Comprehensive Annual Financial Report

Raleigh-Durham Airport Authority

For the Fiscal Years Ended March 31, 2009 and 2008

RDU Raleigh-Durham Airport Authority

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Comprehensive Annual Financial Report

For the fiscal years March 31, 2009 and 2008

Prepared by the Finance Department

2009-2011 Raleigh-Durham Airport Authority Members

Robb Teer, Chairman
City of Durham

Terry Yeargan, Vice Chairman
Wake County

Kim Frazier, Secretary
City of Raleigh

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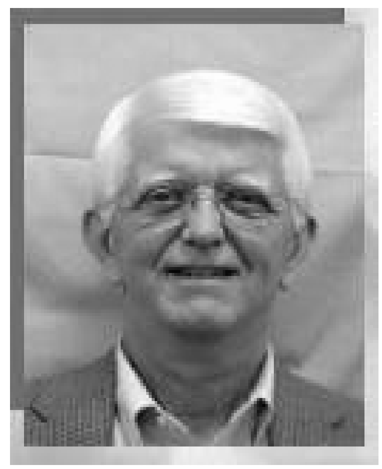

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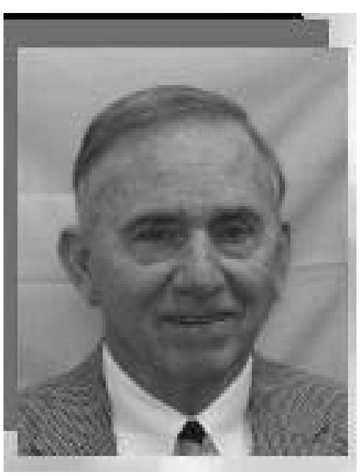

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RALEIGH-DURHAM AIRPORT AUTHORITY

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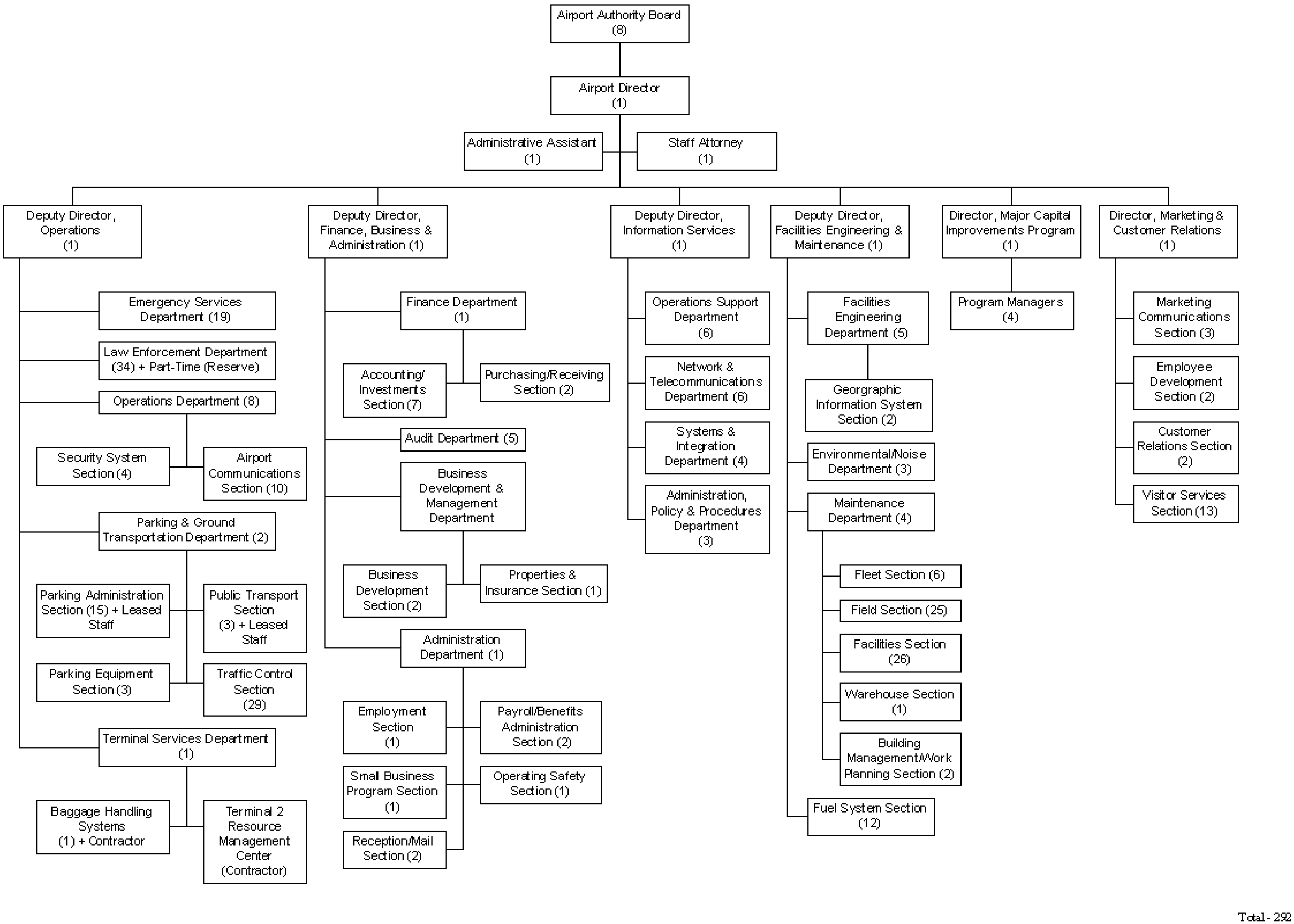

