233,275)	$ (3,713,290)
Other, non-operating revenue	408,133	729,996
Other, non-operating expenses	-	-
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation	48,678,489	49,359,167
Changes in operating assets and liabilities		
Accounts receivable	1,422,637	(1,172,053)
Inventories	(342,906)	-
Other current assets	(13,670)	98,943
OPEB retiree health care liability	429,653	636,676
Separation allowance liability	475,933	389,325
Accounts payable	(1,011,026)	(687,292)
Accrued employee compensation	(96,638)	(147,300)
Unearned Rent Credit	(780,493)	(541,566)
Net cash provided by operating activities	$ 48,936,837	$ 44,952,606

	2013	2012
RECONCILIATION OF CASH AND CASH EQUIVALENTS		
Current Assets		
Cash and cash equivalents	62,147,244	89,016,719
Collateral for SEB loan program	1,500,000	1,500,000
Restricted cash and cash equivalents:		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
Passenger Facility Charge Cash and cash equivalents	10,787,581	15,504,835
General Airport Revenue Bonds Cash and cash equivalents	-	98,537
Parity Reserve Fund	46,535,241	47,866,205
	$ 121,190,066	$ 154,206,296

	2013	2012
Supplemental Cash Flow Information		
Cash investing, capital and financing activities		
Net change in grant receivable	$ (406,086)	$ 1,671,276
Cash paid for interest	$ 28,912,794	$ 29,602,744
Capitalized interest paid	$ 725,740	$ 309,920

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

Note 1 – The Authority

In 1939, the General Assembly of the State of North Carolina enacted legislation authorizing the governing bodies of the City of Durham, the City of Raleigh, the County of Durham, and the County of Wake jointly to acquire, establish and operate airports. It was provided that the governing bodies would appoint a joint board to carry out the provisions of the act, and the Raleigh-Durham Airport Authority (the "Authority") is the board so appointed. Legal title to all properties is vested jointly in the governing bodies. Each of the four governing bodies makes an annual appropriation of $12,500, which is accounted for as nonexchange transactions in accordance with Statement No. 33 of the Government Accounting Standards Board (GASB).

Note 2 – Summary of significant accounting policies

Basis of presentation - fund accounting – The accounts of the Raleigh-Durham Airport Authority are organized and operated on a fund basis. A fund is an independent fiscal and accounting entity with a self-balancing set of accounts recording its assets, liabilities, equity, revenues and expenses.

The Authority accounts for its operations in one fund type, the enterprise fund. An enterprise fund is used to account for operations that are (a) financed and operated in a manner similar to private business enterprises - where the intent of the governing body is that the costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability or other purposes.

Financial Reporting Framework – All assets and all liabilities associated with the operation of the Authority are included on the statement of net position. As required for periods beginning after June 15, 2000 by Statement 33 of GASB, *Accounting and Financial Reporting for Nonexchange Transactions*, the Authority recognizes capital contributions as revenue, rather than as contributed capital. Nonexchange transactions for the Authority include Federal and State grants and contributions by the Authority's four governing bodies. The enterprise fund of the Authority is presented in the financial statements on the accrual basis of accounting. Under this basis, revenues are recognized in the accounting period when earned and expenses are recognized in the period when incurred.

Budgetary control – The Authority adopts an annual budget ordinance as required by the Local Government Budget and Fiscal Control Act of the North Carolina General Statutes. The Operating Budget ordinance is prepared on the modified accrual basis of accounting as required by North Carolina law. This budget is adopted and amended at the total expense level with management control maintained on a departmental and complex basis. Operating expenses may not legally exceed the total expense level and Operating budget appropriations lapse at year-end. Project ordinances are also adopted annually, but do not lapse at year-end and may extend multiple years. Both Operating and Project ordinances are adopted by the Authority at its March meeting and are entered in the minutes within five days after adoption.

Note 2 – Summary of significant accounting policies (continued)

Cash and cash equivalents – The Authority considers highly liquid investments, including restricted assets, with a maturity of 90 days or less to be cash equivalents.

Investments – The Authority records its investments in marketable securities at their quoted estimated fair value except for money market investments and U.S. Treasury and Agency obligations having a remaining maturity at purchase of one year or less, which are recorded at cost.

Grants receivable – Grants receivable from governmental agencies for capital construction projects are recorded in the period actual costs are incurred. The actual amount of payment on these grants is subject to final audit by the applicable agency.

Inventory Policy – Inventory consists of parts related to its terminal baggage claim systems and passenger boarding bridges as well as fuel for fleet vehicles and equipment. Materials and supplies inventories are valued at lower of cost of market. Fuel inventories are accounted for at the lower of cost of market.

Airport and facilities – The airport and facilities are recorded at cost. Provision for depreciation has been made to amortize the cost of the assets over their estimated useful lives by the straight-line method.

Depreciation expense was $48,678,489 and $49,359,167 for the fiscal years ended 2013 and 2012, respectively.

A portion of internal engineering costs are capitalized in connection with related capital projects.

All capital projects are budgeted under project ordinances, which span more than one year. These appropriations continue until the related project is complete.

Capital Assets are defined by the Authority as assets with an initial individual cost of more than $5,000 and an economic useful life of 3 years or more.

Depreciation of airfield and facilities is computed under the straight-line method at various rates considered adequate to allocate the cost over the estimated useful lives of such assets.

The estimated lives by general classifications are as follows:

	Years
Landing field and grounds	5 – 20
Terminal buildings	5 – 45
Other buildings	5 – 30
Utilities	5 – 20
Equipment	3 – 20

Note 2 – Summary of significant accounting policies (continued)

The Authority's net assets are classified as follows:

Invested in capital assets, net of related debt – This represents the Authority's total investment in capital assets, net of outstanding debt obligations related to those capital assets. To the extent debt has been incurred but not yet expended for capital assets, such amounts are not included as a component of Invested in Capital assets, net of related debt.

Restricted net assets – Restricted net assets include resources in which the Authority is legally or contractually obligated to spend the resources in accordance with restrictions imposed by external parties. When both restricted and unrestricted assets are available for use, the Authority applies restricted assets first, and then applies unrestricted assets as needed.

Passenger facility charges are presented as Restricted Net Assets based on Federal Aviation Administration (FAA) regulations to be used only on approved capital projects.

State of North Carolina underground storage tank trust fund deductible represents cash required to be set aside by the North Carolina Department of Environment and Natural Resources related to underground storage tank clean-up costs.

Aeronautical facilities revenue bonds represent cash and cash equivalents restricted by the Master Trust Indenture to be expended for the construction of certain airport facilities and debt service reserve funds.

Vacation and sick leave compensation – The Authority allows full time employees to accumulate up to 30 days earned vacation leave, and such leave is fully vested when earned provided the employee has completed a mandatory six month probationary period. Accumulated vacation pay is recorded as a current liability and reflected in accrued employee compensation.

Employees can accumulate an unlimited amount of sick leave. Unused sick leave accumulated at the time of retirement may be used in determining length of service for retirement benefit purposes. Also, employees who voluntarily terminate employment prior to retirement may convert unused sick leave in excess of 30 days to vacation leave at a rate of two days of sick leave for one day of vacation leave. This policy is limited to converting a maximum of 60 days of sick leave into 30 days of vacation leave. Since the resulting leave is fully vested when earned, it is recorded as a liability along with ordinary vacation leave.

Revenues and expenses classifications – Revenues from airlines, concessions, rental cars and parking are reported as operating revenues. Transactions which are financing or investing related and passenger facility charges are reported as non-operating revenues. All expenses related to operating the Authority are reported as operating expenses. Interest expense and financing costs are reported as non-operating expenses.

Interest expense – The Authority capitalizes material interest costs related to construction projects. The objective of interest capitalization is to reflect the total asset cost and to provide the related depreciation charges against revenues of future periods that benefit from the asset use.

Note 2 – Summary of significant accounting policies (continued)

Income tax status – Income of the Authority is excludable from federal income tax under Section 115 of the Internal Revenue Code.

Concentration of credit risk – For the years ended March 31, 2013 and 2012, no air carrier accounted for more than approximately 9% and 8% of the Authority's operating revenues, respectively.

Use of estimates – The preparation of the basic financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reporting amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the basic financial statements and the reporting amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Reclassifications – The Authority implemented Government Accounting Standards Board (GASB) GASB 63 as required, and early implemented GASB 65 as allowed. These pronouncements require that certain assets and liabilities be classified as deferred outflows of resources and deferred inflows of resources. As a result of these implementations, bond issuance costs were reclassified from assets to expense for the periods presented.

Passenger facility charges – The Federal Aviation Administration (FAA) authorized the Authority to collect Passenger Facility Charges (PFCs) of $3 per qualifying enplaned passenger commencing May 1, 2003. Effective October 1, 2004, the FAA authorized the Authority to collect PFCs of $4.50 per qualifying enplaned passenger. The net receipts from PFCs are accounted for on the accrual basis of accounting and are restricted to use on FAA approved projects. Aggregate collections and interest thereon from inception through March 31, 2013 and 2012 were $184,998,607 and $165,552,542, respectively. Total PFC funds of $23,634,000 and $22,946,000 were expended during the fiscal years ended March 31, 2013 and 2012, respectively, on FAA approved uses. Beginning in the fiscal year 2005-06, a portion of PFCs have been irrevocably committed to directly offset Authority debt service for eligible projects. This irrevocable commitment for the fiscal year ending March 31, 2013 was $23,634,000. Irrevocable commitments to the extent not applied to debt service are carried forward for future application. Net assets related to PFCs are restricted for projects that are approved by the FAA.

New pronouncements – During the fiscal year ended March 31, 2013 and beyond, the Authority has and will implement several new pronouncements of the GASB. These pronouncements are as follows:

GASB Statement No. 60 "Accounting and Financial Reporting for Service Concession Arrangements" The Statement addresses how to account for and report service concession arrangements (SCA's), a type of public-private partnership between state and local governments. The provisions of this statement are effective for financial statements for periods beginning after December 15, 2011 and did not have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 61 "The Financial Reporting Entity: Omnibus-an amendment of GASB Statements No. 14 and No. 34" This is a result of a reexamination of the previous reporting entity guidance contained in Statement No. 14. The most significant effect is the increased emphasis on a financial benefit or burden between the primary government and component units. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2012 and the

Note 2 – Summary of significant accounting policies (continued)

Authority does not expect that this statement will have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 62 "Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements" With this statement, government entities that are required to follow GASB standards can choose to follow accounting and financial guidance issued on or before November 30, 1989, which does not conflict with or contradict GASB pronouncements. The provisions of this statement are effective for financial statements for periods beginning after December 15, 2011 and did not have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 63 "Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position" This statement provides guidance for reporting deferred outflows of resources and deferred inflows of resources within the financial statements of governmental entities. Additionally, it renames the statement of net assets as the statement of net position. The statement of net position should report all assets, deferred outflows of resources, liabilities, deferred inflows of resources and net position. The provisions of this statement are effective for financial statements for periods beginning after December 15, 2011. The Authority implemented this statement effective for fiscal year ending March 31, 2013.

GASB Statement No. 64 "Derivative Instruments: Application of Hedge Accounting Termination Provisions - an amendment of GASB Statement No. 53" This statement provides clarity and designates specific circumstances where hedge accounting may continue after the termination of the hedging derivative instrument. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2011 and did not have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 65 "Items Previously Reported as Assets and Liabilities" This statement provides guidance and establishes accounting and financial reporting standards that reclassify, as deferred outflows of resources or deferred inflows of resources, certain items that were previously reported as assets and liabilities. The provisions of this statement are effective for financial statements for periods beginning after December 15, 2012. The Authority implemented this statement effective for fiscal year ending March 31, 2013.

GASB Statement No. 66 "Technical Corrections - 2012 - an amendment of GASB Statements No. 10 and No. 62" This statement's objective is to improve accounting and financial reporting for a governmental financial reporting entity by resolving conflicting guidance that resulted from the issuance of two pronouncements, Statements No. 54, Fund Balance Reporting and Governmental Fund Type Definitions, and No. 62, Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements. The provisions of this statement are effective for financial statements for periods beginning after December 15, 2012. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 67 "Financial Reporting for Pension Plans - an amendment of GASB 25" The objective of GASB 67 is to improve financial reporting by state and local governmental pension

Note 2 – Summary of significant accounting policies (continued)

plans. GASB 67 results from a comprehensive review of the effectiveness of existing standards of accounting and financial reporting for pensions with regard to providing decision-useful information supporting assessments of accountability and inter-period equity and creating additional transparency. GASB 67 replaces the requirements of Statements No. 25, Financial Reporting for Defined Benefit Pension Plans and Note Disclosures for Defined Contribution Plans and No. 50, Pension Disclosures. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2013. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

GASB Statement No. 68 "Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27" The primary objective of this Statement is to improve accounting and financial reporting by state and local governments for pensions. It also improves information provided by state and local governmental employers about financial support for pensions that is provided by other entities. The provisions of this statement are effective for financial statements for periods beginning after June 15, 2014. The Authority is currently evaluating the effect this statement will have on the Authority's financial position or results of operations.

Note 3 – Deposits and investments

Deposits – All the deposits of the Authority are either insured or collateralized by the Pooling Method. Under the Pooling Method, which is a collateral pool, all uninsured deposits are collateralized with securities held by the State Treasurer's agent in the name of the State Treasurer. Since the State Treasurer is acting in a fiduciary capacity for the Authority, these deposits are considered to be held by the Authority's agents in its name. The amount of the pledged collateral is based on an approved averaging method for non-interest bearing deposits and the actual current balance for interest-bearing deposits. Depositories using the Pooling Method report to the State Treasurer the adequacy of their pooled collateral covering uninsured deposits. The State Treasurer does not confirm this information with the Authority, or the escrow agent. Because of the inability to measure the exact amounts of collateral pledged for the Authority under the Pooling Method, the potential exists for under-collateralization, and this risk may increase in periods of high cash flows. However, the State Treasurer of North Carolina enforces strict standards of financial stability for each depository that collateralizes public deposits under the Pooling Method. The Authority has no formal policy regarding custodial credit risk for deposits.

At March 31, 2013, the Authority's deposits had a carrying amount of $67,659,975 and a statement balance of $69,021,225. Of this bank balance, $5,268,300 was covered by federal depository insurance while the balance of $63,752,925 was covered by collateral held under the Pooling Method. The Authority is required to maintain a minimum balance of $250,000 in its checking account.

At March 31, 2012, the Authority's deposits had a carrying amount of $98,952,947 and a statement balance of $100,754,195. Of this bank balance, $5,256,568 was covered by federal depository insurance while the balance of $95,497,627 was covered by collateral held under the Pooling Method. The Authority is required to maintain a minimum balance of $250,000 in its checking account.

Note 3 – Deposits and investments (continued)

Investments – At March 31, 2013, the Authority had the following investments and maturities:

Investment Type	Fair Value	Less Than 6 Months	6-12 Months	1 Year - 30 Months
Repurchase Agreements	$ 8,137,800	$ -	$ -	$ 8,137,800
US Government Agencies	88,302,824	2,512,675	1,006,180	84,783,969
NC Capital Management Trust-Cash Portfolio	38,475,598	N/A	N/A	N/A
Term Portfolio	6,916,693	N/A	N/A	N/A
Total:	$ 141,832,915	$ 2,512,675	$ 1,006,180	$ 92,921,769

At March 31, 2012, the Authority had the following investments and maturities:

Investment Type	Fair Value	Less Than 6 Months	6-12 Months	1 Year - 30 Months
Repurchase Agreements	$ 8,137,800	$ -	$ -	$ 8,137,800
US Government Agencies	58,021,405	1,004,420	-	57,016,985
NC Capital Management Trust-Cash Portfolio	39,905,047	N/A	N/A	N/A
Term Portfolio	6,901,494	N/A	N/A	N/A
Total:	$ 112,965,746	$ 1,004,420	$ -	$ 65,154,785

Interest Rate Risk Interest rate risk is the risk that rising interest rates will adversely affect the fair value of an interest bearing investment. As a means of limiting its exposure to fair value losses arising from rising interest rates, the Authority's investment policy limits the investment portfolio to maturities of 30 months.

Credit Risk State law limits investments in commercial paper to the top rating issued by nationally recognized statistical rating organizations (NRSROs). Direct investments made by the Authority by policy are limited to U.S. Treasury Bills and Notes, U.S. Government Agency obligations and bank Certificates of Deposit, all with maximum maturity of 30 months. Only indirect investments in Commercial Paper and Repurchase Agreements are permitted in relation to bond proceed and debt service reserve fund investments which are designed to maximum investment income as permitted under US Treasury arbitrage regulations. The Authority's investments in the NC Capital Management Trust Cash Portfolio carried a credit rating of AAAm by Standard & Poor's as of March 31, 2013 and 2012. The Authority's investments in US Agencies are rated AA+ by Standard & Poor's and Aaa by Moody's Investors Service as of March 31, 2013 and 2012.

G.S. 159-30(c) authorizes the Authority to invest in obligations of the U.S. Treasury; obligations of any agency of the United States of America, provided the payment of interest and principal of such obligations is fully guaranteed by the United States; obligations of the State of North Carolina; bonds and notes of any North Carolina local government or public authority; obligations of certain non-

Note 3 – Deposits and investments (continued)

acceptances; and the North Carolina Capital Management Trust (NCCMT), a SEC registered mutual fund, dedicated to serving North Carolina public units.

Concentration of Credit Risk The Authority places no formal limit on the amount that the Authority may invest in any one issuer. More than 62% of the Authority's investments are in government agencies. At March 31, 2013, the Authority's investments consisted of 11% in Federal Home Loan Bank securities, 12% in Federal Home Loan Mortgage Corporation securities, 22% in Federal National Mortgage Association securities, 15% Federal Farm Credit Bank, 15% Guaranteed Investment Contract, 6% Repurchase Agreement, 3% Finistar, and 16% in NCCMT. Of this 16% invested in the NCCMT, 71% represents Authority debt service reserves.

At March 31, 2012, the Authority's investments consisted of 19% in Federal Home Loan Bank securities, 16% in Federal Home Loan Mortgage Corporation securities, 9% in Federal National Mortgage Association securities, 5% Federal Farm Credit Bank, 19% Guaranteed Investment Contract, 7% Repurchase Agreements, and 25% in NCCMT. Of this 25% invested in the NCCMT, 72% represents Authority debt service reserves.

Note 4 – Airport and facilities, net

Changes in airport and facilities are as follows for the year ended March 31, 2013:

	March 31, 2012	Additions	Deletions	Transfers	March 31, 2013
Capital assets not being depreciated					
Land	$ 41,193,383	$ -	$ -	$ -	$ 41,193,383
Construction in progress	10,272,974	39,203,078	-	(11,730,425)	37,745,627
Total capital assets not being depreciated	51,466,357	39,203,078	-	(11,730,425)	78,939,010
Other capital assets					
Landing field and grounds	533,165,340	-	-	7,248,929	540,414,269
Terminal buildings	704,264,941	-	-	2,393,030	706,657,971
Other buildings	174,116,766	-	-	(45)	174,116,721
Utilities	5,417,436	-	-	-	5,417,436
Equipment	26,256,233	-	-	2,088,511	28,344,744
Total other capital assets	1,443,220,716	-	-	11,730,425	1,454,951,141
Total airport and facilities	1,494,687,073	39,203,078	-	-	1,533,890,151
Accumulated depreciation					
Landing field and grounds	(308,436,871)	(16,584,314)	-	-	(325,021,185)
Terminal buildings	(129,788,913)	(20,295,163)	-	-	(150,084,076)
Other buildings	(75,593,529)	(9,543,728)	-	-	(85,137,257)
Utilities	(4,249,005)	(164,029)	-	-	(4,413,034)
Equipment	(21,065,988)	(2,091,255)	-	-	(23,157,243)
Total accumulated depreciation	(539,134,306)	(48,678,489)	-	-	(587,812,795)
Airport and facilities, net	$ 955,552,767	$ (9,475,411)	$ -	$ -	$ 946,077,356

Note 4 – Airport and facilities, net (continued)

Changes in airport and facilities are as follows for the year ended March 31, 2012:

	March 31, 2011	Additions	Deletions	Transfers	March 31, 2012
Capital assets not being depreciated					
Land	$ 41,193,383	$ -	$ -	$ -	$ 41,193,383
Construction in progress	2,722,254	16,934,111	-	(9,383,391)	10,272,974
Total capital assets not being depreciated	43,915,637	16,934,111	-	(9,383,391)	51,466,357
Other capital assets					
Landing field and grounds	533,015,564	-	-	149,776	533,165,340
Terminal buildings	696,995,115	-	-	7,269,826	704,264,941
Other buildings	173,200,296	-	-	916,470	174,116,766
Utilities	5,417,436	-	-	-	5,417,436
Equipment	25,208,914	-	-	1,047,319	26,256,233
Total other capital assets	1,433,837,325	-	-	9,383,391	1,443,220,716
Total airport and facilities	1,477,752,962	16,934,111	-	-	1,494,687,073
Accumulated depreciation					
Landing field and grounds	(291,788,303)	(16,648,568)	-	-	(308,436,871)
Terminal buildings	(108,817,013)	(20,971,900)	-	-	(129,788,913)
Other buildings	(66,069,507)	(9,524,022)	-	-	(75,593,529)
Utilities	(4,068,543)	(180,462)	-	-	(4,249,005)
Equipment	(19,031,773)	(2,034,215)	-	-	(21,065,988)
Total accumulated depreciation	(489,775,139)	(49,359,167)	-	-	(539,134,306)
Airport and facilities, net	$ 987,977,823	$ (32,425,056)	$ -	$ -	$ 955,552,767

During March 31, 2013 and 2012, interest costs of $725,740 and $309,920, net of interest earned of approximately $0 and $0, were capitalized as part of the cost of construction in progress, respectively.