RDU
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July 16th, 2009

To the Board of the Raleigh-Durham Airport Authority,

This, the inaugural Comprehensive Annual Financial Report of the Raleigh-Durham Airport Authority (the "Authority"), is hereby submitted for the fiscal year ended March 31, 2009. 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)

Given this is the first fiscal year the Authority has produced a CAFR, some background is in order. Of the roughly 90,000 governmental entities in existence in the US, approximately 5,000 go beyond the Basic Financial Statements (BFS) required by Government Accounting Standards Board (GASB) 34 and annually produce a CAFR as encouraged and defined by GASB 44. These 5,000 entities generally represent the largest and most sophisticated government sector organizations. The principal differences between the BFS and a CAFR are that a CAFR includes a Letter of Transmittal and a supplementary Statistical Section. The Letter of Transmittal goes beyond the required discussion in the MD&A, the Statistical Section includes information on financial trends, revenue capacity, debt capacity, demographics and economics and operating statistics. A CAFR includes the BFS. In addition, as part of the statistical section, the Authority has elected to present certain Key Performance Indicators (KPI's) as defined and still under development by the Airports Council International (ACI) Finance Committee. Taken collectively, a CAFR provides for a more complete financial and business view of the Authority. CAFR stakeholders include the Board itself, the Authority's four constituent agencies represented by the Board, the public, actual and potential creditor financial institutions, and bondholders.

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. 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. The total of $50,000 is less than one-tenth of one percent of the Authority's annual operating revenue.

Economy

In spite of the very well-diversified Raleigh-Durham Triangle economy – notably healthcare, government, education and high-technology, the Authority has hardly been immune to the global economic travails affecting North Carolina and the Aviation Industry this past year. Operating Revenues and enplaned passenger counts are declined from the previous fiscal year, and in addition the Authority did not achieve its Operating Revenue budget for the period. The Authority took quick action during the course of the year to defer discretionary spending and non-critical hiring, and very nearly offset the revenue shortfall ($3.1 million) in reduced operating expenses. In November 2008, in response to declining revenues, the Authority identified budget spending reductions which totaled $1.4 million and removed this amount from authorized spending accounts. By fiscal year end or March 31, 2009, additional savings of $1.7 million (beyond the $1.4 million) had been realized through staff cost cutting initiatives.

External events in the financial markets dictated the Authority take several actions with respect to its long-term debt arrangements, specifically its 2002 and 2006A-E bonds along with one of the underlying swaps. These events are discussed more fully in the MD&A. In light of continuing economic uncertainties, the Authority has developed an austere budget for fiscal 2009-10. It severely curtailed non-Terminal 2 capital activities, with a flat (slight decline) in projected operating expenses in comparison to the original 2008-09 budget, in spite of the operating spending increases driven by the opening of Terminal 2. The Authority is justly proud of its industry-exceptional AA-/Aa3 bond ratings (Fitch and Moody's respectively) and considers maintaining this rating a top strategic priority.

FY 2008-9 Major Events and Initiatives

Fiscal year 2008-09 saw the long anticipated opening of Phase 1 of Terminal 2 on October 26th, 2008. Carriers operating from Terminal 2 include Air Canada, American, American Eagle, United and Delta (including Northwest subsequent to the merger). Terminal 2 was constructed with a "common use" operational design, an automated baggage handling system, and preferential and unassigned gate management directed by a resource management center. When completed Terminal 2 will accommodate 11.4M passengers annually.

FY 2008-9 Major Events and Initiatives (continued)

FY 2008-09 also saw the Authority engage the services of an outside consultant and devote considerable time and resources to engage its employees more directly in the Authority's continuing mission to be the "best airport in the world known for its uncompromising service". A comprehensive outside employee survey was taken, the results analyzed and discussed at the Board and senior staff levels, and then presented to employees. Noted areas of opportunity included collaboration, communication, cooperation/teamwork, and employee recognition. This is a key focus area for the Authority and specific plans and deliverables have been and continue to be worked coming out of this effort.

January of 2009 saw the arrival of SuperShuttle operations to the Airport. SuperShuttle is a nationally recognized ground transportation provider and a strong addition to the existing ground transportation offerings available to the resident and visitor to the area.

Financial Information

The MD&A summarizes the Authority's Statements of Net Assets, Statement of Revenues, Expenses and Changes in Fund Net Assets, 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.