Note 5 – Long-term debt

Changes of long-term debt for the year ended March 31, 2013 consist of the following:

Amounts due to trustee	March 31, 2012	Principal Repayments	New Debt	March 31, 2013
Series 2005A 4.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2019 to 2030	$ 39,805,000	$ -	$ -	$ 39,805,000
Series 2005B 3.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2006 to 2029	70,765,000	3,760,000	-	67,005,000
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	149,315,000	2,885,000	-	146,430,000
Series 2008C 4.72% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036 (Refunded 2006 Bonds)	70,845,000	1,520,000	-	69,325,000
Series 2010A 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2036 (Refunded 2008AB Bonds)	237,325,000	5,165,000	-	232,160,000
Series 2010B 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2027 (Refunded 2001A Bonds)	90,120,000	4,075,000	-	86,045,000
Series 2010B-1 4.18% General Airport Revenue Bonds, maturing in varying installments beginning 2028 to 2031 (Refunded 2001A Bonds)	38,235,000	-	-	38,235,000
Total bond obligations	696,410,000	17,405,000	-	679,005,000
Less current maturities	17,405,000	-	-	18,100,000
	$ 679,005,000	$ 17,405,000	$ -	$ 660,905,000

Note 5 – Long-term debt (continued)

Changes of long-term debt for the year ended March 31, 2012 consist of the following:

Amounts due to trustee	March 31, 2011	Principal Repayments	New Debt	March 31, 2012
Series 2005A 4.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2019 to 2030	$ 39,805,000	$ -	$ -	$ 39,805,000
Series 2005B 3.00-5.00% General Airport Revenue Bonds, maturing in varying installments beginning 2006 to 2029	74,350,000	3,585,000	-	70,765,000
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	152,070,000	2,755,000	-	149,315,000
Series 2008C 4.72% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036 (Refunded 2006 Bonds)	72,295,000	1,450,000	-	70,845,000
Series 2010A 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2036 (Refunded 2008AB Bonds)	242,365,000	5,040,000	-	237,325,000
Series 2010B 4.11% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2027 (Refunded 2001A Bonds)	94,080,000	3,960,000	-	90,120,000
Series 2010B-1 4.18% General Airport Revenue Bonds, maturing in varying installments beginning 2028 to 2031 (Refunded 2001A Bonds)	38,235,000	-	-	38,235,000
Total bond obligations	713,200,000	16,790,000	-	696,410,000
Less current maturities	16,790,000	-	-	17,405,000
	$ 696,410,000	$ 16,790,000	$ -	$ 679,005,000

Note 5 – Long-term debt (continued)

Debt maturities for the next five years and in five-year increments thereafter are as follows:

Year Ending March 31	General Airport Revenue Bond Series 2005A	General Airport Revenue Bond Series 2005B	General Airport Revenue Bond Series 2007	General Airport Revenue Bond Series 2008C	General Airport Revenue Bond Series 2010A	General Airport Revenue Bond Series 2010B,B-1	Interest
2014	$ -	$ 3,950,000	$ 3,035,000	$ 1,595,000	$ 5,320,000	$ 4,200,000	$ 31,726,979
2015	-	4,150,000	3,190,000	1,670,000	5,510,000	4,370,000	30,948,054
2016	-	4,355,000	3,355,000	1,750,000	5,740,000	4,540,000	30,111,171
2017	-	4,575,000	3,525,000	1,840,000	6,005,000	4,725,000	29,203,746
2018	-	4,810,000	3,705,000	1,925,000	6,310,000	4,865,000	28,262,029
2019-2023	9,200,000	18,780,000	21,575,000	11,130,000	36,755,000	28,000,000	124,156,288
2024-2028	17,695,000	17,945,000	27,685,000	14,055,000	47,145,000	35,345,000	90,090,100
2029-2033	12,910,000	8,440,000	35,290,000	17,790,000	59,765,000	38,235,000	48,618,375
2034-2038	-	-	45,070,000	17,570,000	59,610,000	-	13,014,467
	$39,805,000	$67,005,000	$146,430,000	$69,325,000	$232,160,000	$124,280,000	$426,131,209

For the table above, interest was calculated for the 2008C variable rate bonds using an estimated rate of 4.00% for their remaining term. At March 31, 2013, the actual rate on these bonds was 0.13%.

On February 27, 2001, the Authority entered into a Master Trust Indenture, dated as of February 1, 2001, that established the primary financing mechanism for the issuance of Bonds to finance improvements to the Airport. Bonds issued under the Master Trust Indenture are obligations of the Authority, secured by and payable from the Net Revenues of the Authority, and under certain circumstances, the proceeds of the Bonds, investment earnings, amounts set aside in a Debt Service Reserve Fund created under the Master Trust Indenture and certain other funds and accounts.

On February 27, 2001, the Authority issued $156,975,000 Airport Revenue Bonds Series 2001A under the Master Trust Indenture. The proceeds were used for the design and construction of several improvements to the Airport, including the construction of a garage, two warehouse buildings to house support equipment, alterations to existing parking structures, roadways, bridges, toll plazas, walkways, and alterations to a pedestrian tunnel.

On February 27, 2001, the Authority also issued $47,570,000 Airport Revenue Refunding Bonds Series 2001B under the Master Trust Indenture. The proceeds were used to refund Revenue Bonds previously issued by the Authority to finance parking facilities at the Airport.

On May 1, 2002, American prepaid and retired Series 1995A and 1995B Special Facility Revenue Refunding Bonds totaling $78,300,000. These bonds, which were considered conduit debt, financed the Terminal C Building facilities and equipment, all of which were leased to American for a 40-year period.

Note 5 – Long-term debt (continued)

On June 13, 2002, the Authority issued $30,000,000 Adjustable Rate Airport Revenue Bonds, Series 2002A under the Master Trust Indenture. The proceeds of the Series 2002A Bonds were used to finance a portion of the cost of acquiring and purchasing certain rights and interests of American Airlines, Inc. under the Raleigh-Durham Airport Facilities Lease and Use Agreement dated November 1, 1985, to finance the cost of rehabilitation of certain buildings and equipment related to the forgoing acquisition and purchase, and to finance the cost of certain other capital improvements to aeronautical facilities located at the airport. Due to downgrades of the credit ratings of the bond insurer insuring payment of the Series 2002A Bonds in March 2008, the Series 2002 Bonds could no longer be remarketed at interest rate levels corresponding to their tax exempt trading index, or SIFMA. On August 12, 2008 the entire outstanding principal balance of Series 2002A, or $22,500,000 was retired with Authority funds.

On December 18, 2002, the Authority issued $35,000,000 Bond Anticipation Notes (BAN) Series 2002B under the Master Trust Indenture. On December 17, 2003, the Authority paid off the $35,000,000 Series 2002B BAN with the issuance of a $70,000,000 Bond Anticipation Note, Series 2003 ($35 million new funding), under the Master Trust Indenture. These BAN proceeds were used to fund the initial costs of constructing a general aviation terminal and an operations center; constructing a ramp expansion, including the relocation of Taxiway D; and improving Terminal C and associated facilities, including architectural, pre-construction and construction. The Series 2003 BAN was retired in March 2005 with the issuance of the Series 2005A&B bonds.

On March 1, 2005, the Authority issued $39,805,000 Airport Revenue Bond Series 2005A under the Master Trust Indenture. The proceeds were used for the development of the new Terminal 2.

On March 1, 2005, the Authority issued $85,490,000 Airport Revenue Bond Series 2005B under the Master Trust Indenture. These proceeds were also used for the development of Terminal 2, including the redevelopment of the north ramp general aviation area, an Authority Operations Center, and the relocation of Taxiway D and ramp expansion.

On May 4, 2005 the Authority executed two interest rate swap agreements in anticipation of the issuance of $300 million of Bonds to finance the continued development of Terminal 2. The effective date of the swaps was June 15, 2006 and the termination date of the swaps was May 1, 2036. One interest rate swap agreement was entered into with Citibank, N.A. and one interest rate swap agreement was entered into with Lehman Brothers Special Financing Inc. The aggregate notional amount of the swaps was $300,000,000 and the terms of the swaps are substantially similar. Under the swaps, the Authority agreed to pay the swap providers a fixed rate of 4.27% based on the notional amount of the swaps and the swap providers agreed to pay the Authority the Bond Market Association Municipal Swap Index (BMA or SIFMA) rate plus 5 basis points based on the notional amount of the swaps. Only the net difference in interest rate payments is actually exchanged. The $300 million in bond principal is not exchanged; it is only the basis on which the interest payments are calculated. The notional amount of the swaps was designed to amortize with the 2006 Bonds.

Note 5 – Long-term debt (continued)

On June 15, 2006, the Authority issued $300 million of its Variable Rate Airport Revenue Bonds in five series (Series 2006A, 2006B, 2006C, 2006D and 2006E). On May 2, 2008, the Authority refunded the Series 2006 Bonds through the issuance of its Variable Rate Airport Revenue Bonds, also in the amount of $300 million, in three series (Series 2008A, 2008B and 2008C).The Series 2008 Bonds were issued to refund the Series 2006 Bonds to correct a trading problem associated with the ratings downgrade of the bond insurer insuring payment of the Series 2006 Bonds. The Series 2008 Bonds were issued in the amount of $300 million and have the identical amortization schedule as the refunded Series 2006 Bonds. The refunding of the Series 2006 Bonds by the Series 2008 Bonds resolved the trading problems associated with the ratings downgrade of the bond insurer for the Series 2006 Bonds.

The Series 2006 Bonds, and later the Series 2008 Bonds, were issued as variable interest rate bonds, but the swaps converted the interest rate to a synthetic fixed rate. If the floating receipts from the swap counterparties equaled the interest due on the hedged bonds, the Authority's effective interest rate would be the fixed swap rate. The Authority was exposed to additional interest expense payments if the variable interest rate on the Bonds exceeds BMA (or SIFMA) plus 5 basis points. The swap agreements utilized the International Swap Dealers Association Master Agreement. Termination could result in the Authority being required to make an unanticipated termination payment.

In connection with the 2008 refunding, the swaps associated with the Series 2006 Bonds were not changed and there was no gain or loss on the refunding.

In September 2008 Lehman Brothers Special Financing, Inc. entered bankruptcy in connection with the bankruptcy filing by Lehman Brothers. This bankruptcy resulted in a default by Lehman Brothers Special Financing Inc. under its $150 million swap agreement with the Authority. At that time, the Authority began exploring the possibility of terminating the interest rate swap with Lehman. On February 9, the Authority terminated the Lehman swap at a cost to the Airport Authority of $9.1 million. Simultaneously with terminating the swap agreement, the Authority entered into two new swap agreements for an aggregate notional amount of $75 million with Barclays Bank, Plc and Morgan Keegan Financial Products, Inc. as swap counterparties. Performance by Morgan Keegan Financial Products, Inc. under its swap agreement was supported by a second agreement entered into by the Authority and Morgan Keegan with Deutsche Bank. The Authority received $4,551,000 from Barclays Bank Plc and Morgan Keegan Financial Products, Inc. to offset the payment made to Lehman Brothers. The new swaps were negotiated with Barclays in the notional amount of $50 million and with Morgan Keegan in the notional amount of $25 million. Fixed rate payments under these new swaps were set at a rate of 4.099 percent, down from the 4.27 percent Lehman swap rate, reducing the Airport Authority's interest cost on the hedged $75 million by approximately $128,000 per year. The remaining $75 million of Series 2008 Bonds became un-hedged variable debt upon the termination of the Lehman swap. Subsequent to their default, Lehman had challenged the Authority's calculations regarding these transactions and the Authority's calculation of swap termination amounts. Through mediation with Lehman in the fall of 2011, the Authority successfully negotiated a final settlement of this swap termination amount and all other related matters between the two parties.

Each series of the Series 2008 Bonds was supported by credit or liquidity support provided by a letter of credit or standby bond purchase agreement of a financial institution. For the $75 million Series 2008C Bonds, the Authority received a letter of credit from SunTrust Bank. Due to financial difficulties encountered by SunTrust Bank in 2009, the Series 2008C Bonds could not be remarketed at variable interest rates that corresponded to SIFMA. In November 2009, the Authority and SunTrust Bank

Note 5 – Long-term debt (continued)

entered into arrangements with the Federal Home Loan Bank of Atlanta for the Federal Home Loan Bank to deliver a standby letter of credit that supports the letter of credit of SunTrust Bank securing the Series 2008C Bonds. The delivery of the Federal Home Bank letter of credit resulted in a return of the variable interest rates on the Series 2008C Bonds to levels that approximate the SIFMA index.

On May 31, 2007, the Authority finalized financing of the Terminal 2 with the issuance by the Authority of its Airport Revenue Bonds, Series 2007 in the principal amount of $152 million. The remaining Terminal 2 project costs were funded with $47 million in pay-as-go PFCs (from accumulated PFC balances) and approximately $18 million in Authority cash. With the opening of the South Concourse on January 23, 2011, Terminal 2 became fully operational. In addition, this facility was now fully funded and was completed on time and under its budget of $570 million.

On August 6, 2010 the Authority elected to terminate all three of its interest rate swap positions. These swaps with Citigroup, Barclays Capital, and Morgan Keegan had notational values totaling $216.87 million at August 6, 2010. At this time, these swaps under existing market conditions had a collective market termination value of $33,549,516. In conjunction with these terminations, the Authority simultaneously priced the 2010A refunding bonds in the amount of $242,365,000 which refunded the 2008AB variable bonds (the swapped bonds), converting them to fixed rate non-AMT obligations. These swap positions had been undertaken in 2005 to lock in historically low interest rates on the Terminal 2 project in advance of its ability to access the bond markets. By eliminating its swap positions, the Authority sought to reduce its exposure to risks associated with the underlying variable rate demand obligations, particularly with regard to costs and availability of credit and liquidity support for the 2008A/B Bonds, and to risks associated with the interest rate swap agreements. Such risks had increased materially from 2005 when the Authority had entered into these swap agreements. As of August 6, 2010 and additionally at March 31, 2013, the Authority had no interest rate swaps or derivatives in its debt portfolio.

During August 2010, the Authority also was able to advance refund the Series 2001A Bonds with the Series 2010B and 2010B-1 Bonds in the amounts of $94,080,000 and $38,235,000, respectively. The aggregate reduction in debt service payments between the original 2001A debt and the refunded 2010B, B-1 bonds was $4.118 million. This equated to a net present value savings of $2.56 million. These bonds achieved present value savings of 7.80% and 6.70%, respectively. The total deposit to the Escrow Fund to refund the Series 2001A Bonds totaled $145,691,630 (which included Bond premiums of $10,818,873). This total was deposited into an escrow fund to be used, together with investment earnings thereon, to pay the interest on the Series 2001A Bonds until the redemption thereof on May 1, 2011 and to pay the redemption price of the Series 2001A Bonds on such date. This escrow payment to the trustee defeased the remaining Series 2001A Bonds and the liability for this debt was removed from these financial statements.

Prior to the swap terminations, the Authority and the North Carolina Local Government Commission placed a limit or cap of 3% on the present value dis-savings on these transactions (calculated based upon a comparison of the estimated all-in costs of the transaction if the Bonds were not refunded and the swap agreements were not terminated and the cost of the fixed rate refunding transaction). The Authority achieved this goal with associated present value dis-savings of 2.36% on these swap terminations on August 6, 2010. In combination with present value savings from the refunding of the Series 2001A Bonds, the Authority achieved overall present value savings of $5.2 million on the collective transactions.

Note 5 – Long-term debt (continued)

In September 2010, the Authority entered into arrangements to change and extend the Letter of Credit (LOC) provider for the Authority's remaining $72.3 million Series 2008C Bonds. Through this transaction the Authority was able to replace the existing credit facility provider for these Bonds under terms more favorable to the Authority than under the prior arrangement and also to extend the credit facility for the Bonds for 3 years.

In March 2011, in accordance with its financial plan, the Authority defeased all its remaining 2001B bond obligations by cash funding with the trustee the payoff amount of approximately $7.1 million. With application of the cash funded debt service reserve of $3.6 million, the 2001B bonds were paid off on May 1st, 2011 in the amount of approximately $10.7 million. This amount consisted of principal of $10.4 million, a redemption premium of $104,000, and accrued interest of approximately $224,000. Thus, the 2001B bonds were defeased in late March 2011 with this escrow payment to the trustee and the liability for this debt was removed from the financial statements.

The Authority's bonds are subject to federal arbitrage regulations, and are reviewed for potential arbitrage liability annually on the bond issue dates. The arbitrage rebate payments are payable on the fifth anniversary of the bond issue date and every fifth year subsequent to that date. Annual calculations are performed for all applicable bond issues and the Authority is in compliance with regard to arbitrage regulations on all bond issues. In accordance with Section 148 of the Internal Revenue Code of 1986, as amended, and Sections 1.103-13 to 1.103-15 of the related Treasury Regulations, the Authority must rebate to the federal government "arbitrage profits" earned on the governmental bonds after August 31, 1986. Arbitrage profits are the excess of the amount earned on investments over the interest paid on the borrowings. During the FY ended March 31, 2012 the Authority rebated $225,306 of positive arbitrage on its Series 2007 bonds. At March 31, 2013 the Authority had no bond arbitrage rebate liability.

These bonds have rate covenants associated with them, whereby the Authority must maintain a debt service coverage ratio of Net Revenues and available fund balance to debt service. The bond documents provide for a number of technical adjustments to be followed in determining the Net Revenues and debt service to be used in this calculation. The rate covenant generally requires that sum of (i) the Net Revenues for the fiscal year and (ii) available fund balance at the end of the fiscal year in an amount up to 25% of debt service for the fiscal year (the "25% transfer") must be no less than 125% of the adjusted debt service calculated for the fiscal year. The debt service coverage ratio at March 31, 2013 with this 25% transfer is 240%. The debt service coverage ratio at March 31, 2013 without this 25% transfer is calculated as follows:

Net revenues	$ 50,499,264
Annual debt service	23,512,819
Calculated debt service coverage ratio without transfer	215%

For the fiscal year ending March 31, 2012, the Authority had debt service coverage ratios of 198% without transfer and 223% with transfer.

Note 6 – Leases

The Authority leases land, buildings and terminal space with a cost of approximately $722 million and a carrying value of approximately $560 million to the airlines, car rental agencies, restaurant and other businesses located at the airport. Revenues from these leases, which are included in buildings and grounds and general aviation revenue, were approximately 41% and 42% of airport operating revenues for fiscal years ended March 31, 2013 and 2012, respectively. These leases cover periods ranging up to a maximum of 40 years and contain provisions for fixed and contingent rentals based on revenues. For the years ended March 31, 2013 and 2012, contingent rentals comprised $18.0 and $18.4 million of the total rental revenues, respectively.

Minimum future rentals on noncancelable operating leases for the next five fiscal years are approximately:

Year Ending March 31	Amount
2014	$ 13,080,000
2015	9,548,000
2016	8,574,000
2017	3,618,000
2018	2,524,000
	$ 37,344,000

Note 7 – Employee retirement plans

Local governmental employees' retirement system

Plan Description – The Authority contributes to the statewide Local Governmental Employees' Retirement System (LGERS), a cost-sharing multiple-employer defined benefit pension plan administered by the State of North Carolina. LGERS provides retirement and disability benefits to plan members and beneficiaries. Article 3 of G.S. Chapter 128 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly. The Local Governmental Employees' Retirement System is included in the Comprehensive Annual Financial Report (CAFR) for the State of North Carolina. The State's CAFR includes financial statements and required supplementary information for LGERS. That report may be obtained by writing to the Office of the State Controller, 1410 Mail Service Center, Raleigh, North Carolina 27699-1410, or by calling (919) 981-5454.

Funding Policy – Plan members are required to contribute 6.00% of their annual covered salary. The Authority is required to contribute at an actuarially determined rate. The current rate for employees not engaged in law enforcement and for law enforcement officers is 6.74% and 6.77% of annual covered payroll. The contribution requirements of members are established and may be amended by the North Carolina General Assembly. The Authority's contributions to LGERS for the years ended March 31, 2013, 2012 and 2011 were $2,077,533, $2,033,865, and $1,870,263, respectively. The contributions made by the Authority equaled the required contributions for each fiscal year.

Note 7 – Employee retirement plans (continued)

Supplemental retirement income plan for law enforcement officers

Plan Description – The Authority contributes to the Supplemental Retirement Income Plan (Plan), a defined contribution pension plan administered by the Department of State Treasurer and a Board of Trustees. The Plan provides retirement benefits to law enforcement officers employed by the Authority. Article 5 of G.S. Chapter 135 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly.