Internal Control – Internal Audit Department

Prior to FY 07-08 the Authority's general internal audit functions were performed by a single staff member, with separate staff responsible for Parking Revenue cash counts and related procedures. Beginning in mid-year 07-08, these personnel were consolidated, and an experienced CPA was hired to head a full scope department consisting of the Internal Audit Manager and four staff members transferred and hired into the department during 07-08 and 08-09. Currently, the Internal Audit Department reviews the adequacy of controls established to ensure compliance with policies, procedures and Raleigh-Durham Airport Authority's objectives. Annually, the internal 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. The department operates under an annual audit plan currently approved by the Deputy Director - Finance, Business and Administration, and the Airport Director. The Audit Plan includes substantial coverage of the Authority's agreements with concessionaires, airline carriers and other tenant agreements, departmental functions, and key business processes.

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. Subsequent individual expenditures against budget are subject to the Authority's Purchasing Policy, HUB policy, and other process and system controls including transaction signature authority limits.

Risk Management

The Authority's practice is to protect its assets to the greatest degree economically feasible in compliance with all statutory and revenue bond trust indenture requirements. The Authority utilizes an independent insurance brokerage firm in order to achieve this goal in a cost competitive manner. The Authority's exposure to loss has been minimized with the acquisition of a $250 million general liability policy with a $100,000 aggregate deductible. Additionally, real and personal property is insured for $648.7 million with various deductibles depending on the loss category involved. The Authority also imposes various insurance requirements in its dealings and agreements with concessionaires, carriers, other tenants and contractors, and these requirements are communicated and coordinated to and with our insurance broker to further reduce the risk of loss to the Authority.

Subsequent Events

Near the end of fiscal year 08-09, the Board established a new and separate Audit Committee as part of an overall committee restructuring. Three Board members were named to the Committee and specific Authority staff assigned to its support. During fiscal year 09-10 the Audit Committee has met to define its specific role and responsibilities, including review and recommendation of the selection of the external auditor and related contract, external audit oversight, internal audit oversight, enterprise risk management, review of interim (quarterly) financial updates, and support of Staff financial benchmarking and process improvement efforts. A subset of these responsibilities were previously performed by the Law, Finance and Personnel Committee, however the Authority believes this is a significant forward step in corporate governance.

The Authority also received federal and state project grants – one for $4.5M from the American Recovery and Reinvestment Act of 2009 (stimulus funds) and the second from NCDOT for $2.5M, for its LED taxiway/runway lighting project. An additional $1.3M stimulus grant was also awarded in July, bringing the total grant awards to $8.3M. LED lighting offers substantial operational savings over traditional quartz lighting, reducing energy costs by up to 60% and saving on maintenance due to far less frequent lamp replacement. Once completed, RDU will be one of the first airports in the country to use LED lighting on its airfield.

Also, the Authority's Small Emerging Business (SEB) program recently received national recognition when it received AMAC's (Airport Minority Advisory Council) Airport Innovation Award. This loan guarantee program was used to support two small business concessionaires in the first phase of Terminal 2, and additional capability remains for phase 2 opportunities.

Subsequent Events (continued)

The Board, its Audit Committee, the Airport Director, senior staff and financial management continue 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 09-10. A quarterly financial review process commencing with the July 2009 board meeting is now in place. The Authority elected to suspend all merit increases for the fiscal period 2009-10. The Authority is committed to continuing proactive management of the issues brought on by the continuing economic turbulence during the course of fiscal 09-10. Headcount continues to be managed well under the budgeted figure of 292, and out of state travel is restricted solely to revenue-generating activities such as air service development.

For the fourth year in a row, RDU was recognized by the Air Transport Research Society as one of the top three airports in North America for both overall financial operating efficiency and cost competitiveness. For the past three years, RDU has been second only to Atlanta in both categories. This reinforces the Authority's efforts to maintain low operating costs for the airlines that serve the Airport and its success in doing so.

Independent Audit

The Authority's independent auditor, Cherry, Bekaert & Holland, has performed the annual audit as of and for the fiscal period ended March 31, 2009, 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, 2009 and 2008.

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
Deputy Director,
Finance, Business & Administration

Tom D. Barritt
Director of Finance

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Financial Section

Prepared by the Finance Department

CHERRY BEKAERT & HOLLAND
CERTIFIED PUBLIC ACCOUNTANTS & CONSULTANTS

INDEPENDENT AUDITORS' REPORT

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

We have audited the accompanying Statements of Net Assets of the Raleigh-Durham Airport Authority (the "Authority") as of and for the years ended March 31, 2009 and 2008, and the related statements of revenues, expenses and changes in net assets and cash flows for the years then ended which collectively comprise the basic financial statements as listed in the table of contents. These basic financial statements are the responsibility of Authority's management. Our responsibility is to express an opinion on these basic financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of March 31, 2009 and 2008 and the changes in financial position and cash flows for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with Government Auditing Standards, we have also issued our report dated July 8, 2009, 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.

Management's Discussion and Analysis is not a required part of the basic financial statements but is supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit this information and express no opinion thereon.