Funding Policy – Article 12E of G.S. Chapter 143 requires the Authority to contribute each month an amount equal to five percent of each officer's salary, and all amounts contributed are vested immediately. Also, the law enforcement officers may make voluntary contributions to the plan. Contributions for the year ended March 31, 2013 were $196,535, which consisted of $90,258 from the Authority, and $106,277 from the law enforcement officers. Contributions for the year ended March 31, 2012 were $195,819, which consisted of $113,300 from the Authority, and $82,519 from the law enforcement officers.

Law enforcement officer’s special separation allowance

Plan Description – The Authority administers a public employee retirement system (the “Separation Allowance”), a single-employer defined benefit pension plan that provides retirement benefits to the Authority’s qualified sworn law enforcement officers. The Separation Allowance is equal to .85 percent of the annual equivalent of the base rate of compensation most recently applicable to the officer for each year of creditable service. The retirement benefits are not subject to any increases in salary or retirement allowances that may be authorized by the General Assembly. Article 12D of G.S. Chapter 143 assigns the Authority to establish and amend benefit provisions to the North Carolina General Assembly.

All full-time law enforcement officers of the Authority are covered by the Separation Allowance. At March 31, 2013, the Separation Allowance’s membership consisted of:

Retirees receiving benefits	8
Active plan members	33
Total	41

A separate audited GAAP-basis postemployment benefit plan report was not issued for the plan.

Summary of Significant Accounting Policies
Basis of Accounting – The Authority has chosen to fund the Separation Allowance on a pay as you go basis. Pension expenditures are made from operating accounts, which are maintained on the accrual basis of accounting.

Method Used to Value Investments – No funds are set aside to pay benefits and administration costs. These expenditures are paid as they come due.

Note 7 – Employee retirement plans (continued)

Contributions – The Authority is required by Article 12D of G.S. Chapter 143 to provide these retirement benefits and has chosen to fund the benefit payments on a pay as you go basis through appropriations made in the operating budget. The Authority's obligation to contribute to this plan is established and may be amended by the North Carolina General Assembly. There were no contributions made by employees.

The Authority's pension cost and net pension obligation to the separation allowance for the current year were as follows:

	March 31, 2013	March 31, 2012
a - Employer annual required contribution	$ 88,614	$ 88,614
b - Interest on net pension obligation	51,762	54,665
c - Adjustment to annual required contribution	(60,897)	(61,107)
d - Annual pension cost (a+b+c)	79,479	82,172
e - Employer contributions made for current fiscal year	155,221	140,234
f - Increase in net pension obligation (d-e)	(75,742)	(58,062)
g - Net pension obligation beginning of fiscal year	1,035,247	1,093,309
h - Net pension obligation end of fiscal year (f+g)	$ 959,505	$ 1,035,247

The annual required contribution for the current year was determined by the December 31, 2011 actuarial valuation using the projected unit credit actuarial cost method. The actuarial assumptions included (a) 5.00% investment rate of return and (b) projected salary increases ranging from 4.25% to 7.85% per year. Item (b) included an inflation component of 3.00%. The assumptions did not include post-retirement benefit increases. The actuarial value of assets was market value. The unfunded actuarial accrued liability is being amortized as a level percentage of pay on a closed basis. The remaining amortization period at December 31, 2011 was 19 years.

The trend information is as follows:

Fiscal Year Ending March	Annual Pension Cost (APC)	Percentage of APC Contributed	Net Pension Obligation End of Year
2009	$ 99,769	24.63%	$ 1,056,934
2010	98,662	60.64%	1,095,770
2011	84,514	103.18%	1,093,084
2012	82,172	170.66%	1,035,247
2013	79,479	195.30%	959,505

Note 7 – Employee retirement plans (continued)

Funding Status and Funding Progress - as of December 31, 2011, the most recent actuarial valuation date, the plan was not funded. The present value of future accrued liability contributions and, thus, the unfunded actuarial accrued liability (UAAL) was $1,022,450. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

Other Post-Employment Benefits

Health Care Plan

Plan Description:
Under the terms of an Authority resolution, the Authority administers a single-employer benefit Health Care Plan (the "Plan"). The Plan provides postemployment healthcare benefits to retirees of the Authority, provided they participate in the North Carolina Local Governmental Employees' Retirement System (System). While eligibility to draw retirement benefits from the System vests at 5 years, eligibility for post-retirement health benefits from the Authority requires: (1) all requirements for retirement from LGERS are met and (2) the final 5 years of service are worked with the Authority. The Authority pays the cost of the individual and dependent premiums (or same portion of the cost as it pays for non-retired employees) for the qualified retiree's health coverage through the Authority's group health insurance plan. When the retiree reaches age 65, the Authority's post-retirement benefits cease. At that time, the retiree is no longer covered by the Authority's group health insurance program. The Plan does not issue a stand-alone report and is not included in the report of a public employee retirement system or a report of another entity.

Membership in the plan included the following at December 31, 2011 the date of the last actuarial valuation:

Retirees receiving benefits	53
Active plan members	282
Total	335

Funding Policy:
As noted above, the Authority pays its share of the cost of coverage (premiums) for the health care benefits provided to qualified retirees. The Authority's members pay their share of the premiums. The Authority has chosen to fund the health care benefits on a pay as you go basis and no funds are set aside to pay these benefits.

The current annual required contribution rate is 4.16% of annual covered payroll. For the current year, the Authority contributed $239,192 (retiree claims paid less premiums received) or 1.77% of annual covered payroll. The Authority provides health care coverage through a minimum premium plan. The Authority's required contribution for employees and retirees is the actual expense incurred. Contributions (premiums) made by employees and retirees were 3.89% and .26% of covered payroll, respectively. The Authority's obligation to contribute to the Plan is established and may be amended by the Authority's Board of Directors.

Note 7 – Employee retirement plans (continued)

Life Insurance Benefit

Plan Description:
Under the terms of an Authority resolution, the Authority administers a single-employer life insurance benefit. The life insurance benefit provides postemployment life insurance coverage to retirees of the Authority in the amount of $10,000. When the retiree reaches age 99, the Authority's post-retirement benefits cease. At that time, the retiree is no longer covered by the Authority's life insurance policy.

Funding Policy:
The Authority pays the full cost of life insurance premiums. The Authority has chosen to fund the life insurance benefits on a pay as you go basis and no funds are set aside to pay these benefits. The Authority's obligation to contribute to the life insurance benefit is established and may be amended by the Authority's Board of Directors.

Summary of Significant Accounting Policies:
Postemployment expenditures for the Authority's portion of the premiums are from the Authority's enterprise fund, which is maintained on the full accrual basis of accounting. No funds are set aside to pay benefits and administrative costs. These expenditures are paid as they come due.

Annual OPEB Cost and Net OPEB Obligation:
The Authority's annual OPEB cost (expense) is calculated based on the *annual required contribution of the employer* (ARC), an amount actuarially determined in accordance with the parameters of GASB Statement 45. The ARC represents a level of funding that, if paid on an ongoing basis is projected to cover normal cost each year and amortize any unfunded actuarial liabilities (of funding excess) over a period not to exceed thirty years. The following table shows the components of the Authority's annual OPEB cost for the year, the amount actually contributed to the Plan and changes in the Authority's net OPEB obligation for the health care benefits:

	March 31, 2013	March 31, 2012
Annual required contribution	$ 663,839	$ 950,981
Interest on net OPEB obligation	112,029	38,039
Adjustment to annual required contribution	107,022	74,681
Annual OPEB cost	668,846	914,339
Contributions made	239,192	277,663
Increase in net OPEB obligation	429,654	636,676
Net OPEB obligation beginning of the year	2,800,736	2,164,060
Net OPEB obligation end of the year	$ 3,230,390	$ 2,800,736

Note 7 – Employee retirement plans (continued)

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the Plan and the net OPEB obligation for 2013 were as follows:

For Year Ended March	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2010	$ 854,455	23.8%	$ 650,820
2011	1,714,169	11.7%	2,164,060
2012	914,339	30.4%	2,800,736
2013	668,845	35.8%	3,230,390

Funded Status and Funding Progress:
As of December 31, 2011, the most recent actuarial valuation date, the plan was not funded. The actuarial accrued liability for benefits and, thus, the unfunded actuarial accrued liability (UAAL) was $6,007,588. The covered payroll (annual payroll of active employees covered by the Plan) was $15,938,472, and the ratio of the UAAL to the covered payroll was 37.7%. 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. Examples include assumptions about future employment, mortality, and healthcare trends. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimates are made about the future. The schedule of funding progress, presented as required supplementary information following the notes to the financial statements, presents multiyear trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for benefits.

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 and the historical pattern of sharing of benefit costs between the employer and plan members at that point. The actuarial methods and assumptions used include techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value assets, consistent with the long-term perspective of the calculations.

In the December 31, 2011 actuarial valuation, the projected unit credit actuarial cost method was used. The actuarial assumptions included a 4.00 percent investment rate of return (net of administrative expenses), which is the expected long-term investment returns on the employer's own investments calculated based on the funded level of the plan at the valuation date, and an annual medical cost trend increase of 9.5 to 5.00 percent annually. Both rates included a 3.00 percent inflation assumption. The UAAL is being amortized as a level percentage of projected payroll on an open basis. The remaining amortization period at December 31, 2011, was 30 years.

Note 8 – Commitments and contingencies

Risk management – The Authority is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets, injuries to employees and the general public, and natural disasters. The Authority carries commercial insurance against risks of loss, including property and public liability insurance and worker's compensation. Settled claims from these risks have been far less than commercial insurance coverage.

The Authority, in accordance with NC General Statute 159-29, maintains Public Official Bonds on the Deputy Airport Director for Finance, Business and Administration and the Director of Finance, each at the statutory requirement of $50,000. In addition, the Authority carries a Blanket Fidelity Bond for all employees in the amount of $1,000,000.

Construction commitments – At March 31, 2013 and 2012, the Authority has contractual commitments for Authority expansion programs of approximately $46 million and $12 million, respectively.

Contingent liabilities – The Authority is a defendant in various lawsuits. Although the outcome of these lawsuits is not presently determinable, in the opinion of the Authority's counsel the resolution of these matters will not have a material adverse effect on the financial condition of the Authority.

Prior to the opening of Terminal 2, the Authority's Small Emerging Business (SEB) program was used to provide loan backing for two small business concessionaires. The Authority has capped the amount available for this program at $1.5 million.

Note 9 – Subsequent events

The Authority has evaluated subsequent events through June 12, 2013 in connection with the preparation of these financial statements which is the date the financial statements were available to be issued. No subsequent events are noted.

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Required Supplemental Information

Prepared by the Finance Department

RALEIGH-DURHAM AIRPORT AUTHORITY

POST EMPLOYMENT BENEFIT HEALTH CARE PLAN

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF FUNDING PROGRESS

UNAUDITED

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liabiality (AAL) Projected Unit Credit (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a / b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b - a) / c)
12/31/2008	$ -	$ 6,078,786	$ 6,078,786	0.0%	$ 14,562,473	41.7%
12/31/2009	-	7,591,229	7,591,229	0.0%	15,311,651	49.6%
12/31/2011	-	6,007,588	6,007,588	0.0%	15,938,472	37.7%

RALEIGH-DURHAM AIRPORT AUTHORITY

POST EMPLOYMENT BENEFIT HEALTH CARE PLAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER CONTRIBUTIONS
UNAUDITED

Fiscal Year Ended March 31,	Annual Required Contribution	Actual Contribution	Percentage Contribution
2010	$ 854,455	$ 203,635	23.8%
2011	854,455	200,929	23.5%
2012	950,981	277,663	29.2%
2013	663,839	239,192	36.0%

Notes to the Required Schedules:

The information presented in the required supplementary schedules was determined a part of the actuarial valuations at the dates indicated. Additional information as of the latest actuarial valuation follows:

Valuation date	12/31/2011
Actuarial cost method	Projected unit credit
Amortization method	Level Percentage of Pay, open
Remaining amortization period	30 years
Asset valuation method	Market Value of Assets
Actuarial assumptions:	
Investment Rate of Return*	4.00%
Medical cost trend rate	9.50% - 5.00%
Year of Ultimate trend rate	2018
*Includes inflation at	3.00%

The assumed investment rate of return reflects the fact that no assets are set aside within the Raleigh-Durham Airport Authority that are legally held exclusively for retiree health benefits. If a trust or equivalent arrangement were set up for this purpose, the investment rate of return may be increased.

RALEIGH-DURHAM AIRPORT AUTHORITY

SEPARATION ALLOWANCE PLAN

REQUIRED SUPPLEMENTARY INFORMATION

SCHEDULE OF FUNDING PROGRESS

UNAUDITED

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) Projected Unit Credit (b)	Unfunded AAL (UAAL) (b - a)	Funded Ratio (a / b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll ((b - a) / c)
12/31/2009	$ -	$ 1,044,827	$ 1,044,827	0.0%	$ 1,387,487	75.30%
12/31/2011	$ -	$ 1,022,450	$ 1,022,450	0.0%	$ 1,349,585	75.76%

RALEIGH-DURHAM AIRPORT AUTHORITY
SEPARATION ALLOWANCE PLAN
REQUIRED SUPPLEMENTARY INFORMATION
SCHEDULE OF EMPLOYER CONTRIBUTIONS
UNAUDITED

Fiscal Year Ended March 31	Annual Required Contribution	Amount Contributed	Percentage of APC Contributed
2009	$ 88,614	$ 24,569	27.73%
2010	88,614	59,826	67.51%
2011	88,614	87,200	98.40%
2012	88,614	140,234	158.25%
2013	88,614	155,222	175.17%

Notes to the Required Schedules:

The information presented in the required supplementary schedules was determined as part of the actuarial valuations indicated. Additional information as of the latest actuarial valuation follows:

Valuation date	12/31/2011
Actuarial cost method	Projected unit credit
Amortization method	Level percent of pay closed
Remaining amortization period	19 years
Asset valuation method	Market Value
Actuarial assumptions:	
Investment rate of return	5.00%
Projected salary increase	4.25 - 7.85%
Includes inflation at	3.00%
Cost of living adjustments	N/A

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING REVENUES AND EXPENSES

COMPARED WITH BUDGET

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Operating revenues			
Parking	$ 40,455,878	$ 39,100,000	103.5%
Airfield	11,366,233	11,642,726	97.6%
General aviation	1,539,352	1,399,267	110.0%
Terminals	27,022,756	26,210,354	103.1%
Air cargo	2,000,218	1,980,388	101.0%
Fuel Farm	1,033,960	1,016,100	101.8%
Rental car	12,875,772	12,113,130	106.3%
Other	1,750,567	1,657,439	105.6%
Total operating revenues	98,044,736	95,119,404	103.1%
Operating expenses			
Complex expenses	19,852,701	21,162,798	93.8%
Department expenses	29,746,821	30,282,416	98.2%
Subtotal	49,599,522	51,445,214	96.4%
Depreciation Expense	48,678,489	52,037,025	93.5%
Total operating expenses	98,278,011	103,482,239	95.0%
NET OPERATING LOSS	$ (233,275)	$ (8,362,835)	2.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
PARKING REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Parking revenues			
Parking fees	$ 40,457,732	$ 39,100,000	103.5%
Contra revenue	(1,854)	-	N/A
TOTAL PARKING REVENUES	$ 40,455,878	$ 39,100,000	103.5%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIRFIELD REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Landing fees			
Commercial/Commuter airlines			
Air Canada	$ 254	$ -	N/A
Air Wisconsin	134,378	274,572	48.9%
Airtran Airways	261,807	273,469	95.7%
American Airlines	1,126,450	1,081,769	104.1%
American Eagle	600,464	664,428	90.4%
Atlantic Southeast/Delta Connection	305,594	246,451	124.0%
Bahamasair	7,722	-	N/A
Chatauqua Airlines/USAirways Express	49,946	68,741	72.7%
Chatauqua Airlines/Delta Connection	33,484	81,783	40.9%
Chatauqua Airlines/Continental Express	39,063	104,802	37.3%
Colgan Airways/Continental	30,136	128,364	23.5%
Comair/Delta Connection	115,244	392,435	29.4%
Compass	199,570	215,752	92.5%
Continental Airlines	79,647	160,737	49.6%
Continental Express	122,808	250,001	49.1%
Delta Airlines	1,360,341	1,329,435	102.3%
Express Jet	130,777	26,420	495.0%
Go Jet/Delta	274,729	-	N/A
Go Jet/United	23,139	6,375	363.0%
Jazz Air LP	95,780	113,939	84.1%
Jetblue Airways	484,336	454,524	106.6%
Mesa Airlines/USAirways Express	66,303	63,864	103.8%
Mesa Airlines/United Express	108,867	158,820	68.5%
Pinnacle/Delta	494,330	255,812	193.2%
PSA Airlines/USAirways Express	24,771	5,923	418.2%
Republic/United	10,180	-	N/A
Republic/USAirways	195,207	167,527	116.5%
Skywest/Delta	28,297	-	N/A
Skywest/United	4,961	-	N/A
Shuttle America/United	91,976	175,636	52.4%
Shuttle America/Delta Airlines	45,389	123,767	36.7%
Southwest Airlines	2,339,098	2,265,729	103.2%
Trans State Airlines/USAirways Express	69,756	83,988	83.1%
United Airlines	295,278	330,420	89.4%
USAirways	1,008,777	999,874	100.9%
Non-Scheduled Carriers	-	44,189	-
Charter Express	32,416	-	N/A
Total Commercial/Commuter airlines	10,291,275	10,549,546	97.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIRFIELD REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Cargo carriers			
Federal Express	$ 473,982	$ 462,945	102.4%
Martinaire/DHL	15,570	15,321	101.6%
Mountain Air Cargo	68	-	N/A
United Parcel Service	249,900	238,772	104.7%
Total Cargo carriers	739,520	717,038	103.1%
Total landing fees	11,030,795	11,266,584	97.9%
Other			
Fuel flowage fees	320,567	357,000	89.8%
Other airfield revenues	14,871	19,142	77.7%
Total other	335,438	376,142	89.2%
TOTAL AIRFIELD REVENUES	$ 11,366,233	$ 11,642,726	97.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

GENERAL AVIATION REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
General Aviation-General			
Fixed space rents			
Bellefonte, Inc.	$ 17,652	$ 20,816	84.8%
Bellsouth	31,818	31,818	100.0%
Jetcraft	9,610	9,610	100.0%
Jet Logistics	500	-	N/A
Lichtin Corp.	9,610	9,610	100.0%
Martin Marietta	9,610	9,610	100.0%
NC DOT Aviation	240,000	239,999	100.0%
Landmark	218,503	225,235	97.0%
PK Enterprises	9,610	9,610	100.0%
Progress Energy	23,345	23,345	100.0%
SAS Institute, Inc.	31,716	31,716	100.0%
TAC Air	764,075	609,730	125.3%
Telecommunication Services	12,313	12,267	100.4%
Total Fixed space rents	1,378,362	1,233,366	111.8%
Percentage rents			
Landmark-Catering	8,718	9,700	89.9%
TAC Air-Catering	1,816	2,600	69.8%
Immaculate Flight	4,755	7,000	67.9%
National Rental Car	20,399	26,000	78.5%
Total Percentage rents	35,688	45,300	78.8%
Total General Aviation-General	1,414,050	1,278,666	110.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

GENERAL AVIATION REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
General Aviation-Terminal			
Fixed space rents			
Delta Airport Consultants	$ 20,162	$ 20,162	100.0%
Jetcraft	44,151	44,151	100.0%
JQ Enterprises/Crosswinds Café	4,448	4,448	100.0%
Telecommunication Services	4,427	4,440	99.7%
Total Fixed space rents	73,188	73,201	100.0%
Percentage rents			
JQ Enterprises/Crosswinds Café	4,709	4,800	98.1%
CLS Management	20,230	23,000	88.0%
Employee Parking	17,046	14,000	121.8%
National Rental Car	7,279	3,100	234.8%
Total Percentage rents	49,264	44,900	109.7%
Total General Aviation-Terminal	122,452	118,101	103.7%
Other			
Charter Security Screening	2,850	2,500	114.0%
TOTAL GENERAL AVIATION REVENUES	$ 1,539,352	$ 1,399,267	110.0%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