We did not audit the data included in the transmittal letter and, accordingly, we express no opinion on such data.

CHERRY, BEKAERT & HOLLAND, L.L.P.

Cherry, Bekaert & Holland LLP.

Raleigh, North Carolina
July 8, 2009

Overview

The 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, 2009 and March 31, 2008. 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 Assets, Statements of Revenues, Expenses and Changes in Net Assets, 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 Assets 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 Assets. This statement measures the success of the Authority's operations over the past year and can be used to determine the Authority's overall profitability 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 17 to 37 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.

Background (Continued)

The Airport consists of approximately 5,100 acres, approximately 2,100 of which are developed. The Airport at year end had two active terminals, 1 and 2 with the older Terminal C no longer in service. Terminal 1 consists of approximately 296,000 square feet of floor space, including 22 passenger contact gates. Midway through the current fiscal year, Terminal C consisted of 223,600 square feet and 13 passenger contact gates. This Terminal was closed and soon thereafter demolished with the opening of Terminal 2. Terminal 2 (subsequent to the October 26, 2008 opening of phase 1), consists of approximately 900,000 square feet of floor space, including 19 passenger gates. The Airport has two primary runways and one secondary runway. In the fiscal years ended March 31, 2009 and 2008, 9.4 and 10.1 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 2004-2005, 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 balances increased 1.1% or $.8 million for the fiscal year ending March 31, 2009 vs. the prior year. These PFC balances are restricted for use on FAA approved projects as reimbursement of capital costs or to offset PFC eligible debt service. PFC revenue decreased $4.3 million or 17.9% for FY 2007-2008, relative to the prior year. For FY 2007-2008, PFC revenue increased $3.0 million or 14.5% relative to FY 2006-2007. In addition, a portion of PFCs are irrevocably committed to offset Authority debt service beginning FY 2005-2006. This irrevocable commitment for the fiscal years ending March 31, 2010, 2009, and 2008, is $20,074,167, $13,981,935, and $9,249,487, respectively. Irrevocable commitments to the extent not applied to debt service are carried forward for future application.

Financial Highlights, and Analysis

Net Assets

Current assets decreased 11.2%, or $15.9 million from the prior year due to decreases in cash and cash equivalents and Short-term investments. The primary reason for this decrease was the pay off of the Series 2002 Variable rate bonds in the amount of $22.5 million in August 2008. See **Cash Flows** for a detailed explanation of this decrease.

Non-current assets, consisting of restricted assets, decreased 33.4% or $117.2 million. This decrease was due to the spend down of bond proceeds related to the construction of Terminal 2.

Airport and facilities, net increased $99.1 million primarily due to construction costs related to Terminal 2. A transfer of costs related to the completion of phase 1 of Terminal 2 from construction in process (non-depreciable) to fixed assets (depreciable) occurred as phase 1 of the Terminal 2 project opened to the public on October 26th, 2008.

The combined effect of the above items was to decrease Total Assets for the year by 2.7% or $34.0 million.

Net Assets (Continued)

Current liabilities decreased by $13.4 million or 22.4% primarily due to decreased retainage and construction accounts payables related to the Terminal 2 project ($17.6 million) offset by an increase in current maturities of long-term debt ($4.9 million). Non-current liabilities decreased by $36.5 million or 4.8% due to the reductions in long-term debt related to scheduled principal payments ($15.1 million) and the payoff of the Series 2002 variable rate bonds ($20.7 million).

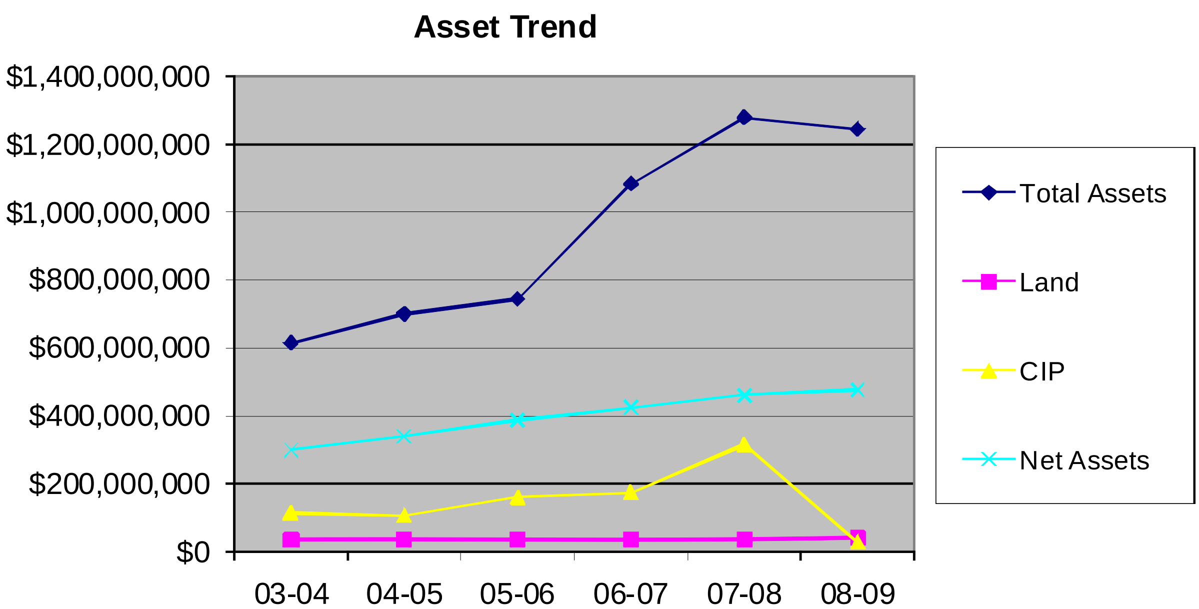
The combined effect of these items was to increase net assets during the fiscal year by $15.9 million or 3.4%. Net assets at March 31, 2009 and March 31, 2008 are presented in the following table:

Condensed Statement of Net Assets

	March 31, 2009	March 31, 2008
Current assets	$ 125,190,123	$ 141,045,993
Airport and facilities, net	886,440,117	787,356,929
Other non-current assets	233,399,073	350,627,296
Total assets	1,245,029,313	1,279,030,218
Current liabilities	46,252,012	59,613,845
Non-current liabilities	721,665,763	758,195,392
Total liabilities	767,917,775	817,809,237
Net assets	$ 477,111,538	$ 461,220,981

The following graph depicts the trend in net assets, airport and facilities, land and construction in progress ("CIP"). Airport and facilities assets include land, construction in progress, and depreciable capital assets, net of accumulated depreciation. Total Assets fell 2.7% or $34 million during the fiscal year. CIP decreased $287.7 million or 91.2% due to the completion of phase 1 of the Terminal 2 project. Net assets increased $15.9 million or 3.4% for the reasons aforementioned.

Net Assets (Continued)



Revenues, Expenses, and Change in Net Assets

For the fiscal year ended March 31, 2009, the Authority experienced a 2.4% decrease, or $2.1 million, in operating revenues due primarily to decreases in parking, airfield, and car revenues compared to the prior year. This drop in revenues was associated with a 7.6% drop in total passenger enplanements for the fiscal year ended March 31, 2009, 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 10% of operating revenues for the fiscal year ended March 31, 2009.

Operating Expenses (excluding depreciation) increased 16.4%, or $5.9 million, for the fiscal year ended March 31, 2009 relative to the prior year. This increase was related primarily due to costs associated with the opening and operation of Terminal 2. Depreciation expense increased 17.1% or $5.7 million during the same period also due to the addition of phase 1, Terminal 2 to depreciation expense ($6.8 million). Thus, total Operating expenses (including depreciation), increased 16.7%, or $11.7 million. The combined effect of the above items was a 74% or $13.8 million decrease in Operating Income relative to the prior period. This decrease in Operating Income was the combined effect of increases in depreciation and operating expense coupled with a slight decrease in Operating revenues.

Non-operating revenues (expenses) decreased $12.9 million or 70.7% due to the following: Investment interest income decreased $2.9 million or 34.6% while PFC revenue also decreased $4.3 million or 17.9%, both for the period ending March 31, 2009 compared to the prior year. In addition, a $4.5 million loss on swap termination was realized in February 09 (Lehman Brothers bankruptcy required a termination of a $150 million Lehman Brothers swap with the Authority, see **NOTE 5 Long-Term Debt**). Finally, bond interest expense decreased $.6 million or 4.2% as overall debt declined.

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

Capital Contributions also increased $5.6 million compared to the prior year due to increased Federal Grant funding during the current period. This was due to the prior year deferral of the Authority's entitlement grant funding being combined with the current year entitlement in the fiscal year ending March 31st, 2009. The Authority PFC program collection level of $4.50 requires a corresponding reduction of 75% in federal entitlement grant revenue. Thus, the increase in Net assets of $15.9 million for the period ending March 31, 2009 represented a decrease of $21.1 million or 57% from the prior year increase. The following table depicts these changes for the fiscal years ended March 31st, 2009 and March 31st, 2008:

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

	March 31, 2009	March 31, 2008
Operating revenues	$ 86,232,190	$ 88,358,763
Operating expenses	42,129,717	36,202,078
Depreciation	39,245,679	33,505,153
Total operating expense	81,375,396	69,707,231
Operating income	4,856,794	18,651,532
Total non-operating revenues(expenses)	5,356,377	18,252,797
Capital contributions	5,677,385	50,000
Increase in net assets	$ 15,890,556	$ 36,954,329

Cash Flows

The Authority's overall liquidity position decreased during the fiscal year with a reduction in unrestricted cash and investments of $16.5 million or 12.2%. This decrease was entirely due to the Authority's pay off of Series 2002 variable rate bonds ($22.5 million) in August 2008. This decrease was offset by positive operating income results of $4.9 million for the fiscal year ended March 31, 2009. Also, restricted cash decreased $117.2 million or 33.4% due to decreases in Terminal 2 bond proceeds ($108.6 million) and related debt service reserve amounts ($9.5 million). Both current PFC cash balances and bond proceeds are restricted for use on the Terminal 2 or related debt service.