TERMINAL REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Fixed space rents			
AirTran Airways	$ 314,524	$ 201,574	156.0%
Southwest Airlines	1,343,512	1,373,902	97.8%
Anton Airfood	(4,538)	21,555	-21.1%
Acsentials, Inc.	4,333	7,427	58.3%
Sandhills Delivery Service	-	6,641	-
Network Communications	3,000	3,000	100.0%
Passur Aerospace	528	528	100.0%
State Employee's Credit Union	6,804	6,556	103.8%
Superior Aircraft Services	3,711	3,711	100.0%
Superior Shine	1,750	-	N/A
Paradies Shops	5,960	5,960	100.0%
Transportation Security Administration	144,184	148,016	97.4%
RDU Taxi	9,715	9,606	101.1%
Total fixed space rents	1,833,483	1,788,476	102.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Percentage rents			
Anton's Airfood:			
AJ Tavern/Greenleaf's	$ 369,194	$ 404,500	91.3%
Cinnabon	86,178	105,900	81.4%
Starbucks - A3	36,308	33,000	110.0%
Red Star Lounge-Food	12,360	11,300	109.4%
Red Star Lounge-Alcohol	36,945	14,100	262.0%
The Corner	939	-	N/A
Checkpoint Mailers	457	500	91.4%
Classic Food Services	4,597	2,400	191.5%
Concourse Communications	19,577	-	N/A
Interspace Airport Advertising	244,194	230,000	106.2%
National Aviation Services	27,621	24,200	114.1%
SBC Internet Services	23,000	57,800	39.8%
Smarte Carte	3,861	2,200	175.5%
Telephones - Kellee Communications	640	5,900	10.8%
RDU Currency	10,091	7,300	138.2%
The Club at RDU	22,410	18,100	123.8%
The Paradies Shops:			
Brighton Shops	71,004	71,300	99.6%
RDU Press Plus	264,460	277,700	95.2%
Zoom Systems-Best Buy T1	6,724	-	N/A
24-Hour Flower	422	-	N/A
Total percentage rents	1,240,982	1,266,200	98.0%
Miscellaneous rents			
Janitorial	60,349	59,100	102.1%
Telecommunication Services	17,356	16,076	108.0%
Total miscellaneous rents	77,705	75,176	103.4%
Total Terminal 1 Complex revenues	3,152,170	3,129,852	100.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Fixed space rents			
Airport Management Services	$ 18,352	$ 18,352	100.0%
American Airlines	4,063,677	3,624,242	112.1%
American Eagle Airlines	376,844	388,971	96.9%
Air Wisconsin	16,429	61,732	26.6%
Charter Express	29,466	27,762	106.1%
Continental Airlines	1,138,280	1,327,535	85.7%
DAL Global Services	1,200	1,200	100.0%
Delta Airlines	4,448,278	4,402,911	101.0%
G2 Secure Staffing	46,684	46,684	100.0%
Host International	41,327	41,327	100.0%
Jazz Air LP	41,708	40,086	104.0%
Jetblue Airways	455,076	455,076	100.0%
JQ Enterprises	11,265	11,265	100.0%
Landmark Aviation	6,732	-	N/A
SSP America	10,658	10,658	100.0%
State Employees' Credit Union - ATM	6,804	6,556	103.8%
Super Shuttle	9,381	-	N/A
Superior Shine	6,000	6,000	100.0%
The Paradies Shops	36,221	34,087	106.3%
Transportation Security Administration	59,426	56,012	106.1%
United Airlines	1,267,423	1,118,471	113.3%
US Airways	2,593,062	2,563,026	101.2%
Total fixed space rents	14,684,293	14,241,953	103.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Percentage rents			
24 Hour Flower	$ 1,804	$ 2,600	69.4%
2nd Edition Book Sellers	18,643	13,600	137.1%
ABM/Onesource	14,449	13,200	109.5%
Airport Management Services, LLC			
AeroMart	185,694	189,400	98.0%
Shaw News	169,229	164,900	102.6%
Hudson News	148,092	158,300	93.6%
Hudson Bookstore	177,271	181,700	97.6%
Kids Works	32,094	35,900	89.4%
Life is Good	58,874	66,900	88.0%
Checkpoint Mailers	474	400	118.5%
Classic Food Services	5,124	3,300	155.3%
Concourse Communications	45,680	-	N/A
Interspace Airport Advertising	617,211	650,000	95.0%
EJE Retail	58,287	50,600	115.2%
G2 Secure Staffing	17,728	-	N/A
Host International, Inc.			
42nd Street Oyster Bar	417,658	426,300	98.0%
Brookwoods Farms	90,254	82,700	109.1%
California Pizza Kitchen	96,556	97,300	99.2%
Carolina Ale House	197,854	150,400	131.6%
Gordon Biersch	201,978	189,200	106.8%
HMS Host A&W/KFC	13,441	-	N/A
HMS Host Bruggers	30,785	-	N/A
Starbucks	442,464	406,500	108.8%
Vintage NC Wine Bar	107,422	107,400	100.0%
JQ Enterprises, Inc.			
A&W All American Food/KFC Express	46,673	52,500	88.9%
Bruegger's Bagels	95,460	107,100	89.1%
Kelee Communications	891	1,900	46.9%
Network Communications	3,000	3,000	100.0%
RDU Currency Exchange	80,120	104,500	76.7%
SBC Internet Services	55,750	116,100	48.0%
Smarte Carte	7,440	9,100	81.8%
SSP America			
Camden Food Company	162,367	169,000	96.1%
Five Guys	163,112	170,100	95.9%
Flavours	71,334	84,400	84.5%
Jason's Deli	155,915	149,600	104.2%
Panoplis	48,364	55,100	87.8%
Techshowcase	84,317	83,200	101.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 2 Complex			
Percentage rents (continued)			
The Paradies Shops			
Brighton	$ 128,541	$ 136,200	94.4%
Brooks Brothers	93,957	77,000	122.0%
CNBC	136,111	136,400	99.8%
OTC Drugs and More	101,804	103,700	98.2%
PGA Tour Shop	40,671	43,100	94.4%
Taxco Sterling	48,648	60,500	80.4%
University Kids	12,268	13,700	89.5%
University Market	192,972	137,300	140.5%
USAirways Club	2,762	2,400	115.1%
XpressSpa	44,929	49,100	91.5%
Zoom Systems			
Best Buy Express	19,443	19,000	102.3%
Max Wellness	588	-	N/A
Total percentage rents	4,946,503	4,874,600	101.5%
Miscellaneous rents			
FIS international passenger deplaning fee	919,470	855,000	107.5%
Janitorial Revenues	366,534	395,035	92.8%
Gate Usage Fees	662,975	472,000	140.5%
Telecommunication Services	117,080	124,954	93.7%
Miscellaneous	20,561	-	N/A
Total miscellaneous rents	2,086,620	1,846,989	113.0%
Total Terminal 2 Complex revenues	21,717,416	20,963,542	103.6%
Terminal Security			
Security-Checkpoint/Space-Terminals 1 & 2	1,403,265	1,403,265	100.0%
Security-L/E Cost Recovery-Terminals 1 & 2	118,131	118,131	100.0%
Total Terminal Security	1,521,396	1,521,396	100.0%
Terminal Miscellaneous			
On Airport Permit Fees	300	-	N/A
Colonial Pipeline	18,355	18,355	100.0%
Skychefs M&O	24,618	22,009	111.9%
Wireless:DAS fees	108,000	108,000	100.0%
Skychefs	480,501	447,200	107.4%
Total Terminal Miscellaneous	631,774	595,564	106.1%
TOTAL TERMINAL REVENUES	$ 27,022,756	$ 26,210,354	103.1%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIR CARGO REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
North Cargo Complex			
Fixed space rents			
Emery Worldwide	$ 171,871	$ 171,871	100.0%
Federal Express	307,027	307,028	100.0%
United Parcel Service	223,335	223,336	100.0%
Worldwide Flight Services	109,962	96,792	113.6%
Total North Cargo Complex revenues	812,195	799,027	101.6%
South Cargo Complex			
Fixed space rents			
American Airlines	492,374	492,388	100.0%
Aviation Repair Technologies	6,006	6,007	100.0%
Anton Airfood	118,092	116,892	101.0%
Cingular Wireless	29,116	29,116	100.0%
Delta Airlines	30,042	30,042	100.0%
Elite Line Services	119,798	119,798	100.0%
Jet Logistics, Inc.	4,262	21,310	20.0%
Paradies	147,822	147,822	100.0%
Southwest Airlines	59,299	59,299	100.0%
Telecommunications Services	2,899	4,079	71.1%
Worldwide Flight Services	169,132	149,515	113.1%
USO of North Carolina	9,181	5,093	180.3%
Total South Cargo Complex revenues	1,188,023	1,181,361	100.6%
TOTAL AIR CARGO REVENUES	$ 2,000,218	$ 1,980,388	101.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
FUEL FARM REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Fuel Farm			
License Fee - Worldwide	$ 1,200	$ 1,200	100.0%
License Fee - Skytanking	1,200	1,200	100.0%
Jet A Fuel Thru Put	1,028,502	1,012,000	101.6%
Glycol Thru Put	935	1,700	55.0%
Mo Gas Thru Put	1,091	-	N/A
Diesel Fuel Thru Put	1,032	-	N/A
TOTAL FUEL FARM REVENUES	$ 1,033,960	$ 1,016,100	101.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
RENTAL CAR REVENUES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Fixed space rents			
Alamo Rent-A-Car	$ 43,528	$ 43,527	100.0%
Avis Rent-A-Car	108,512	108,511	100.0%
Budget Rent-A-Car	62,640	62,639	100.0%
Dollar Rent-A-Car	31,389	31,389	100.0%
Enterprise Car Rental	44,571	44,576	100.0%
The Hertz Corporation	135,639	135,633	100.0%
National Car Rental	73,241	73,241	100.0%
Thrifty Rent-A-Car	24,614	24,614	100.0%
Total fixed space rents	524,134	524,130	100.0%
Percentage rents			
Alamo Rent-A-Car	676,112	668,000	101.2%
Advantage Rent-A-Car	203,178	95,000	213.9%
Avis Rent-A-Car	1,891,693	1,918,000	98.6%
Budget Rent-A-Car	1,104,683	1,170,000	94.4%
Dollar Rent-A-Car	683,617	697,000	98.1%
Enterprise Car Rental	1,889,258	1,709,000	110.5%
The Hertz Corporation	3,357,291	3,136,000	107.1%
National Car Rental	2,005,239	1,701,000	117.9%
Thrifty Rent-A-Car	540,567	495,000	109.2%
Total percentage rents	12,351,638	11,589,000	106.6%
TOTAL RENTAL CAR REVENUES	$ 12,875,772	$ 12,113,130	106.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

OTHER REVENUES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Fixed space rents			
NC Department of Transportation	$ 37,648	$ 37,648	100.0%
Research Triangle Regional Partnership	37,371	37,371	100.0%
Total fixed space rents	75,019	75,019	100.0%
Percentage rents			
Sheetz-Aviation Station	177,234	177,233	100.0%
Off airport - Pre-flight parking	150,378	160,200	93.9%
Off airport - Airport Fast Park	228,686	137,800	166.0%
Total percentage rents	556,298	475,233	117.1%
Other miscellaneous rents			
Authority conference rooms	23,643	14,000	168.9%
FAA	6,661	6,661	100.0%
Fingerprinting	55,489	-	N/A
Innovata, LLC	2,837	-	N/A
Skytanking	36,000	36,000	100.0%
UNC Hospitals	7,168	7,168	100.0%
AVI Fees	237,444	273,000	87.0%
RDU Taxi concession fees	211,166	203,320	103.9%
Employee parking	431,045	411,000	104.9%
Telecommunication services	6,167	6,038	102.1%
Traffic ordinance violations	25,951	-	N/A
Miscellaneous	75,679	150,000	50.5%
Total other miscellaneous rents	1,119,250	1,107,187	101.1%
TOTAL OTHER REVENUES	$ 1,750,567	$ 1,657,439	105.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

COMPARATIVE SUMMARIES OF OPERATING EXPENSES BY COST CENTER

Years Ended March 31, 2013 and 2012

	Amount		Percent of Total Operating Expenses	
	2013	2012	2013	2012
Operating expenses				
Airport facilities	$ 19,852,701	$ 19,742,281	20.2%	20.1%
Administrative	10,104,828	9,631,766	10.3%	9.8%
Guest services	736,912	734,451	0.7%	0.7%
Fuel Farm	962,410	954,405	1.0%	1.0%
Airport maintenance	5,582,380	5,147,431	5.7%	5.2%
Law enforcement	3,276,244	3,352,166	3.3%	3.4%
Emergency services	1,588,000	1,601,134	1.6%	1.6%
Operations	1,211,335	1,127,924	1.2%	1.1%
Communications	777,618	751,792	0.8%	0.8%
Parking	2,695,904	2,752,134	2.7%	2.8%
Ground transportation division	2,573,877	2,608,835	2.6%	2.7%
Terminal services	237,313	334,352	0.2%	0.3%
Depreciation	48,678,489	49,359,167	49.7%	50.5%
Total operating expenses	$ 98,278,011	$ 98,097,838	100.0%	100.0%

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING EXPENSES BY COST CENTER

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Operating expenses (excluding depreciation)			
Airport facilities	$ 19,852,701	$ 21,162,798	93.8%
Administrative	10,104,828	10,668,099	94.7%
Guest services	736,912	765,319	96.3%
Fuel Farm	962,410	998,828	96.4%
Airport maintenance	5,582,380	5,516,329	101.2%
Law enforcement	3,276,244	2,997,708	109.3%
Emergency services	1,588,000	1,562,805	101.6%
Operations	1,211,335	1,271,021	95.3%
Communications	777,618	784,858	99.1%
Parking	2,695,904	2,739,328	98.4%
Ground transportation	2,573,877	2,723,896	94.5%
Terminal Services	237,313	254,225	93.3%
Total operating expenses (excluding depreciation)	49,599,522	51,445,214	96.4%
Depreciation			
Airport facilities	37,747,772	41,379,838	91.2%
Administrative	1,230,820	1,008,295	122.1%
Law enforcement	27,007	29,066	92.9%
Airport maintenance	187,799	122,104	153.8%
Parking	9,422,038	9,411,727	100.1%
Emergency services	4,743	6,447	73.6%
Communications	37,796	61,714	61.2%
Operations	20,514	17,834	115.0%
Total depreciation	48,678,489	52,037,025	93.5%
TOTAL OPERATING EXPENSES	$ 98,278,011	$ 103,482,239	95.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Airport facilities			
Airfield complex			
Contracted services	$ 154,221	$ 260,680	59.2%
Contracted Services - Leased Employees	103,163	102,985	100.2%
Contracted Services - Technology	108,223	108,500	99.7%
Electricity	101,713	96,728	105.2%
Natural Gas	3,408	5,000	68.2%
Telecommunications	10,667	9,471	112.6%
Fuel - vehicles and equipment	3,616	3,616	100.0%
Supplies	213,167	215,548	98.9%
Liability Insurance	86,738	90,300	96.1%
Repairs and maintenance			
Equipment	668	850	78.6%
General	1,465	3,531	41.5%
Snow Removal	6,620	6,818	97.1%
Total Airfield complex	793,669	904,027	87.8%
Terminal 1 complex			
Contracted Services-BHS & PBB	114,051	113,205	100.7%
Electricity	500,028	573,115	87.2%
Fuel - natural gas	68,683	124,000	55.4%
Telecommunications	6,601	6,970	94.7%
Computer Hardware	-	2,398	-
Fuel - vehicles and equipment	250	829	30.2%
Supplies	21,189	31,499	67.3%
Liability Insurance	65,990	68,700	96.1%
Insurance claim	1,366	10,600	12.9%
Repairs and maintenance/buildings and grounds			
Elevators/escalators	51,242	51,511	99.5%
Equipment	19,083	20,258	94.2%
General	15,574	15,981	97.5%
HVAC	80,532	90,095	89.4%
Janitorial	814,916	819,410	99.5%
Permit administration	2,693	2,935	91.8%
Total Terminal 1 complex	1,762,198	1,931,506	91.2%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal 2 complex			
Contracted Services-Technology	$ 38,489	$ 46,265	83.2%
Contracted Services-Ramp Tower	926,003	1,047,904	88.4%
Contracted Services-BHS & PBB	2,166,412	2,213,117	97.9%
Contracted Services-AOIS	869,400	869,400	100.0%
Contracted Services-Other	165	1,000	16.5%
Electricity	1,970,820	2,205,749	89.3%
Telecommunications	16,432	15,940	103.1%
Cable Television	18,670	19,200	97.2%
Computer Hardware	4,350	9,130	47.6%
Printer Supplies	257	267	96.3%
Supplies	494,666	497,920	99.3%
Liability Insurance	510,823	531,800	96.1%
Insurance claim	4,485	34,800	12.9%
Repairs and maintenance			
Computer Hardware	22,526	23,525	95.8%
Public address and music system rental	2,105	2,110	99.8%
Elevators/escalators	376,520	380,360	99.0%
Equipment	90,686	91,084	99.6%
General	117,173	95,006	123.3%
HVAC	114,520	130,648	87.7%
Janitorial	3,282,867	3,393,629	96.7%
Permit administration	7,400	8,575	86.3%
Total Terminal 2 complex	11,034,769	11,617,429	95.0%
Central Energy Plant			
Contracted Services-Technology	6,700	6,700	100.0%
Electricity	670,974	602,161	111.4%
Fuel - natural gas	217,959	282,000	77.3%
Telecommunications	332	401	82.8%
Fuel - vehicles and equipment	4,939	5,600	88.2%
Small Equipment	191	-	N/A
Supplies	826	4,000	20.7%
Liability Insurance	10,758	11,200	96.1%
Repairs and maintenance			
Equipment	19,523	19,664	99.3%
General	4,450	20,939	21.3%
HVAC	112,519	119,708	94.0%
Janitorial	12,457	18,521	67.3%
Permit administration	-	330	-
Total Central Energy Plant complex	1,061,628	1,091,224	97.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Cargo complex			
North Cargo			
Electricity	$ 28,920	$ 26,902	107.5%
Liability Insurance	14,312	14,900	96.1%
Repairs and maintenance			
General	-	950	-
Total North Cargo	43,232	42,752	101.1%
South Cargo 1 & 2			
Electricity	12,385	14,510	85.4%
Fuel-Natural Gas	17,589	22,000	80.0%
Telecommunications	2,229	2,027	110.0%
Supplies	922	575	160.3%
Liability Insurance	10,278	10,700	96.1%
Repairs and maintenance			
Equipment	2,730	3,570	76.5%
General	-	3,300	-
HVAC	1,378	2,500	55.1%
Total South Cargo 1 & 2	47,511	59,182	80.3%
South Cargo 3			
Electricity	54,347	55,023	98.8%
Telecommunications	165	199	82.9%
Supplies	662	736	89.9%
Insurance	16,714	17,400	96.1%
Insurance Claim	64	500	12.8%
Repairs and maintenance			
Elevators/Escalators	1,626	1,656	98.2%
Equipment	6,519	6,579	99.1%
General	2,500	3,000	83.3%
HVAC	479	1,500	31.9%
Janitorial	4,234	4,392	96.4%
Permit Administration	175	315	55.6%
Total South Cargo 3	87,485	91,300	95.8%
Total Cargo complex	178,228	193,234	92.2%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Fuel Farm complex			
Contracted Services-Technology	$ 22,000	$ 26,150	84.1%
Electricity	66,389	70,636	94.0%
Fuel-Natural Gas	4,799	5,000	96.0%
Telecommunications	2,934	2,743	107.0%
Fuel - vehicles and equipment	456	456	100.0%
Computer Hardware	-	2,500	-
Supplies	1,795	2,000	89.8%
Insurance	17,194	17,900	96.1%
Repairs and maintenance			
Equipment	2,049	2,618	78.3%
General	923	4,050	22.8%
HVAC	-	500	-
Janitorial	12,550	13,018	96.4%
Permit Administration	-	280	-
Total Fuel Farm complex	131,089	147,851	88.7%
General Aviation complex			
General Aviation-General			
Electricity	12,044	10,715	112.4%
Fuel-Natural Gas	443	-	N/A
Supplies	314	3,125	10.0%
Liability Insurance	8,645	9,000	96.1%
Insurance claim	129	1,000	12.9%
Repairs and maintenance			
Elevators/Escalators	1,626	1,656	98.2%
Equipment	830	850	97.6%
General	1,646	2,150	76.6%
HVAC	1,544	4,700	32.9%
Janitorial	1,559	1,618	96.4%
Permit Administration	430	355	121.1%
Total General Aviation-General	29,210	35,169	83.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
General Aviation-Terminal			
Contracted services-Building Manager	$ 158,414	$ 164,867	96.1%
Contracted services	1,800	1,800	100.0%
Electricity	50,676	48,195	105.1%
Fuel - Natural Gas	29,097	31,000	93.9%
Telecommunications	2,436	2,241	108.7%
Fuel - vehicles and equipment	122	160	76.3%
Supplies	943	3,000	31.4%
Liability Insurance	4,034	4,200	96.0%
Insurance claim	64	500	12.8%
Computer Hardware	2,120	2,121	100.0%
Repairs and maintenance			
Elevators/escalators	1,753	1,819	96.4%
Equipment	3,263	4,057	80.4%
General	10,266	10,786	95.2%
HVAC	8,294	9,825	84.4%
Janitorial	50,728	60,717	83.5%
Permit administration	235	245	95.9%
Total General Aviation-Terminal	324,245	345,533	93.8%
Total General Aviation complex	353,455	380,702	92.8%
Rental Car complex			
Electricity	1,660	2,425	68.5%
Liability Insurance	10,182	10,600	96.1%
Insurance claim	64	500	12.8%
Total Rental Car complex	11,906	13,525	88.0%
Office & Other Buildings complex			
Contracted Services-Other	6,524	49,329	13.2%
Electricity	245,961	243,333	101.1%
Fuel - natural gas	98,525	104,951	93.9%
Telecommunications	87,541	86,739	100.9%
Fuel - vehicle and equipment	4,972	5,450	91.2%
Small Equipment	1,655	-	N/A
Supplies	51,137	54,204	94.3%
Liability Insurance	57,345	59,700	96.1%
Repairs and maintenance			
Computer Hardware	-	800	-
Elevators/escalators	5,260	5,358	98.2%
Equipment	26,911	28,780	93.5%
General	105,942	127,341	83.2%
HVAC	43,676	48,367	90.3%
Janitorial	232,778	241,446	96.4%
Waste disposal	119,899	135,310	88.6%
Permit administration	565	805	70.2%
Total Office & Other Buildings complex	1,088,691	1,191,913	91.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Utilities complex			
Electricity	$ 6,124	$ 6,177	99.1%
Water and sewer	835,715	921,000	90.7%
Fuel - vehicle and equipment	162	315	51.4%
Supplies	32,995	35,575	92.7%
Liability Insurance	1,345	1,400	96.1%
Repairs and maintenance			
General	18,031	17,910	100.7%
Water System	9,387	-	N/A
Total Utilities complex	903,759	982,377	92.0%
Parking complex			
Contracted Services-Technology	11,129	16,318	68.2%
Contracted Services - Other	6,613	62,810	10.5%
Electricity	799,565	694,365	115.2%
Telecommunications	16,815	18,274	92.0%
Fuel - Vehicles & Equipment	324	2,784	11.6%
Supplies	57,416	62,653	91.6%
Liability Insurance	204,406	212,800	96.1%
Insurance claim	992	7,700	12.9%
Repairs and maintenance			
Computer Hardware	3,940	4,000	98.5%
Elevators/Escalators	135,912	137,077	99.2%
Equipment	9,394	10,230	91.8%
General	43,810	43,919	99.8%
HVAC	-	1,000	-
Janitorial	214,555	205,560	104.4%
Permit administration	3,475	3,975	87.4%
Total Parking complex	1,508,346	1,483,465	101.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Ground Transportation complex			
Taxi Operation			
Telecommunications	$ 261	$ 314	83.1%
Supplies	320	1,100	29.1%
Liability Insurance	1,153	1,200	96.1%
Repairs and maintenance			
Equipment	206	206	100.0%
General	880	960	91.7%
Janitorial	25,432	26,380	96.4%
Total Taxi Operation	28,252	30,160	93.7%
Ground Transportation Other			
Contracted Services-Technology	17,750	26,550	66.9%
Contracted services-landscaping	902,920	950,000	95.0%
Other contracted Services	43,934	178,133	24.7%
Electricity	11,840	10,927	108.4%
Supplies	13,706	19,125	71.7%
Liability Insurance	480	500	96.0%
Insurance claim	567	4,400	12.9%
Repairs and maintenance			
General	5,514	5,750	95.9%
Total Ground Transportation	996,711	1,195,385	83.4%
Total Ground Transportation Complex	1,024,963	1,225,545	83.6%
TOTAL AIRPORT FACILITIES	$ 19,852,701	$ 21,162,798	93.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Administrative			
Airport Director's Office			
Salaries	$ 311,708	$ 414,243	75.2%
Health insurance	13,477	15,197	88.7%
Retirement	21,993	32,368	67.9%
Social security	20,097	25,769	78.0%
Retiree Health Care Expense-OPEB	2,973	5,370	55.4%
Moving Expenses	23,070	23,070	100.0%
Professional/Education	121,785	96,660	126.0%
Advertising	165	200	82.5%
Contracted Services - Other	135	-	N/A
Copiers	1,627	1,685	96.6%
Supplies	4,945	11,086	44.6%
Liability Insurance	82,224	85,600	96.1%
Travel	31,822	29,350	108.4%
Postage	751	900	83.4%
Total Airport Director's Office	636,772	741,498	85.9%
Legal and Compliance			
Salaries	185,162	176,722	104.8%
Health insurance	12,755	14,073	90.6%
Retirement	20,022	21,119	94.8%
Social security	13,128	13,264	99.0%
Retiree Health Care Expense-OPEB	2,973	5,370	55.4%
Professional/Education	5,201	3,875	134.2%
Legal fees	178,057	131,295	135.6%
Contracted services	4,724	6,130	77.1%
Copiers	1,623	1,681	96.5%
Promotional	-	320	-
Supplies	283	-	N/A
Travel	4,043	5,275	76.6%
Total Legal and Compliance	427,971	379,124	112.9%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Marketing and Customer Relations			
Salaries	$ 777,694	$ 775,635	100.3%
Health insurance	63,616	68,851	92.4%
Retirement	83,558	87,284	95.7%
Social security	54,129	57,815	93.6%
Retiree Health Care Expense-OPEB	14,867	26,851	55.4%
Professional/Education	6,510	8,721	74.6%
Tuition assistance	52,354	76,443	68.5%
Printing	15,101	22,000	68.6%
Contracted services	114,162	113,109	100.9%
Copiers	1,623	1,681	96.5%
Computer Software	346	1,400	24.7%
Promotional	40,504	41,875	96.7%
Small Equipment	720	900	80.0%
Supplies	2,096	2,730	76.8%
Travel	6,103	6,420	95.1%
Postage	535	200	267.5%
Air Service Development Marketing	61,570	60,604	101.6%
Total Marketing and Customer Relations	1,295,488	1,352,519	95.8%
Administration			
Salaries	546,720	526,564	103.8%
Health insurance	50,643	55,705	90.9%
Retirement	61,700	60,860	101.4%
Social security	39,327	39,976	98.4%
Retiree Health Care Expense-OPEB	11,894	21,481	55.4%
Unemployment compensation	63,007	63,008	100.0%
Professional Education	13,220	13,252	99.8%
Employee assistance program	8,549	8,600	99.4%
Advertising	1,368	3,000	45.6%
Legal fees	43,140	45,000	95.9%
Printing	986	1,000	98.6%
Contracted services-Technology	76,890	87,218	88.2%
Contracted services	258,548	195,717	132.1%
Copiers	4,259	4,411	96.6%
Promotional	37,824	36,695	103.1%
Supplies	1,573	2,500	62.9%
Travel	8,153	5,925	137.6%
Postage	1,064	1,600	66.5%
Total Administration	1,228,865	1,172,512	104.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Business Development			
Salaries	$ 267,981	$ 254,951	105.1%
Health insurance	19,190	21,076	91.1%
Retirement	27,052	25,746	105.1%
Social security	18,702	19,503	95.9%
Retiree Health Care Expense-OPEB	4,460	8,055	55.4%
Professional/education	3,689	4,209	87.6%
Legal fees	37,589	10,000	375.9%
Printing	511	520	98.3%
Contracted Services	-	50	-
Copying	4,259	4,411	96.6%
Supplies	1,040	1,000	104.0%
Repairs and maintenance			
General	-	10,000	-
Travel	6,692	4,581	146.1%
Postage	388	500	77.6%
Total Business Development	391,553	364,602	107.4%
Audit			
Salaries	321,380	314,459	102.2%
Health insurance	31,587	34,769	90.8%
Retirement	29,563	29,456	100.4%
Social security	23,817	24,055	99.0%
Retiree Health Care Expense-OPEB	7,433	13,426	55.4%
Professional/Education	5,904	4,666	126.5%
Copiers	4,259	4,411	96.6%
Supplies	873	965	90.5%
Travel	2,853	3,033	94.1%
Postage	160	250	64.0%
Total Audit	427,829	429,490	99.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Finance			
Salaries	$ 899,613	$ 881,485	102.1%
Health insurance	70,134	77,107	91.0%
Retirement	89,423	86,967	102.8%
Social security	62,211	63,418	98.1%
Retiree Health Care Expense-OPEB	16,354	29,536	55.4%
Professional/Education	7,711	5,979	129.0%
Audit	44,580	50,930	87.5%
Contracted services-Technology	163,387	164,120	99.6%
Printing	4,799	4,914	97.7%
Contracted services	136,102	152,850	89.0%
Copiers	4,259	4,411	96.6%
Small equipment	-	350	-
Supplies	3,312	5,289	62.6%
Travel	7,371	4,633	159.1%
Postage	4,853	6,425	75.5%
Total Finance	1,514,109	1,538,414	98.4%
Information Services			
Salaries	1,590,219	1,759,685	90.4%
Health insurance	170,719	164,061	104.1%
Retirement	159,349	194,285	82.0%
Social security	115,927	130,742	88.7%
Retiree Health Care Expense-OPEB	40,141	72,498	55.4%
Moving Expenses	9,695	-	N/A
Physical Examinations	-	330	-
Professional Education	13,076	33,324	39.2%
Contracted services-Technology	465,861	489,333	95.2%
Printing	173	210	82.4%
Contracted services-Other	25,045	41,220	60.8%
Copiers	3,357	3,477	96.5%
Computer Hardware	27,623	32,192	85.8%
Software	22,384	23,021	97.2%
Printer supplies	1,867	1,871	99.8%
Small equipment	32,997	6,395	516.0%
Supplies	32,220	32,978	97.7%
Media and documentation	587	600	97.8%
Repairs and Maintenance			
Computer Hardware	91,893	112,364	81.8%
Travel	6,114	7,670	79.7%
Postage	555	350	158.6%
Total Information Services	2,809,802	3,106,606	90.4%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