Cash used by capital and related financing activities increased $184.5 million during FY 2008-2009. In the preceding year, cash provided by capital and financing activities increased $32.3 million. This resulted in a change of approximately $216.8 million in cash and cash equivalents between the two years presented. The significant cash flows comprising this change began with a $29.9 million increase in the spend down of bond proceeds related to construction of Terminal 2 while $20.8 million of this increase in cash used resulted from the pay off of the Series 2002 bonds. Also, $152 million of this change related to the fact that no cash flow was generated related to financings during FY 2008-2009 while $152 million was financed with the Series 2007 issue in the prior year. Finally, the loss on the

Cash Flows (Continued)

swap termination of $4.5 million and increased capital grant funding of $4.7 million resulted in the remaining changes to capital and related financing activities.

Positive operating results and increased investment activities could not offset the large decrease in bond proceeds due to the partial completion of Terminal 2. Thus, cash and cash equivalents at the end of FY 2008-0009 decreased $125.0 million. For the year ended March 31, 2008, Cash and Cash Equivalents increased $85.1 million during the fiscal year due largely to the issuance of Series 2007 in the amount of $152 million offset primarily by spending of bond proceeds. The following is a summary of the change in cash and cash equivalents for the fiscal years ended March 31, 2009 and March 31, 2008:

	March 31, 2009	March 31, 2008
Net cash provided from:		
Operating activities	$ 44,521,075	$ 41,169,502
Capital and related financing activities	(184,535,146)	32,304,622
Investing activities	14,984,787	11,585,540
Net increase	(125,029,284)	85,059,664
Cash and cash equivalents at beginning of year	401,259,844	316,200,180
Cash and cash equivalents at end of year	$ 276,230,560	$ 401,259,844

During the year, the Authority continued 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). This policy caps the amount of this cash reserve at $35 million. For FY 2008-2009, this cash reserve was maintained at the policy cap of $35 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 bond rating agencies that maintain bond ratings for the Authority.

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 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. 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

Economic Outlook and Capital Development (Continued)

of Terminal A. Therefore, major redevelopment of Terminal A was deferred until some point after the redevelopment and expansion of Terminal C.

Thus, the Authority has turned its attention to a major redevelopment of Terminal C under a preliminary project budget of $350 million in 2003 dollars. With the additional redevelopment of the South Concourse, the project was subsequently revised to $570 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. The Authority's cost per passenger is projected to remain within the target range of 4-6% of average one way fares through 2014.

The Terminal C facility, originally designed to house the American Airlines hub operation, was being reconstructed to support multiple airline operations. The project includes the redevelopment and expansion of the aircraft parking ramp and taxiways at the north end of Terminal C as well as the demolition of that terminal's North Concourse which will make room for an approximately 575-foot extension of the northern concourse that will include additional passenger boarding gates, a new Federal Inspection Service area, and additional support facilities.

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. Pursuant to these hedge agreements, the Authority on June 13, 2006, issued $300,000,000 of variable rate bonds. The bonds will amortize 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 2007-2008, the Authority refunded the Series 2006A-E Bonds in the amount of $300 million on May 2, 2008. These bonds are variable, but underlying swaps convert this obligation to a fixed synthetic rate. 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 has the identical amortization schedule as the Series 2006A-E refunded bonds and are 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, upon issuance, 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.

On September 15, 2008 Lehman Brothers 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.

Economic Outlook and Capital Development (continued)

The remaining $75 million became un-hedged variable debt at that time. In addition, the Authority also offset termination transaction costs and the market premium associated with a failed Debt Service Reserve fund investment agreement with Lehman. As such, these additional offsets reduced the net cash flow to the Authority of the termination of the Lehman swap to $3.1 million. This reserve fund market premium also created a bond arbitrage rebate liability on the Series 2005 bonds of $949,217 which the Authority recorded as a current liability at March 31, 2009.

On October 26, 2008, the Authority opened phase 1 of Terminal 2. The South Concourse or phase 2, is scheduled to open in early 2011. The Terminal 2 Project is currently budgeted at $570 million and remains on budget. The financing for this project was substantially 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. These ratings were affirmed, both with stable outlooks, in conjunction with the 2008A-C refunding in May 2008, where they remain today.

The Authority's enplaned passengers decreased to 4.7 million which represented 7.6% reduction for the fiscal year 2008-2009, relative to the prior period. In the fiscal year ended March 31, 2008, 5.1 million passengers were enplaned at the Airport.

Budget Information for the Fiscal Year Ending March 31, 2010

The Authority, as it typically does, has elected to forecast conservatively, especially with respect to revenue generation for the fiscal year ended March 31, 2010. For comparison purposes, FY 2009-2010 budgeted operating revenues of $87,942,058 were 2.0% or $1.7 million higher than actual FY 2008-2009 operating revenues of $86,232,190. For FY 2009-2010 relative to the prior year budget, total budgeted operating revenue decreased $1.4 million or 1.6% due to decreased estimated: Parking Revenues (down $3.1 million or 7.9%), Rental Car revenues (down $1.2 million or 9.3%), Terminal revenues increase of ($1.6 million or 7.7%), and Landing Fees increase of ($1.2 million or 10.8%). Budgeted non-operating revenue decreased $5.1 million or 17.8% due to decreased Federal and State entitlement Grant revenues ($3.07 million) and PFC revenues of ($1.4 million). However, subsequent to budget approval, the Authority was awarded grants of $4.5 and $1.3 million for airfield LED lighting improvements from the American Recovery and Reinvestment Act of 2009 and $2.5 million from the North Carolina Department of Transportation. Thus, bringing the total of new grant awards to $8.3 million for this LED lighting conversion project.

Budgeted operating expenses (excluding depreciation) decreased $71 thousand, or .2% for the year ended March 31, 2010 relative to the prior year. Inclusive of depreciation, total budgeted operating expenses increased $3.5 million or 4.1% relative to the prior year. Total budgeted non-operating expenses increased $6.0 million or 40% due to a change in the required capitalization of bond interest expense during the construction phase of the financed Terminal 2 project. As the 2007 Bond proceeds have been exhausted, the $7.3 million of capitalized interest expense in the fiscal year ended March 31, 2009, must be fully expensed in the fiscal year ended March 31, 2010.

The combined net effect of these items was to decrease Net Assets $15.95 million or 85.3% with regard to the Authority's FY 2009-2010 budgeted projections vs. the prior year. When the new LED

Budget Information for the Fiscal Year Ending March 31, 2010 (continued)

Lighting project awards are added to the FY 2009-2010 budget, this decrease in Net Assets was effectively $7.6 million or 40.9%

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 ASSETS

March 31, 2009 and 2008

	2009	2008
ASSETS		
Current assets		
Cash and cash equivalents	$ 44,131,037	$ 53,136,206
Short-term investments	73,135,116	82,125,633
Collateral for SEB loan program	1,500,000	-
Accounts receivable for fees and rentals, less allowance for doubtful accounts of $310,404	4,799,164	5,247,036
Grants receivable	950,236	-
Other current assets	674,570	537,118
Total current assets	125,190,123	141,045,993
Restricted assets		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
Passenger Facility Charge Cash and cash equivalents	71,629,167	71,105,870
Passenger Facility Charge Receivable	2,799,550	2,503,658
Aeronautical Facilities Revenue Bonds		
Cash and cash equivalents - Bond Series 2001A, 2007 and 2008	117,963,617	226,545,350
Debt Service Reserve Fund - Bond Series 2001A, 2005, 2007 and 2008	40,786,739	50,252,418
Total restricted assets	233,399,073	350,627,296
Airport and facilities		
Airport and facilities, non depreciable	68,838,385	350,940,066
Airport and facilities depreciable, net	817,601,732	436,416,863
Airport and facilities, net	886,440,117	787,356,929
TOTAL ASSETS	$ 1,245,029,313	$ 1,279,030,218

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF NET ASSETS

March 31, 2009 and 2008

	2009	2008
LIABILITIES AND NET ASSETS		
Current liabilities		
Accounts payable	$ 3,909,285	$ 3,911,469
Arbitrage rebate liability series 2005	949,219	-
Retainage and construction accounts payable	14,877,937	32,461,217
Accrued employee compensation	1,819,993	1,916,972
Accrued bond interest payable	9,550,578	11,006,337
Current maturities of long-term debt		
General Airport Revenue Bonds-Series 2001A	3,505,000	3,320,000
General Airport Revenue Bonds-Series 2001B	3,100,000	3,630,000
General Airport Revenue Bonds-Series 2002A	-	1,800,000
General Airport Revenue Bonds-Series 2005B	3,250,000	1,545,000
General Airport Revenue Bonds-Series 2008A	2,205,000	-
General Airport Revenue Bonds-Series 2008B	1,765,000	-
General Airport Revenue Bonds-Series 2008C	1,320,000	-
Other-Capital leases	-	22,850
Total current liabilities	46,252,012	59,613,845
Long-term debt		
General Airport Revenue Bonds-Series 2001A, B	154,790,000	161,395,000
General Airport Revenue Bonds-Series 2005A, B	117,570,000	120,820,000
General Airport Revenue Bonds-Series 2002A	-	20,700,000
General Airport Revenue Bonds-Series 2006A through E	-	300,000,000
General Airport Revenue Bonds-Series 2007	152,070,000	152,070,000
General Airport Revenue Bonds-Series 2008A through C	294,710,000	-
	719,140,000	754,985,000
Other liabilities		
Debt issue premiums, net	63,263	447,892
Unearned rent credit	2,462,500	2,762,500
	2,525,763	3,210,392
TOTAL LIABILITIES	767,917,775	817,809,237
Net Assets		
Invested in capital assets, net of related debt	310,905,473	298,851,847
Restricted		
State of North Carolina Underground Storage Tank Trust Fund Deductible	220,000	220,000
Passenger Facility Charges	74,428,717	73,609,528
Unrestricted Net assets	91,557,348	88,539,606
TOTAL NET ASSETS	$ 477,111,538	$ 461,220,981