ADMINISTRATIVE EXPENSES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Facilities Development			
Salaries	$ 425,512	$ 406,987	104.6%
Health insurance	37,657	42,497	88.6%
Retirement	61,496	64,838	94.8%
Social security	41,360	42,666	96.9%
Retiree Health Care Expense-OPEB	8,920	16,111	55.4%
Professional/Education	3,947	4,519	87.3%
Legal fees	7,816	8,000	97.7%
Contracted services	-	10,000	-
Copiers	1,623	1,681	96.5%
Supplies	2,054	1,733	118.5%
Liability Insurance	84,433	87,900	96.1%
Travel	9,249	12,047	76.8%
Postage	616	300	205.3%
Total Facilities Development	684,683	699,279	97.9%
Planning and Environment			
Salaries	201,597	200,204	100.7%
Health insurance	19,076	20,953	91.0%
Retirement	25,111	25,955	96.7%
Social security	15,886	16,617	95.6%
Retiree Health Care Expense-OPEB	4,460	8,055	55.4%
Professional/Education	2,373	2,389	99.3%
Legal fees	3,666	15,000	24.4%
Printing	-	100	-
Contracted services	11,762	28,223	41.7%
Copiers	1,767	1,681	105.1%
Small equipment	116	116	100.0%
Supplies	554	757	73.2%
Travel	1,880	1,970	95.4%
Permit Administration	5,515	5,970	92.4%
Postage	44	300	14.7%
Total Planning and Environment	293,807	328,290	89.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Building and Building Systems			
Salaries	$ 22,949	$ 169,577	13.5%
Health insurance	12,781	12,913	99.0%
Retirement	6,266	21,462	29.2%
Social security	4,316	13,873	31.1%
Retiree Health Care Expense-OPEB	2,973	5,370	55.4%
Moving Expenses	2,205	-	N/A
Supplies	559	200	279.5%
Travel	-	200	-
Postage	15	100	15.0%
Total Building and Building Systems	52,064	223,695	23.3%
Noise			
Salaries	64,897	66,505	97.6%
Health insurance	6,399	6,966	91.9%
Retirement	7,625	7,947	95.9%
Social security	4,198	5,087	82.5%
Retiree Health Care Expense-OPEB	1,487	2,685	55.4%
Professional/Education	1,345	1,525	88.2%
Contracted services	55,300	56,400	98.0%
Copiers	1,623	1,681	96.5%
Electricity	2,342	2,000	117.1%
Small equipment	-	200	-
Supplies	283	200	141.5%
Liability Insurance	1,153	1,200	96.1%
Repairs and maintenance			
Equipment	1,080	1,080	100.0%
Travel	1,472	2,480	59.4%
Postage	27	60	45.0%
Total Noise	149,231	156,016	95.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
GIS			
Salaries	$ 129,509	$ 126,937	102.0%
Health insurance	12,382	13,911	89.0%
Retirement	13,148	13,042	100.8%
Social security	9,307	9,711	95.8%
Retiree Health Care Expense-OPEB	2,974	5,370	55.4%
Professional/Education	190	200	95.0%
Contracted services	21,044	2,800	751.6%
Copiers	1,767	1,681	105.1%
Supplies	136	200	68.0%
Travel	2,197	2,202	99.8%
Total GIS	192,654	176,054	109.4%
TOTAL ADMINISTRATIVE	$ 10,104,828	$ 10,668,099	94.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
GUEST SERVICES EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Guest Services			
Salaries	$ 496,806	$ 498,017	99.8%
Health insurance	74,986	82,615	90.8%
Accident insurance	350	350	100.0%
Retirement	50,935	51,409	99.1%
Social security	37,070	38,099	97.3%
Retiree Health Care Expense-OPEB	17,840	32,221	55.4%
Uniforms	6,203	6,730	92.2%
Professional/Education	1,247	1,806	69.0%
Advertising	1,500	1,800	83.3%
Printing	1,885	2,100	89.8%
Contracted services-Other	3,416	4,100	83.3%
Copiers	1,623	1,800	90.2%
Promotional	21,495	21,990	97.7%
Small equipment	1,165	1,200	97.1%
Supplies	3,442	3,432	100.3%
Liability Insurance	15,561	16,200	96.1%
Travel	1,381	1,400	98.6%
Postage	7	50	14.0%
TOTAL GUEST SERVICES	$ 736,912	$ 765,319	96.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
FUEL FARM EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Fuel Farm			
Salaries	$ 607,403	$ 609,936	99.6%
Health insurance	75,328	82,975	90.8%
Retirement/ 401K Match	50,812	54,819	92.7%
Social security	44,623	46,660	95.6%
Retiree Health Care Expense-OPEB	17,840	32,221	55.4%
Uniforms	2,155	3,080	70.0%
Physical Examinations	-	50	-
Professional/Education	908	1,100	82.5%
Contracted services	49,962	51,425	97.2%
Copiers	1,026	1,063	96.5%
Small equipment	16,297	16,378	99.5%
Supplies	31,341	32,207	97.3%
Liability Insurance	17,770	18,500	96.1%
Repairs and maintenance			
Equipment	46,850	48,114	97.4%
Travel	-	200	-
Postage	95	100	95.0%
TOTAL FUEL FARM	$ 962,410	$ 998,828	96.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT MAINTENANCE EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Airport Maintenance			
Salaries	$ 2,803,561	$ 2,689,763	104.2%
Health insurance	333,102	370,915	89.8%
Retirement/ 401K Match	298,335	292,087	102.1%
Social security	201,980	205,760	98.2%
Retiree Health Care Expense-OPEB	80,281	145,000	55.4%
Uniforms	31,993	41,212	77.6%
Physical examinations	1,658	1,900	87.3%
Professional/Education	5,093	5,191	98.1%
Contracted services	1,670	1,670	100.0%
Copiers	6,087	6,305	96.5%
Small equipment	28,110	27,181	103.4%
Supplies	20,267	22,345	90.7%
Liability Insurance	97,881	101,900	96.1%
Repairs and maintenance			
Equipment	235	235	100.0%
General	1,706	1,930	88.4%
HVAC	556	-	N/A
Travel	2,199	3,641	60.4%
Permit Administration	1,325	1,462	90.6%
Total Airport Maintenance	3,916,039	3,918,497	99.9%
Fleet Maintenance			
Salaries	391,827	327,707	119.6%
Health insurance	43,171	41,561	103.9%
Retirement/ 401K Match	46,323	38,696	119.7%
Social security	28,225	25,069	112.6%
Retiree Health Care Expense-OPEB	8,920	16,111	55.4%
Uniforms	1,786	2,480	72.0%
Professional/Education	490	625	78.4%
Copiers	830	860	96.5%
Fuel - vehicles and equipment	644,619	633,010	101.8%
Small equipment	5,796	4,978	116.4%
Supplies	357,247	362,621	98.5%
Liability Insurance	8,933	9,300	96.1%
Repairs and maintenance-Equipment	128,174	134,814	95.1%
Total Fleet Maintenance	1,666,341	1,597,832	104.3%
TOTAL AIRPORT MAINTENANCE	$ 5,582,380	$ 5,516,329	101.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
LAW ENFORCEMENT EXPENSES
Year Ended March 31, 2013

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	Actual	Budget	Percent of Budget
Law Enforcement			
Salaries	$ 2,023,715	$ 2,083,516	97.1%
Health insurance	205,513	228,457	90.0%
Retirement/ 401K Match	198,945	184,172	108.0%
Social security	148,977	159,393	93.5%
Retiree Health Care Expense-OPEB	42,894	88,609	48.4%
Retiree Separation Allowance	482,100	74,000	651.5%
Uniforms	33,548	30,812	108.9%
Physical examinations	16,872	18,164	92.9%
Professional/Education	3,260	4,070	80.1%
Contracted services-Technology	563	1,200	46.9%
Printing	37	110	33.6%
DCI access fee	2,688	3,168	84.8%
Copiers	4,890	5,065	96.5%
Small equipment	15,000	15,573	96.3%
Supplies	7,509	7,770	96.6%
Liability Insurance	75,212	78,300	96.1%
Repairs and maintenance			
Equipment	9,242	9,449	97.8%
Travel	5,029	5,580	90.1%
Postage	250	300	83.3%
TOTAL LAW ENFORCEMENT	$ 3,276,244	$ 2,997,708	109.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

EMERGENCY SERVICES EXPENSES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Emergency Services			
Salaries	$ 1,110,153	$ 1,041,334	106.6%
Health insurance	121,048	131,627	92.0%
Retirement/ 401K Match	127,878	117,076	109.2%
Social security	83,165	79,661	104.4%
Retiree Health Care Expense-OPEB	28,247	51,017	55.4%
Uniforms	19,012	19,251	98.8%
Physical examinations	5,381	8,324	64.6%
Professional/Education	12,691	24,930	50.9%
Printing	611	700	87.3%
Copiers	1,021	1,058	96.5%
Small Equipment	4,928	9,354	52.7%
Supplies	13,207	15,800	83.6%
Liability Insurance	36,789	38,300	96.1%
Repairs and maintenance			
Equipment	15,096	14,823	101.8%
Travel	8,727	9,500	91.9%
Postage	46	50	92.0%
TOTAL EMERGENCY SERVICES	$ 1,588,000	$ 1,562,805	101.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
OPERATIONS EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Operations			
Salaries	$ 887,517	$ 910,008	97.5%
Health insurance	83,105	90,698	91.6%
Retirement/ 401K Match	98,562	100,653	97.9%
Social security	60,786	66,862	90.9%
Retiree Health Care Expense-OPEB	19,327	34,907	55.4%
Professional/Education	5,151	5,650	91.2%
Printing	1,957	2,300	85.1%
Contracted services-Technology	1,362	3,200	42.6%
Contracted services-Other	3,492	5,000	69.8%
Copiers	5,130	5,313	96.6%
Small equipment	665	770	86.4%
Supplies	2,875	4,000	71.9%
Supplies-ID System	8,447	9,060	93.2%
Liability Insurance	19,499	20,300	96.1%
Repairs and maintenance			
Equipment	-	300	-
Travel	13,334	11,750	113.5%
Postage	126	250	50.4%
TOTAL OPERATIONS	$ 1,211,335	$ 1,271,021	95.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
COMMUNICATIONS EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Communications			
Salaries	$ 469,155	$ 451,163	104.0%
Health insurance	62,966	68,962	91.3%
Retirement/ 401K Match	48,334	48,887	98.9%
Social security	34,290	34,513	99.4%
Retiree Health Care Expense-OPEB	14,867	26,851	55.4%
Physical examinations	-	350	-
Professional/Education	300	300	100.0%
DCI Access Fees	2,250	2,250	100.0%
Contracted Services	15,794	16,464	95.9%
Copiers	1,439	1,490	96.6%
Small equipment	52,569	55,182	95.3%
Supplies	1,234	1,100	112.2%
Liability Insurance	12,007	12,500	96.1%
Repairs and maintenance			
Equipment	62,303	64,221	97.0%
Travel	-	500	-
Postage	110	125	88.0%
TOTAL COMMUNICATIONS	$ 777,618	$ 784,858	99.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
PARKING EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Parking			
Salaries	$ 911,894	$ 846,554	107.7%
Health insurance	111,980	124,242	90.1%
Retirement/ 401K Match	98,289	92,643	106.1%
Social security	66,039	64,758	102.0%
Retiree Health Care Expense-OPEB	26,760	48,332	55.4%
Uniforms	1,390	3,552	39.1%
Physical examinations	48	48	100.0%
Professional/Education	2,969	2,985	99.5%
Advertising	-	4,648	-
Printing	38,888	38,888	100.0%
Credit Card Fees	806,750	815,000	99.0%
Contracted services-labor	433,826	478,202	90.7%
Copiers	24,409	25,281	96.6%
Computer Software	475	496	95.8%
Printer supplies	1,681	2,577	65.2%
Small equipment	2,521	3,738	67.4%
Supplies	6,231	6,660	93.6%
Liability Insurance	26,703	27,800	96.1%
Repairs and maintenance			
Computer Hardware	129,337	143,954	89.8%
Equipment	200	1,000	20.0%
Travel	2,365	4,040	58.5%
Abandoned vehicles	1,505	2,290	65.7%
Postage	1,644	1,640	100.2%
TOTAL PARKING	$ 2,695,904	$ 2,739,328	98.4%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
GROUNDS TRANSPORTATION DIVISION EXPENSES
Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Ground Transportation			
Salaries	$ 118,262	$ 117,576	100.6%
Health insurance	14,359	13,881	103.4%
Retirement/ 401K Match	14,221	14,051	101.2%
Social security	8,358	8,994	92.9%
Retiree Health Care Expense-OPEB	2,974	5,370	55.4%
Uniforms	93	100	93.0%
Professional/Education	1,000	1,485	67.3%
Printing	2,263	2,305	98.2%
Credit Card Fees	728	2,500	29.1%
Contracted services - Bus Drivers	999,241	1,075,000	93.0%
Copiers	1,439	1,490	96.6%
Small equipment	173	600	28.8%
Supplies	1,795	1,244	144.3%
Liability Insurance	23,245	24,200	96.1%
Repairs and maintenance			
Equipment	21,777	21,610	100.8%
Travel	1,602	2,220	72.2%
Postage	366	500	73.2%
Total Ground Transportation	1,211,896	1,293,126	93.7%
Traffic Control			
Salaries	944,479	951,704	99.2%
Health insurance	159,556	178,586	89.3%
Retirement/ 401K Match	90,687	91,625	99.0%
Social security	67,940	72,805	93.3%
Retiree Health Care Expense-OPEB	38,654	69,813	55.4%
Uniforms	18,504	20,000	92.5%
Physical examinations	105	194	54.1%
Professional/Education	973	1,125	86.5%
Printing	1,688	2,552	66.1%
Copiers	1,439	1,490	96.6%
Small equipment	2,954	3,316	89.1%
Supplies	1,543	2,450	63.0%
Liability Insurance	32,371	33,700	96.1%
Repairs and maintenance-Equipment	1,034	1,250	82.7%
Travel	54	160	33.8%
Total Traffic Control	1,361,981	1,430,770	95.2%
TOTAL GROUND TRANSPORTATION DIVISION	$ 2,573,877	$ 2,723,896	94.5%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

TERMINAL SERVICES DIVISION EXPENSES

Year Ended March 31, 2013

	Actual	Budget	Percent of Budget
Terminal Services			
Salaries	$ 180,986	$ 190,873	94.8%
Health insurance	15,475	14,119	109.6%
Retirement/ 401K Match	11,170	14,146	79.0%
Social security	12,649	14,603	86.6%
Retiree Health Care Expense-OPEB	2,973	5,370	55.4%
Uniforms	-	200	-
Other Contracted Services	8,554	8,554	100.0%
Copiers	2,111	2,186	96.6%
Supplies	90	774	11.6%
Liability Insurance	3,266	3,400	96.1%
Postage	39	-	N/A
TOTAL TERMINAL SERVICES	$ 237,313	$ 254,225	93.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

DETAILS OF AIRPORT AND FACILITIES

March 31, 2013

	Total	Authority Funds	Federal and State Funds
Land	$ 41,193,383	$ 35,702,262	$ 5,491,121
Landing field and grounds	540,414,269	423,376,616	117,037,653
Terminal buildings	706,657,971	706,381,701	276,270
Other buildings	174,116,721	139,111,419	35,005,302
Utilities	5,417,436	5,211,923	205,513
Equipment	28,344,744	28,344,744	-
Construction in progress	37,745,627	37,745,627	-
TOTAL DETAILS OF AIRPORT AND FACILITIES	$ 1,533,890,151	$ 1,375,874,292	$ 158,015,859

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF DEPRECIATION

March 31, 2013

Departmental	
Administrative	$ 556,308
Parking	9,422,038
Emergency services	4,743
Airport maintenance	187,799
Law enforcement	27,007
Facilities and environmental	425,457
Operations	20,514
Communications	37,796
Ground transportation	249,055
Total departmental	10,930,717
Nondepartmental	
Airfield complex	5,887,981
Terminal 1 complex	
Buildings and improvements	1,525,329
Terminal 2 complex	
Buildings and improvements	18,798,705
Central Energy Plant	554,593
General Aviation complex	
Buildings and improvements	2,945,010
Cargo complex	
Buildings and improvements	1,191,802
Ground Transportation complex	
Roadways	2,598,485
Fuel Farm complex	639,874
Office & Other Buildings complex	3,493,957
Utilities complex	112,036
Rental Car complex	-
TOTAL DEPRECIATION	$ 48,678,489

RALEIGH-DURHAM AIRPORT AUTHORITY
STATISTICAL TABLE OF CONTENTS
FOR THE FISCAL YEAR ENDED MARCH 31, 2013

Raleigh-Durham Airport Authority
Net Position by Component
Last Ten Fiscal Years

	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
Net Position										
Invested in capital assets, net of related debt	$ 313,607,597	$ 307,107,509	$ 321,369,827	$ 302,289,837	$ 310,905,473	$ 298,851,847	$ 283,069,756	$ 272,120,858	$ 253,926,968	$ 109,870,086
Restricted For:										
Collateral for General Obligation Bond Debt		-	-	-	-	-	-	-	-	2,075,358
Aeronautical Facilities Revenue Bond Reserves		-	-	-	-	-	-	-	-	69,081,671
State of North Carolina Underground Storage Tank Trust Deductible	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000	220,000
Passenger Facility Charges	13,239,327	18,149,465	22,671,438	73,294,625	74,428,717	73,609,528	54,433,797	39,088,582	19,243,564	11,320,732
Unrestricted Net Assets	93,733,389	96,036,491	97,869,697	108,572,170	91,557,348	88,539,606	86,543,100	75,110,876	66,073,395	107,470,285
Total Net Position	$ 420,800,313	$ 421,513,465	$ 442,130,962	$ 484,376,632	$ 477,111,538	$ 461,220,981	$ 424,266,653	$ 386,540,316	$ 339,463,927	$ 300,038,132

Note:

Due to Raleigh-Durham Airport Authority's required adoption of GASB 63 & 65 during FY2013, the Net Position for FY2012 have been re-stated for comparative financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY
STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION
Last Ten Fiscal Years

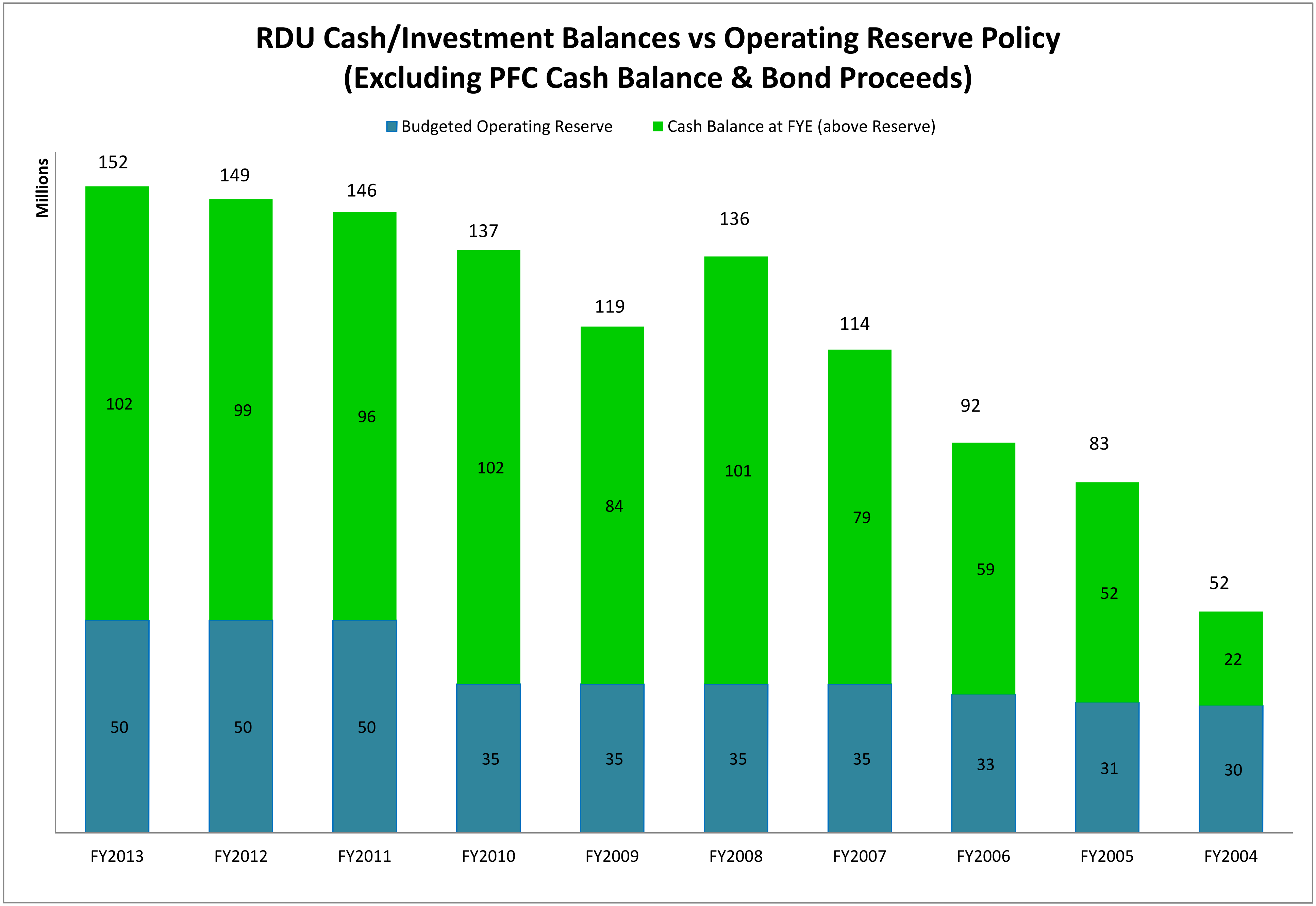
	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
Operating revenues										
Parking	$ 40,455,878	$ 36,406,284	$ 35,150,897	$ 33,998,195	$ 36,572,511	$ 39,500,251	$ 37,118,422	$ 35,102,368	$ 32,764,711	$ 24,801,450
Airfield	11,366,233	11,930,074	11,865,742	12,499,790	10,614,546	11,308,179	10,931,805	6,852,766	7,033,600	11,805,279
General aviation	1,539,352	1,399,599	1,400,643	1,398,821	1,387,739	1,342,211	817,917	1,017,201	884,339	956,604
Terminals	27,022,756	27,020,695	24,632,442	23,283,910	20,459,651	18,845,460	17,692,618	16,323,512	16,427,603	16,612,556
Air cargo	2,000,218	2,300,134	2,016,233	2,004,795	1,989,512	1,959,833	1,911,283	1,741,380	1,667,054	1,701,728
Fuel Farm	1,033,960	1,041,622	972,544	961,740	927,232	565,893	1,170,945	1,166,326	1,204,611	1,069,616
Rental car	12,875,772	12,305,766	11,967,229	11,604,879	12,788,821	13,628,529	12,793,354	11,109,594	9,438,239	9,102,698
Other	1,750,567	1,980,374	1,614,048	1,416,787	1,492,178	1,208,407	1,186,009	1,079,832	1,059,597	1,024,216
Total operating revenues	**98,044,736**	**94,384,548**	**89,619,778**	**87,168,917**	**86,232,190**	**88,358,763**	**83,622,353**	**74,392,979**	**70,479,754**	**67,074,147**
Operating expenses										
Airport facilities	19,852,701	19,742,281	19,122,793	17,956,239	15,499,047	12,290,026	12,670,053	12,624,529	10,166,095	9,397,740
Administrative	10,104,828	9,631,766	9,438,549	8,201,857	8,274,367	6,684,641	5,468,321	5,212,159	4,558,154	4,100,417
Fuel Farm	962,410	954,405	978,378	903,815	932,042	739,965	-	-	-	-
Law enforcement	3,276,244	3,352,166	3,253,639	2,848,365	3,008,371	2,987,660	2,685,681	2,710,370	2,573,268	2,659,697
Airport maintenance	5,582,380	5,147,431	5,176,960	4,828,437	4,821,408	4,247,141	3,986,311	3,711,178	3,511,927	3,147,746
Parking	2,695,904	2,752,134	2,829,332	2,416,808	2,756,988	2,644,350	2,729,983	2,586,436	2,519,168	2,622,633
Emergency services	1,588,000	1,601,134	1,614,092	1,523,960	1,461,996	1,508,453	1,313,139	1,413,059	1,337,302	1,235,362
Visitor services	736,912	734,451	758,323	689,040	611,002	543,024	558,204	565,644	536,617	461,741
Communications	777,618	751,792	808,140	727,856	814,682	741,821	648,163	651,726	595,018	477,917
Operations	1,211,335	1,127,924	1,069,994	984,061	1,004,747	919,665	938,333	906,909	923,735	987,559
Ground transportation	2,573,877	2,608,835	2,685,399	2,701,382	2,722,685	2,771,980	2,586,828	2,850,381	3,360,378	3,822,417
Terminal Services	237,313	334,352	256,996	227,699	222,382	123,352	-	-	-	-
Subtotal	**49,599,522**	**48,738,671**	**47,992,595**	**44,009,519**	**42,129,717**	**36,202,078**	**33,585,016**	**33,232,391**	**30,081,662**	**28,913,229**
Depreciation	48,678,489	49,359,167	47,095,977	47,523,955	39,245,679	33,505,153	32,581,129	28,548,381	25,845,025	21,404,074
Total operating expenses	**98,278,011**	**98,097,838**	**95,088,572**	**91,533,474**	**81,375,396**	**69,707,231**	**66,166,145**	**61,780,772**	**55,926,687**	**50,317,303**
Operating income (loss)	**(233,275)**	**(3,713,290)**	**(5,468,794)**	**(4,364,557)**	**4,856,794**	**18,651,532**	**17,456,208**	**12,612,207**	**14,553,067**	**16,756,844**
Non-operating revenues (expenses)										
Investment interest income	2,054,048	2,148,101	2,500,267	3,750,839	5,592,912	8,507,396	5,484,164	4,015,127	1,931,286	1,721,408
Passenger Facility Charges	18,734,688	18,424,026	18,818,814	18,940,075	19,710,529	24,006,372	20,965,795	20,632,549	15,324,824	11,300,707
Net decrease in fair value of investments	781,419	241,068	(404,171)	(404,147)	(40,516)	771,553	718,703	160,248	(1,119,050)	(47,236)
Bond interest expense, net	(27,933,517)	(29,077,558)	(25,491,187)	(22,663,862)	(15,989,551)	(15,239,195)	(9,556,465)	(9,878,616)	(9,727,743)	(3,078,837)
Loss on disposal of airport facilities	-	-	-	-	-	-	-	-	(219,042)	-
Loss on swap termination	-	(1,465,749)	(34,350,297)	-	(4,543,541)	-	-	-	-	-
Amortization of deferred expenses related to 2001A refunding	-	-	(5,392,913)	-	-	-	-	-	-	-
Other, net	408,133	729,996	873,263	487,820	626,545	206,670	372,260	314,989	852,613	408,037
Total non-operating revenues (expenses)	**(5,955,229)**	**(9,000,116)**	**(43,446,224)**	**110,725**	**5,356,378**	**18,252,796**	**17,984,457**	**15,244,297**	**7,042,888**	**10,304,079**
Income (loss) before capital contributions	**(6,188,504)**	**(12,713,406)**	**(48,915,018)**	**(4,253,832)**	**10,213,172**	**36,904,328**	**35,440,665**	**27,856,504**	**21,595,955**	**27,060,923**
Capital contributions	5,475,352	644,240	6,669,348	11,518,926	5,677,385	50,000	2,285,672	19,219,885	17,829,840	11,193,427
Increase (decrease) in net position	**(713,152)**	**(12,069,166)**	**(42,245,670)**	**7,265,094**	**15,890,557**	**36,954,328**	**37,726,337**	**47,076,389**	**39,425,795**	**38,254,350**
Net position, beginning of year	**$ 421,513,465**	433,582,631	484,376,632	477,111,538	461,220,981	424,266,653	386,540,316	339,463,927	300,038,132	261,783,782
Net position, end of year	**$ 420,800,313**	**$ 421,513,465**	**$ 442,130,962**	**$ 484,376,632**	**$ 477,111,538**	**$ 461,220,981**	**$ 424,266,653**	**$ 386,540,316**	**$ 339,463,927**	**$ 300,038,132**

Note:

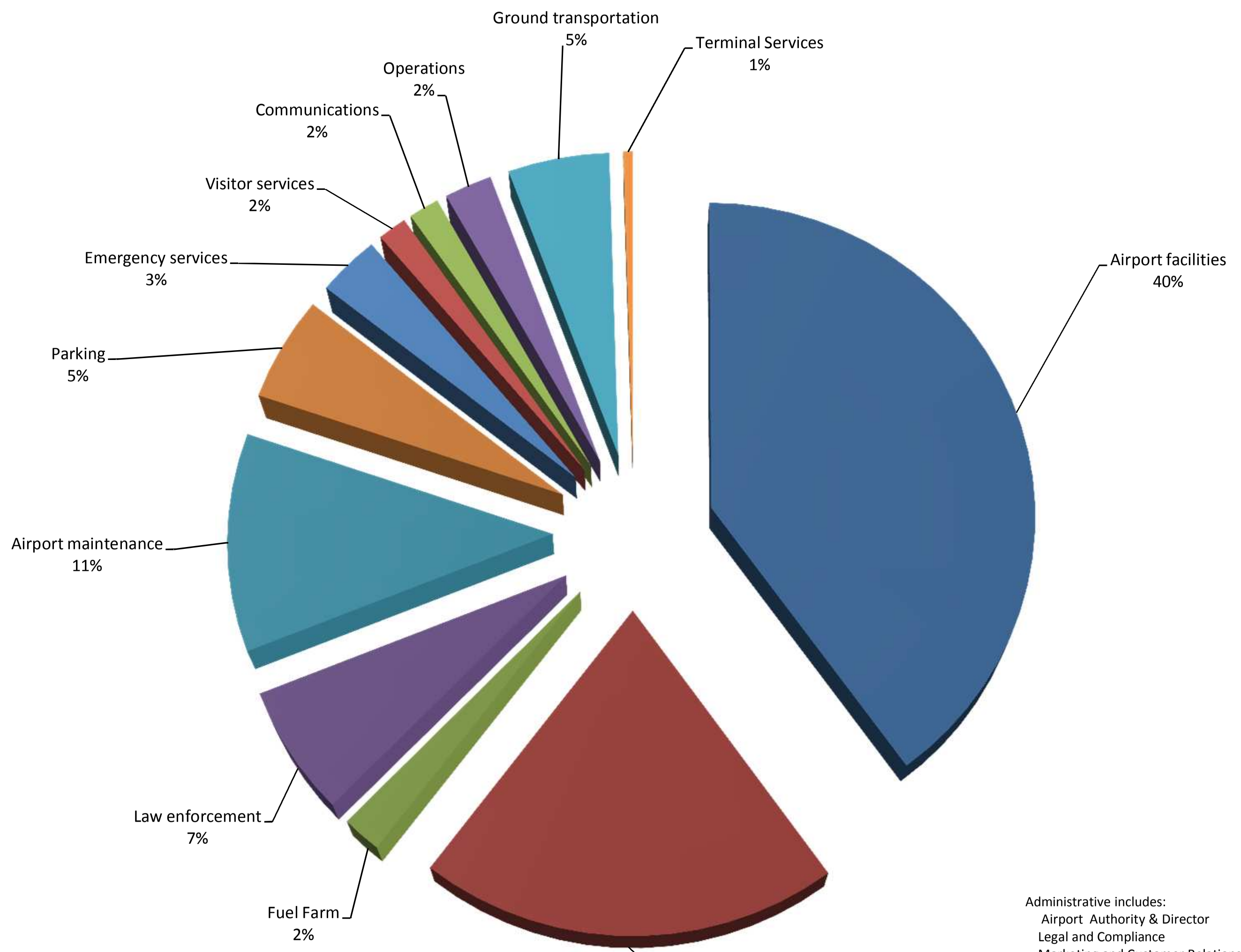
Due to Raleigh-Durham Airport Authority's required adoption of GASB 63 & 65 during FY2013, the Net Position for FY2012 have been re-stated for comparative financial statements.

RALEIGH-DURHAM AIRPORT AUTHORITY
KEY PERFORMANCE INDICATORS
Last Ten Fiscal Years

	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
Airline Revenue per Enplanement	$ 6.35	$ 6.48	$ 6.29	$ 6.24	$ 5.09	$ 4.50	$ 4.62	$ 3.80	$ 4.05	$ 5.70
Airline Revenue per Airline Operation	215.93	206.77	191.23	186.94	145.35	120.55	120.81	96.22	94.58	135.24
Total Aeronautical Revenue per Total Operation	192.23	186.22	178.95	171.91	132.04	110.81	110.80	90.68	88.99	114.00
Concession Revenue per Enplanement	1.44	1.49	1.43	1.39	1.25	1.19	1.11	1.04	1.05	1.15
Concession Revenue per Airline Operation	48.96	47.62	43.52	41.80	35.58	31.91	28.94	26.47	24.57	27.29
Rental Car Revenue per Enplanement	2.78	2.68	2.62	2.57	2.73	2.69	2.68	2.36	2.09	2.50
Rental Car Revenue per Airline Operation	94.53	85.35	79.84	77.00	77.93	71.96	70.08	59.91	48.85	59.38
Parking Revenue per Enplanement	9.01	8.18	7.95	7.76	7.99	7.87	7.85	7.53	7.40	6.59
Parking Revenue per Airline Operation	306.46	260.80	241.89	232.63	228.18	210.62	205.17	190.76	173.04	156.42
Non-Aeronautical Revenue per Enplanement	13.49	12.66	12.09	11.82	12.16	11.92	11.80	11.09	10.61	10.31
Non-Aeronautical Revenue per Airline Operation	458.76	404.01	367.65	354.43	347.08	319.05	308.42	281.06	247.99	244.51
Non-Airline Operating Revenue per Enplanement	14.79	14.05	13.43	13.18	13.32	12.92	12.91	12.03	11.56	11.09
Non-Airline Operating Revenue per Total Operation	371.62	332.51	314.97	298.45	281.39	259.97	249.71	230.23	205.89	195.02
Total Operating Revenue per Enplanement	21.14	20.53	19.72	19.41	18.41	17.43	17.53	15.83	15.60	16.79
Total Operating Revenue per Airline Operation	718.97	655.08	599.76	581.97	525.44	466.52	458.07	401.15	364.78	398.25
Total Operating Revenue per Total Operation	531.13	485.88	462.41	439.68	389.00	350.56	339.16	302.88	277.96	295.30
Total Operating Expenses per Enplanement	10.71	10.57	10.49	9.74	8.99	7.14	7.04	7.07	6.66	7.24
Total Operating Expenses per Airline Operation	364.16	337.16	319.14	292.01	256.71	191.14	183.97	179.20	155.69	171.67
Total Operating Expenses per Total Operation	269.02	250.08	246.05	220.62	190.05	143.63	136.22	135.30	118.64	127.29
Number of Days Unrestricted Cash On Hand	1,118	1,112	1,162	1,135	1,029	1,364	1,232	1,006	997	654

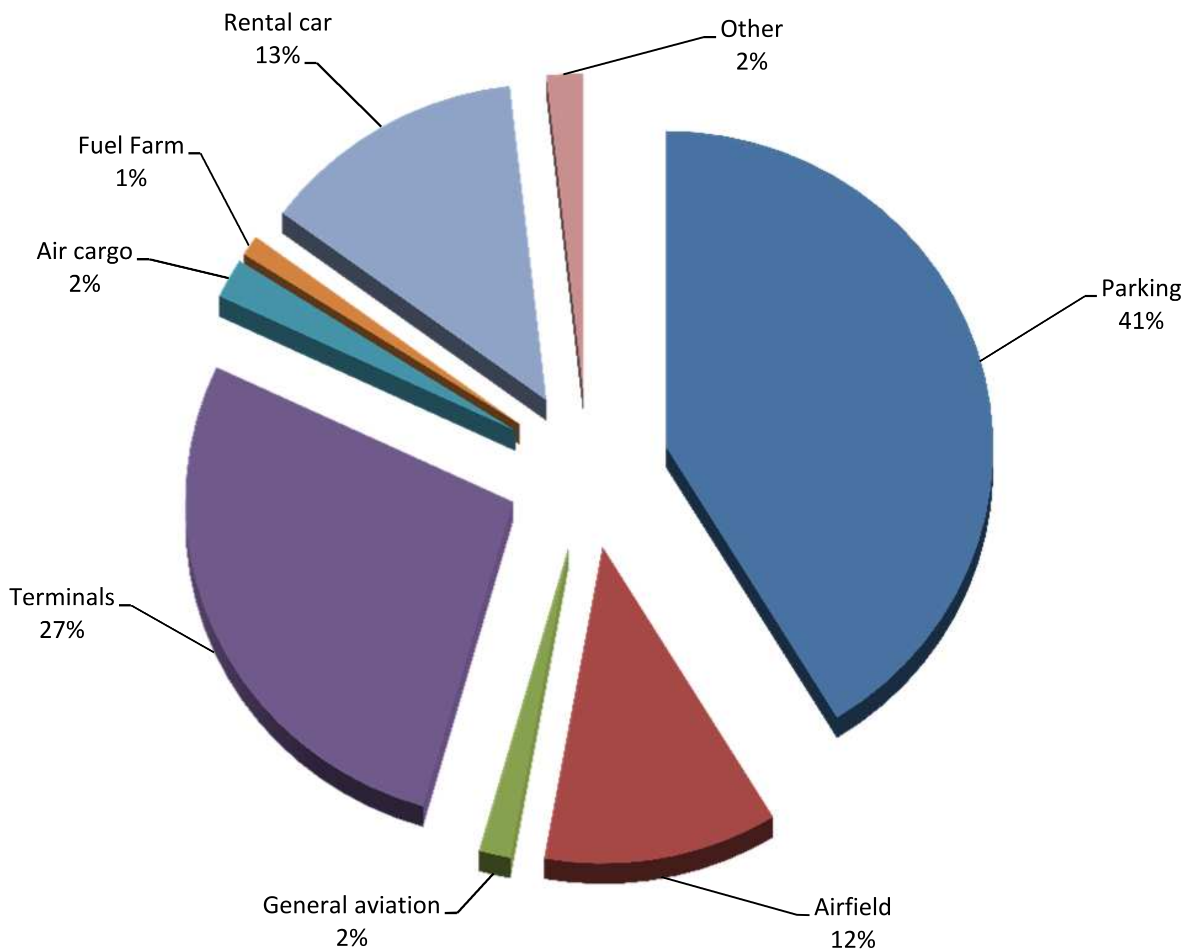

RDU Cash/Investment Balances vs Operating Reserve Policy
(Excluding PFC Cash Balance & Bond Proceeds)
Budgeted Operating Reserve
Cash Balance at FYE (above Reserve)
Millions
152
102
50
FY2013
149
99
50
FY2012
146
96
50
FY2011
137
102
35
FY2010
119
84
35
FY2009
136
101
35
FY2008
114
79
35
FY2007
92
59
33
FY2006
83
52
31
FY2005
52
22
30
FY2004

FYE March 31, 2013 Operating Expenses by Business Unit

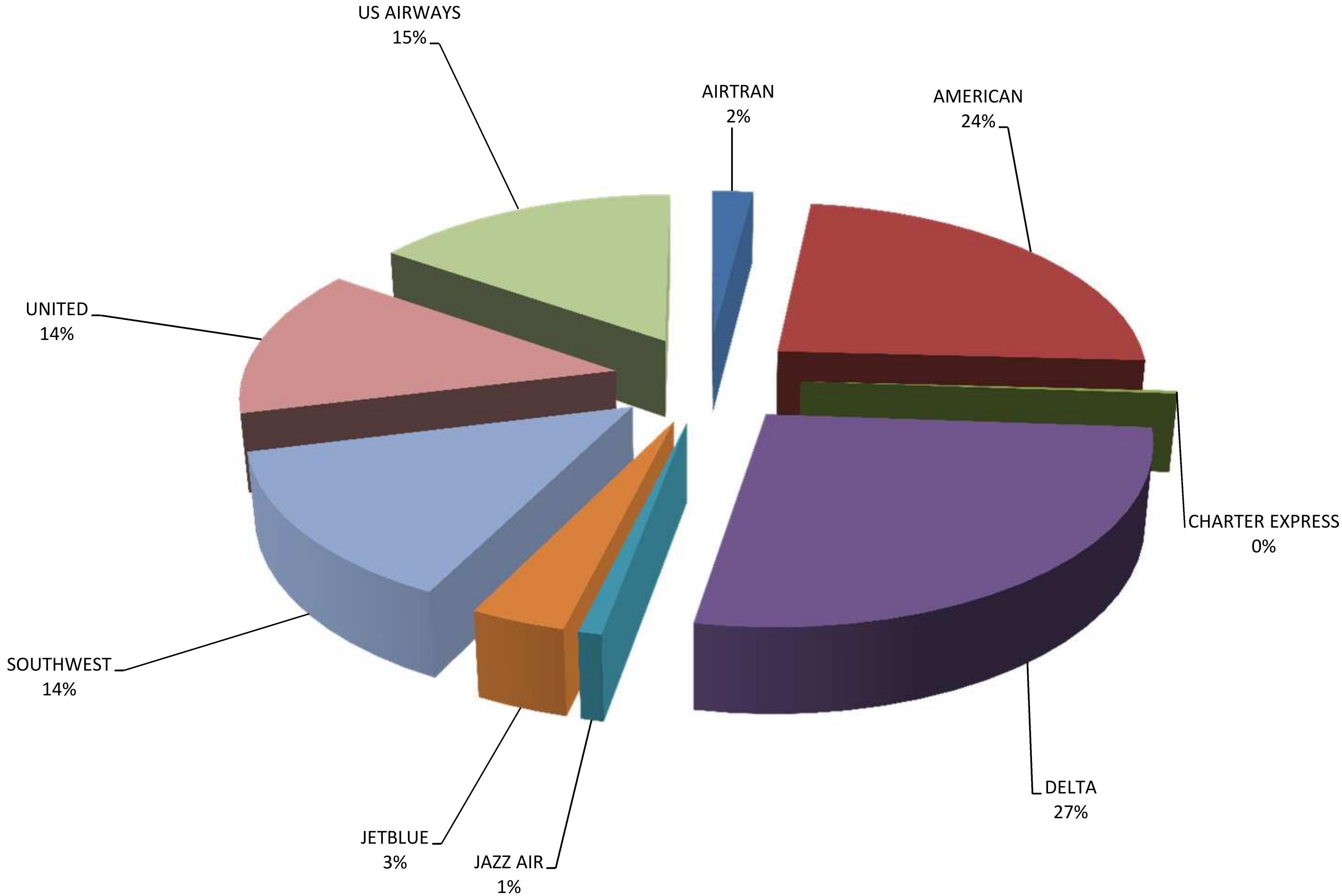


Administrative includes:
Airport Authority & Director
Legal and Compliance
Marketing and Customer Relations
Administration
Business
Audit
Finance
Information Services
Facilities Development
Planning and Environmental
Building and Building Systms
Noise
GIS

FYE March 31, 2013 Operating Revenue by Source



FYE March 31, 2013 Airline Derived Revenue by Carrier



no carrier accounted for more than 8.04% of operating revenues

RALEIGH-DURHAM AIRPORT AUTHORITY

DEBT SERVICE SCHEDULE

with Irrevocable PFC Offsets (as committed)

RDU BONDS ISSUES	FY 2022/2023	FY 2021/2022	FY 2020/2021	FY 2019/2020	FY 2018/2019	FY 2017/2018	FY 2016/2017	FY 2015/2016	FY 2014/2015	FY 2013/2014
2005 A (Non-AMT) - $39.805 mill (4.66%)										
Principal (May Only)	$ 3,050,000	$ 2,900,000	$ 2,760,000	$ 490,000	n/a	n/a	n/a	n/a	n/a	n/a
Interest (May)	829,594	902,094	971,094	980,894	980,894	980,894	980,894	980,894	980,894	980,894
Interest (November)	753,344	829,594	902,094	971,094	980,894	980,894	980,894	980,894	980,894	980,894
Total	$ 4,632,938	$ 4,631,688	$ 4,633,188	$ 2,441,988	$ 1,961,788	$ 1,961,788	$ 1,961,788	$ 1,961,788	$ 1,961,788	$ 1,961,788
2005 B (AMT) - $85.49 mill (4.66%)										
Principal (May Only) PFC Application of Funds	$ 3,120,000	$ 2,965,000	$ 2,820,000	$ 4,820,000	$ 5,055,000	$ 4,810,000	$ 4,575,000	$ 4,355,000	$ 4,150,000	$ 3,950,000
Interest (May) PFC Application of Funds	691,806	765,931	836,431	956,931	1,083,306	1,203,556	1,317,931	1,420,156	1,522,656	1,619,156
Interest (November) PFC Application of Funds	613,806	691,806	765,931	836,431	956,931	1,083,306	1,203,556	1,317,931	1,420,156	1,522,656
Total	$ 4,425,613	$ 4,422,738	$ 4,422,363	$ 6,613,363	$ 7,095,238	$ 7,096,863	$ 7,096,488	$ 7,093,088	$ 7,092,813	$ 7,091,813
2007 (AMT) - $152.070 mill (4.75%)										
Principal (May Only) PFC Application of Funds	$ 4,755,000	$ 4,525,000	$ 4,305,000	$ 4,095,000	$ 3,895,000	$ 3,705,000	$ 3,525,000	$ 3,355,000	$ 3,190,000	$ 3,035,000
Interest (May) PFC Application of Funds	2,761,013	2,874,138	2,981,763	3,084,138	3,181,513	3,274,138	3,362,263	3,445,138	3,524,888	3,600,513
Interest (November) PFC Application of Funds	2,642,138	2,761,013	2,874,138	2,981,763	3,084,138	3,181,513	3,274,138	3,362,263	3,445,138	3,524,888
Total	$ 10,158,150	$ 10,160,150	$ 10,160,900	$ 10,160,900	$ 10,160,650	$ 10,160,650	$ 10,161,400	$ 10,162,400	$ 10,160,025	$ 10,160,400
2008 C (Non-AMT) - $72.295 mill Variable rate										
Principal (May Only) PFC Application of Funds	2,440,000	$ 2,330,000	$ 2,220,000	$ 2,120,000	$ 2,020,000	$ 1,925,000	$ 1,840,000	$ 1,750,000	$ 1,670,000	$ 1,595,000
Interest (12 Monthly Payments) PFC Application of Funds	1,984,733	2,081,967	2,174,800	2,263,267	2,347,733	2,428,217	2,504,933	2,578,233	2,647,967	2,714,517
Total	$ 4,424,733	$ 4,411,967	$ 4,394,800	$ 4,383,267	$ 4,367,733	$ 4,353,217	$ 4,344,933	$ 4,328,233	$ 4,317,967	$ 4,309,517
2010A (Non-AMT) - $242.365 mill (4.11%) Fixed Rate										
Principal (May Only)	$ 8,105,000	$ 7,710,000	$ 7,330,000	$ 6,975,000	$ 6,635,000	$ 6,310,000	$ 6,005,000	$ 5,740,000	$ 5,510,000	$ 5,320,000
Interest (May)	4,269,131	4,461,881	4,645,131	4,819,506	4,985,381	5,143,131	5,293,256	5,408,056	5,518,256	5,598,056
Interest (November)	4,066,506	4,269,131	4,461,881	4,645,131	4,819,506	4,985,381	5,143,131	5,293,256	5,408,056	5,518,256
Total	$ 16,440,638	$ 16,441,013	$ 16,437,013	$ 16,439,638	$ 16,439,888	$ 16,438,513	$ 16,441,388	$ 16,441,313	$ 16,436,313	$ 16,436,313
2010B - (Non-AMT) - $94.08 mill, (4.11%) Fixed Rate										
Principal (November Only)	$ 6,090,000	$ 5,805,000	$ 5,630,000	$ 5,365,000	$ 5,110,000	$ 4,865,000	$ 4,725,000	$ 4,540,000	$ 4,370,000	$ 4,200,000
Interest (May)	1,035,875	1,181,000	1,265,450	1,399,575	1,527,325	1,648,950	1,719,825	1,810,625	1,898,025	1,982,025
Interest (November)	1,035,875	1,181,000	1,265,450	1,399,575	1,527,325	1,648,950	1,719,825	1,810,625	1,898,025	1,982,025
Total	$ 8,161,750	$ 8,167,000	$ 8,160,900	$ 8,164,150	$ 8,164,650	$ 8,162,900	$ 8,164,650	$ 8,161,250	$ 8,166,050	$ 8,164,050
2010B-1 (Non-AMT) - $38.235 mill (4.18%) Fixed Rate										
Principal (November Only)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Interest (May)	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550
Interest (November)	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550	851,550
Total	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100	$ 1,703,100
FY Principal Total	$ 27,560,000	$ 26,235,000	$ 25,065,000	$ 23,865,000	$ 22,715,000	$ 21,615,000	$ 20,670,000	$ 19,740,000	$ 18,890,000	$ 18,100,000
FY Interest Total	22,386,921	23,702,655	24,847,263	26,041,405	27,178,046	28,262,030	29,203,746	30,111,171	30,948,055	31,726,980
Total Principal and Interest	**$ 49,946,921**	**$ 49,937,655**	**$ 49,912,263**	**$ 49,906,405**	**$ 49,893,046**	**$ 49,877,030**	**$ 49,873,746**	**$ 49,851,171**	**$ 49,838,055**	**$ 49,826,980**
Total Principal Outstanding at end of FY	**$ 454,550,000**	**$ 482,110,000**	**$ 508,345,000**	**$ 533,410,000**	**$ 557,275,000**	**$ 579,990,000**	**$ 601,605,000**	**$ 622,275,000**	**$ 642,015,000**	**$ 660,905,000**
PFC Offsets to Annual Debt Service										
Irrevocable Commitment of PFC's			**Irrevocable Commitments are not yet determined for the years beyond FY 2015/2016**					**5,001,000**	**5,001,000**	**24,346,000**
DEBT SERVICE P & I NET OF PFC OFFSET	**$ 49,946,921**	**$ 49,937,655**	**$ 49,912,263**	**$ 49,906,405**	**$ 49,893,046**	**$ 49,877,030**	**$ 49,873,746**	**$ 44,850,171**	**$ 44,837,055**	**$ 25,480,980**

Notes:

1 This schedule represents Cashflow Scheduled Debt Service. Accrual Basis interest expense will differ slightly.

2 2008 interest costs are based on estimated weekly variable rates of 4.0%. The actual average variable rates for FY 2012-2013 was 16 basis points or .16%. This interest cost excludes program costs such as liquidity and remarketing fees which total 77.5 basis pts.

RALEIGH-DURHAM AIRPORT AUTHORITY
DEBT PROFILE
3/31/2012 & 3/31/2013

Type of Debt General Airport Revenue Bonds (GARBs):	Series	Original Term	Tax Exempt Status	Use of Funds	Original Issue Size		3/31/2012 Debt Amount Outstanding
Fixed Rate	Series 2001A	30	Non-AMT	Parking Garage 4 (Defeased by 2010B,B-1 refunding)	$ 156,975,000		$ -
Fixed Rate	Series 2001B	13	Non-AMT	Refunded Parking Rev Bonds (Cash defeased March 2011)	47,570,000		-
Variable Rate	Series 2002	15	AMT	Term C Lease Buyout (Paid off in August 2008)	30,000,000		-
Bond Anticipation Notes	Series 2002B	1	-	Terminal 2 Bond Anticipation Notes (Paid off with 2005 Bonds)	35,000,000		-
Bond Anticipation Notes	Series 2003	1	-	Terminal 2 Bond Anticipation Notes (Paid off with 2005 Bonds)	35,000,000		-
Fixed Rate	Series 2005A	25	Non-AMT	Operation Center, G/A Term, 75% of Taxiway D	39,805,000		39,805,000
Fixed Rate	Series 2005B	25	AMT	Terminal 2 Project, 25% of Taxiway D	85,490,000		70,765,000
Variable Rate swapped to Fixed	Series 2006ABCDE	30	AMT	Terminal 2 Project - New Money (Refunded by 2008ABC)	300,000,000		-
Fixed Rate	Series 2007	30	AMT	Terminal 2 Project - New Money	152,070,000		149,315,000
Variable Rate swaped to Fixed	Series 2008A	28	AMT	Refunded 2006 ABCDE Bonds	125,000,000		-
Variable Rate swaped to Fixed	Series 2008B	28	AMT	Refunded 2006 ABCDE Bonds	100,000,000		-
Variable Rate swaped to Fixed	Series 2008C	28	AMT	Refunded 2006 ABCDE Bonds	75,000,000		-
Variable Rate	Series 2008C	27	Non-AMT	Refunded 2008C Variable Bonds to to Non-AMT	73,680,000		70,845,000
Fixed Rate	Series 2010A	26	Non-AMT	Refunded 2008AB bonds to fixed rate and Terminate Swaps	242,365,000		237,325,000
Fixed Rate	Series 2010B	16	Non-AMT	Refunded 2001A-Parking Garage Bonds for PV savings	94,080,000		90,120,000
Fixed Rate	Series 2010B-1	21	Non-AMT	Refunded 2001A-Parking Garage Bonds for PV savings	38,235,000		38,235,000
				Total Debt Issued	$ 1,630,270,000		
				Total Outstanding Debt			**$ 696,410,000**
				Fixed versus Variable Debt			
				Fixed Rate Debt		**89.8%**	$ 625,565,000
				Variable Rate Debt (2008C bonds)		**10.2%**	$ 70,845,000
						100.0%	
				Total Outstanding Debt			**$ 696,410,000**

Weighted Average Rates
of Debt Portfolio at 3/31/13

		Current Rates		Current Wgt. Avg. Rates
Series 2005A	$ 39,805,000	4.66%		0.27%
Series 2005B	$ 67,005,000	4.66%		0.46%
Series 2007	$ 146,430,000	4.75%		1.02%
Series 2008C	$ 69,325,000	0.13%	*1,*2	0.01%
Series 2010A	$ 232,160,000	4.11%		1.41%
Series 2010B	$ 86,045,000	4.11%		0.52%
Series 2010B-1	$ 38,235,000	4.18%		0.24%
	$ 679,005,000			
Weighted Average Rate of Debt at March 31, 2013				**3.93%**

*1 Excludes Program Costs such as LOC and Remarketing Fees.
*2 Weekly rate for variable bonds at March 31, 2013

RALEIGH-DURHAM AIRPORT AUTHORITY

RDU DEMOGRAPHIC INFORMATION

2012, 2011, and 2010 ($ in thousands)

	2012	2011	2010
Population*	1,860	1,830	1,800
Median Household Income**	Unavailable	$60.7	$49.4
Per Capita Income***	Unavailable	$40.2	$39.1
Personal Income***	Unavailable	$72,197,502	$68,739,803
Median Age****	35.1	34.4	34.9
Unemployment Rate*****	7.7	8.6	8.5

Sources:

*CAFR Demographic and Economic Statistics for City of Raleigh, Wake County, City of Durham, and Durham County

**U.S. Census Bureau, 2010-2011 American Community Survey for Durham MSA and Raleigh-Cary MSA

***U.S. Department of Commerce, Bureau of Economic Analysis

****U.S. Census Bureau, American Fact Finder

*****U.S. Department of Labor, Bureau of Labor Statistics

Raleigh-Durham Airport Authority
Raleigh-Durham Triangle Top Employers
Current year and Nine years Ago

The Authority primarily serves the Research Triangle; officially named the Raleigh-Durham-Cary CSA (combined statistical area). Major employers of the region include:

	2012			2003		
	Employees	Rank	% of Total Employment	Employees	Rank	% of Total Employment
Duke University	34,366	1	4.25%	26,400	2	5.03%
State of North Carolina	24,739	2	3.06%	23,539	3	4.49%
International Business Machines	20,500	3	2.54%	27,500	1	5.24%
Wake County Public Schools	17,572	4	2.17%	12,997	4	2.48%
Glaxosmithkline	8,600	5	1.06%	11,050	5	2.11%
N C State University at Raleigh	7,730	6	0.96%	7,787	7	1.48%
Wake Med	7,607	7	0.94%	5,000	8	0.95%
Rex Healthcare	4,800	8	0.59%	3,779		0.72%
SAS Institute, Inc.	4,742	9	0.59%	4,300	10	0.82%
Durham Public Schools	4,600	10	0.57%	4,500	9	0.86%
Nortel Networks, Inc.	-		-	9,000	6	1.72%
Total	135,256		16.74%	135,852		25.92%

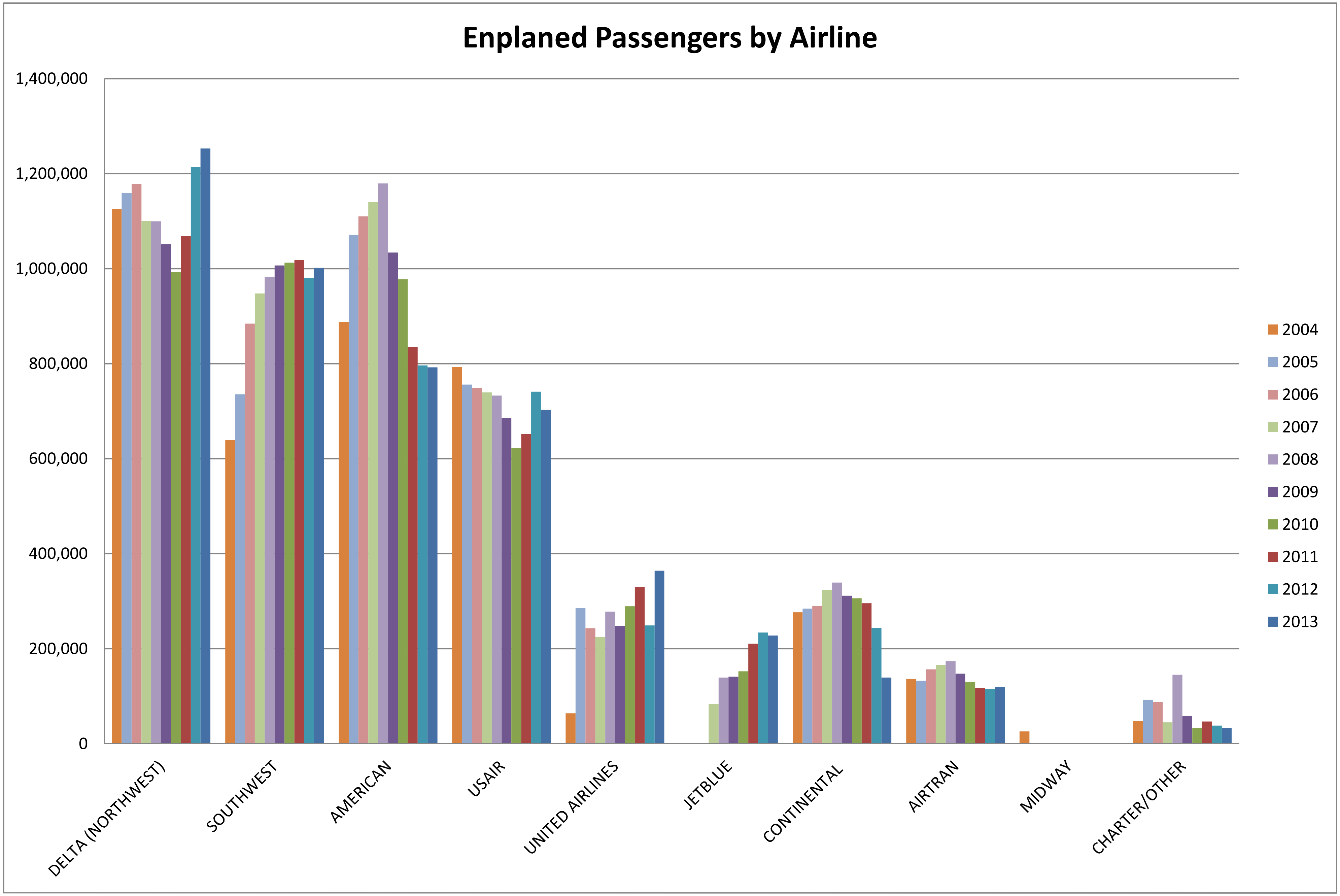
Source - Wake County 2012 CAFR - Greater Raleigh Chamber of Commerce
Durham County 2012 CAFR - Durham Chamber of Commerce

RALEIGH-DURHAM AIRPORT AUTHORITY
ACTIVITY STATISTICS
Last Ten Fiscal Years

Fiscal Year	Total Passengers	Aircraft Operations	Cargo Volume (lbs)
2013	9,234,825	184,370	171,313,789
2012	9,199,631	194,895	170,616,488
2011	9,147,426	195,051	191,632,110
2010	9,001,247	199,483	198,545,086
2009	9,367,703	221,676	211,264,605
2008	10,110,183	252,051	237,097,547
2007	9,543,800	246,557	230,839,499
2006	9,280,471	245,615	240,313,100
2005	8,929,913	253,563	236,196,270
2004	7,964,067	227,140	212,777,512

Source: Raleigh Durham Airport Authority Activity Reports

Aircraft operations represents the total number of take-offs and landings passenger & Cargo



Enplaned Passengers by Airline
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
DELTA (NORTHWEST)
SOUTHWEST
AMERICAN
USAIR
UNITED AIRLINES
JETBLUE
CONTINENTAL
AIRTRAN
MIDWAY
CHARTER/OTHER
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013

RALEIGH-DURHAM AIRPORT AUTHORITY
ENPLANED PASSENGERS BY AIRLINE
Last Ten fiscal Years

	2013		2012		2011		2010		2009		2008		2007		2006		2005		2004	
DELTA (NORTHWEST)	1,252,801	27.0%	1,213,745	26.3%	1,068,655	23.4%	992,524	22.0%	1,051,656	22.4%	1,099,792	21.7%	1,100,558	23.1%	1,178,088	25.1%	1,159,475	25.7%	1,125,996	28.2%
SOUTHWEST	1,001,494	21.6%	980,621	21.3%	1,018,029	22.3%	1,012,673	22.4%	1,006,841	21.5%	982,935	19.4%	947,658	19.9%	884,222	18.8%	735,767	16.3%	638,921	16.0%
AMERICAN	792,398	17.1%	796,502	17.3%	835,120	18.3%	977,895	21.6%	1,034,070	22.1%	1,179,470	23.3%	1,139,890	23.9%	1,110,052	23.6%	1,071,109	23.7%	887,862	22.2%
USAIR	702,779	15.2%	740,900	16.1%	652,031	14.3%	623,142	13.8%	685,798	14.6%	732,835	14.5%	739,632	15.5%	749,050	15.9%	755,734	16.7%	792,541	19.8%
UNITED AIRLINES	364,127	7.9%	248,920	5.4%	330,210	7.2%	289,275	6.4%	247,776	5.3%	277,971	5.5%	224,345	4.7%	243,139	5.2%	285,439	6.3%	63,829	1.6%
JETBLUE	227,676	4.9%	234,131	5.1%	210,642	4.6%	152,583	3.4%	141,066	3.0%	139,057	2.7%	83,762	1.8%	-	0.0%	-	0.0%	-	0.0%
CONTINENTAL	139,311	3.0%	243,467	5.3%	295,864	6.5%	306,178	6.8%	311,410	6.6%	339,065	6.7%	323,886	6.8%	290,413	6.2%	284,350	6.3%	276,543	6.9%
AIRTRAN	119,079	2.6%	115,128	2.5%	117,280	2.6%	130,365	2.9%	147,364	3.1%	173,880	3.4%	166,071	3.5%	156,488	3.3%	132,538	2.9%	136,542	3.4%
MIDWAY	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	25,881	0.6%
CHARTER/OTHER	33,619	0.7%	38,071	0.8%	46,946	1.0%	33,687	0.7%	58,717	1.3%	144,989	2.9%	44,996	0.9%	87,470	1.9%	92,387	2.0%	47,388	1.2%
TOTAL	4,633,284		4,611,485		4,574,777		4,518,322		4,684,698		5,069,994		4,770,798		4,698,922		4,516,799		3,995,503	

RALEIGH-DURHAM AIRPORT AUTHORITY
ENPLANED PASSENGERS BY MONTH
Last Ten Fiscal Years

	Avg %	**Monthly Avg**	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004
April	8.33%	**384,006**	394,240	385,934	378,833	386,257	418,666	418,819	392,703	380,756	367,706	316,146
May	8.91%	**410,415**	411,004	415,626	400,240	395,931	449,221	448,600	417,233	433,395	386,862	346,042
June	9.24%	**425,712**	428,277	422,735	421,754	413,735	462,195	476,806	434,149	437,868	389,541	370,063
July	9.29%	**428,083**	414,839	427,336	427,675	429,806	454,330	469,881	425,489	434,254	421,211	376,007
August	8.76%	**403,416**	411,880	391,839	399,923	399,927	422,091	463,413	414,456	408,259	379,669	342,706
September	7.77%	**357,997**	369,095	369,392	365,295	354,093	354,490	391,222	365,120	367,430	346,150	297,683
October	8.85%	**407,785**	406,522	412,907	411,232	403,843	410,727	437,609	414,758	415,225	407,289	357,733
November	8.39%	**386,378**	392,065	389,412	393,364	374,480	364,782	423,622	412,364	398,876	380,453	334,362
December	8.48%	**390,655**	383,896	383,279	391,540	386,585	394,997	408,355	411,925	389,339	392,727	363,908
January	6.84%	**315,210**	323,135	314,555	312,767	309,391	301,606	344,556	344,263	322,342	310,198	269,291
February	6.74%	**310,740**	311,865	313,715	299,202	291,670	298,697	356,028	329,166	309,689	310,045	287,321
March	8.40%	**387,061**	386,466	384,755	372,952	372,604	352,896	431,083	409,172	401,489	424,948	334,241
TOTAL		**4,607,458**	4,633,284	4,611,485	4,574,777	4,518,322	4,684,698	5,069,994	4,770,798	4,698,922	4,516,799	3,995,503
Increase (Decrease) over Prior Period			0.47%	0.80%	1.25%	-3.55%	-7.60%	6.27%	1.53%	4.03%	13.05%	-25.27%

RALEIGH-DURHAM AIRPORT AUTHORITY
LANDED WEIGHTS BY AIRLINE (in 000's)
Last Ten Fiscal Years

	2013		2012		2011		2010		2009	
Airlines										
AIRTRAN	138,728.00	2.4%	145,040.00	2.4%	138,872.00	2.3%	151,096.00	2.6%	180,448.00	2.8%
AMERICAN	919,158.66	15.6%	945,195.49	15.5%	1,015,421.03	16.9%	1,199,345.76	20.2%	1,379,141.10	21.3%
CONTINENTAL	162,017.87	2.7%	270,259.18	4.4%	325,660.65	5.4%	340,284.20	5.7%	373,257.38	5.8%
DELTA (NORTHWEST)	1,503,386.91	25.5%	1,453,246.74	23.8%	1,281,754.58	21.4%	1,161,039.90	19.6%	1,003,810.20	15.5%
FRONTIER	-	0.0%	21,676.26	0.4%	44,847.02	0.7%				
JAZZ AIR	50,752.20	0.9%	60,363.90	1.0%	53,752.30	0.9%	45,646.20	0.8%	53,016.00	0.8%
JETBLUE	256,642.70	4.4%	269,025.40	4.4%	249,735.30	4.2%	190,769.30	3.2%	191,153.00	3.0%
SOUTHWEST	1,239,454.00	21.0%	1,226,814.00	20.1%	1,205,886.00	20.1%	1,237,984.00	20.9%	1,347,980.00	20.8%
UNITED AIRLINES	396,819.39	6.7%	516,571.08	8.5%	484,409.56	8.1%	473,476.75	8.0%	338,950.28	5.2%
USAIR	818,145.79	13.9%	752,766.08	12.3%	716,733.08	12.0%	658,321.50	11.1%	1,089,778.74	16.9%
CHARTER/OTHER	17,455.00	0.3%	24,926.00	0.4%	16,968.50	0.3%	17,939.83	0.3%	18,950.42	0.3%
Cargo										
UPS	132,418.44	2.2%	133,429.52	2.2%	134,900.60	2.3%	131,023.68	2.2%	134,318.30	2.1%
FEDERAL EXPRESS	251,156.00	4.3%	244,371.30	4.0%	250,699.30	4.2%	239,169.60	4.0%	237,093.50	3.7%
OTHERS	8,286.66	0.1%	33,463.32	0.5%	75,258.66	1.3%	79,123.00	1.3%	118,319.30	1.8%
TOTAL	5,894,421.62	100.0%	6,097,148.27	100.0%	5,994,898.58	100.0%	5,925,219.72	100.0%	6,466,216.22	100.0%

	2008		2007		2006		2005		2004	
Airlines										
AIRTRAN	205,139.50	2.9%	198,704.40	3.0%	187,720.00	2.8%	173,347.00	2.5%	178,093.01	2.9%
AMERICAN	1,607,897.87	22.6%	1,523,329.49	22.8%	1,505,417.37	22.7%	1,645,876.05	23.9%	1,582,094.78	25.8%
CONTINENTAL	384,852.43	5.4%	362,923.19	5.4%	344,040.62	5.2%	385,542.22	5.6%	349,358.04	5.7%
DELTA (NORTHWEST)	1,359,023.24	19.1%	1,375,437.80	20.6%	1,516,711.35	22.8%	1,573,666.02	22.8%	1,433,254.90	23.4%
FRONTIER										
JAZZ AIR	56,440.20	0.8%	50,440.00	0.8%	47,199.10	0.7%	50,937.60	0.7%	53,460.82	0.9%
JETBLUE	181,688.29	2.6%	111,472.05	1.7%	-	0.0%	-	0.0%	-	0.0%
SOUTHWEST	1,341,806.00	18.8%	1,252,454.00	18.7%	1,153,776.00	17.4%	961,466.00	14.0%	812,617.99	13.3%
UNITED AIRLINES	500,564.32	7.0%	277,076.37	4.1%	302,447.09	4.6%	326,738.88	4.7%	282,718.87	4.6%
USAIR	916,638.79	12.9%	979,503.06	14.7%	934,136.28	14.1%	1,022,003.89	14.8%	760,329.26	12.4%
CHARTER/OTHER	52,098.00	0.7%	17,555.00	0.3%	76,643.00	1.2%	161,340.60	2.3%	116,885.61	1.9%
Cargo										
UPS	135,892.78	1.9%	137,229.12	2.1%	141,256.62	2.1%	132,010.20	1.9%	213,666.35	3.5%
FEDERAL EXPRESS	248,939.35	3.5%	255,424.55	3.8%	253,415.45	3.8%	234,744.70	3.4%	224,017.81	3.7%
OTHERS	129,820.35	1.8%	139,504.31	2.1%	182,545.56	2.7%	222,102.00	3.2%	122,596.85	2.0%
TOTAL	7,120,801.12	100.0%	6,681,053.34	100.0%	6,645,308.44	100.0%	6,889,775.16	100.0%	6,129,094.29	100.0%

Raleigh-Durham Airport Authority
Capital Assets and Other Airport Information

About the Airport:	Raleigh-Durham International Airport (the Airport or RDU) is owned and operated by the Raleigh-Durham Airport Authority (the Authority). The General Assembly of North Carolina enacted legislation on March 9, 1939 enabling the Cities of Raleigh and Durham, and the Counties of Wake and Durham to jointly establish, operate and maintain an airport and to appoint members to a board to be known as the "Aeronautics Authority for the City of Raleigh, City of Durham, County of Durham and County of Wake". The enabling act further authorized the Aeronautics Authority to "act in an administrative capacity and be vested with the Authority to control, lease, maintain, improve, operate, and regulate the joint airport or landing field." In 1941 , the name of the Aeronautics Authority was changed to the "Raleigh-Durham Airport Authority." Amendments to the Authority's enabling legislation have been enacted from time to time to define and expand the Authority's powers to operate the Airport.
	RDU serves 9.2 million passengers on 7 major airlines and serves 38 international and nonstop destinations with an average of 180 daily flights. In the fiscal year 2012 98% of all passengers at the airport enplaned on domestic flights and 2% enplaned on international flights.
Location:	The Airport is located midway between the cities of Raleigh and Durham, primarily in Wake County, approximately 11 miles southeast of Durham and 11 miles northwest of Raleigh. The Airport encompasses approximately 5,100 acres, of which approximately 2,075 acres are developed.
Terminals:	Passenger terminal facilities at the Airport are located in two separate buildings known as Terminal 1 and Terminal 2. Terminal 1 (previously called Terminal A) includes an area once known as "Terminal B," which was the site of the passenger terminal originally opened in October 1955.
	Terminal 1 was placed in service in January 1982 and consisted of approximately 296,000 square feet of floor space and had provided 23 contact gates served by loading bridges. The Authority has begun a project to renovate and modernize Terminal 1. Construction on this $68 million project is scheduled to be complete in early 2014. Terminal 1 as configured during the construction period currently operates with 5 gates and is home to Southwest Airlines and AirTran. Terminal 1, once renovated, will be home to Southwest Airlines and potentially other carriers and operate with 9 gates.
	Terminal 2 (replacement for Terminal C), is a $573 million state-of-the-art, common use, passenger terminal that opened on October 26, 2008. The second phase of the Terminal, the South Concourse, opened January 23, 2011. The completed Terminal consists of approximately 920,000 square feet, with a total of 36 gates. Terminal 2 currently serves Air Canada, American Airlines, Continental Airlines, Delta Airlines, JetBlue Airways, United Airlines, US Airways and Charter Express.
Runways:	RDU has two primary runways and one secondary runway. Runway One: 5L/23R 10,000' L, 150' W; CAT II (5L), CAT III (23R) Runway Two: 5R/23L 7,500' L, 150' W; CAT I (5R), CAT II (23L) Runway Three: 14/32 3,550' L, 100' W; not equipped to handle most commercial aircraft.
Parking Spaces:	The airports total parking capacity is approximately 20,350 vehicles.

4 - Parking Garages	11,000 spaces approximately
4 - Park & Ride Parking Lots	9,100 spaces approximately
General Aviation Parking Lot	250 spaces approximately

RALEIGH-DURHAM AIRPORT AUTHORITY
GRANT AWARDS HISTORY
Last Ten Fiscal Years

Fiscal Year	PURPOSE OF GRANT Security	Construction	Total
2013	$ 389,704	$ 5,286,908	$ 5,676,612
2012	552,148	594,240	1,146,388
2011	573,561	6,619,348	7,192,909
2010	540,492	11,468,926	12,009,418
2009	688,069	5,627,385	6,315,454
2008	751,336	-	751,336
2007	740,696	2,235,672	2,976,368
2006	723,438	19,774,665	20,498,103
2005	675,532	17,510,647	18,186,179
2004	261,298	10,836,199	11,097,497
Total	$ 5,896,274	$ 79,953,990	$ 85,850,264

Source: Schedule of Expenditures of Federal Awards

Raleigh-Durham Airport Authority
Employee Headcount
Last Ten Fiscal Years

Year Ending	Number of employees
2013	270
2012	273
2011	271
2010	271
2009	273
2008	261
2007	233
2006	236
2005	228
2004	224