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET ASSETS

Years Ended March 31, 2009 and 2008

	2009	2008
Operating revenues		
Parking	$ 36,572,511	$ 39,500,251
Airfield	10,614,546	11,308,179
General aviation	1,387,739	1,342,211
Terminals	20,459,651	18,845,460
Air cargo	1,989,512	1,959,833
Fuel Farm	927,232	565,893
Rental car	12,788,821	13,628,529
Other	1,492,178	1,208,407
Total operating revenues	86,232,190	88,358,763
Operating expenses		
Airport facilities	15,499,047	12,290,026
Administrative	8,274,367	6,684,641
Fuel farm	932,042	739,965
Law enforcement	3,008,371	2,987,660
Airport maintenance	4,821,408	4,247,141
Parking	2,756,988	2,644,350
Emergency services	1,461,996	1,508,453
Visitor services	611,002	543,024
Communications	814,682	741,821
Operations	1,004,747	919,665
Ground transportation	2,722,685	2,771,980
Terminal services	222,382	123,352
Subtotal	42,129,717	36,202,078
Depreciation	39,245,679	33,505,153
Total operating expenses	81,375,396	69,707,231
Operating income	4,856,794	18,651,532
Non-operating revenues (expenses)		
Investment interest income	5,592,912	8,507,396
Passenger Facility Charges	19,710,529	24,006,372
Net increase in fair value of investments	(40,516)	771,553
Bond interest expense, net	(14,597,370)	(15,239,195)
Loss on swap termination	(4,543,541)	-
Other, net	(765,636)	206,670
Total non-operating revenues (expenses)	5,356,378	18,252,796
Income before capital contributions	10,213,172	36,904,328
Capital contributions	5,677,385	50,000
Increase in net assets	15,890,557	36,954,328
Net Assets, beginning of year	461,220,981	424,266,653
Net Assets, end of year	$ 477,111,538	$ 461,220,981

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

RALEIGH-DURHAM AIRPORT AUTHORITY

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2009 and 2008

	2009	2008
Cash flows from operating activities		
Cash received from operations	$ 85,800,736	$ 87,995,310
Cash paid to employees	(19,277,553)	(16,847,450)
Cash paid to suppliers	(22,002,108)	(29,978,358)
Net cash provided by operating activities	44,521,075	41,169,502
Investing activities		
Purchases of short-term investments	(77,009,484)	(106,768,017)
Proceeds from maturities of short-term investments	86,000,000	109,104,609
Investment gain on valuation account	(40,515)	771,554
Interest on cash deposits	6,034,786	8,477,394
Net cash provided by investing activities	14,984,787	11,585,540
Capital and related financing activities		
Proceeds from issuance of Long-Term Debt		
General Airport Revenue Bonds-Series 2008 A, B and C	300,000,000	-
General Airport Revenue Bonds-Series 2007	-	152,070,000
Payments of Long-Term Debt and Capital Lease Obligations		
General Airport Revenue Bonds-Series 2001 A and B	(6,950,000)	(6,860,000)
General Airport Revenue Bonds-Series 2002	(22,500,000)	(1,700,000)
General Airport Revenue Bonds-Series 2005 A and B	(1,545,000)	(1,490,000)
General Airport Revenue Bonds-Series 2006 A through E	(300,000,000)	-
Capital Lease Obligations	(22,850)	(219,989)
Other capital and financing costs		
Debt issuance costs	(384,629)	4,034,492
Additions to airport and facilities	(155,912,146)	(125,986,812)
Bond interest paid on long-term debt	(16,053,130)	(11,158,855)
Passenger facility charges collected	19,414,637	23,359,116
Loss on swap termination	(4,543,541)	-
Other, net	(765,636)	206,670
Contributed capital	4,727,149	50,000
Net cash provided by/(used in) capital and related financing activities	(184,535,146)	32,304,622
INCREASE/(DECREASE) IN CASH AND CASH EQUIVALENTS	(125,029,284)	85,059,664
Cash and cash equivalents - beginning of year	401,259,844	316,200,180
CASH AND CASH EQUIVALENTS - END OF YEAR	$ 276,230,560	$ 401,259,844
(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, 2009 and 2008

	2009	2008
RECONCILIATION OF OPERATING INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES		
Operating income	$ 4,856,794	$ 18,651,532
Adjustments to reconcile operating income to net cash provided by operating activities		
Depreciation	39,245,679	33,505,153
Changes in operating assets and liabilities		
Accounts receivable	5,998	(146,543)
Other current assets	(137,452)	20,590
Accounts payable	(2,184)	(10,740,682)
Accrued employee compensation	(96,979)	116,952
Unearned Rent Credit	(300,000)	(237,500)
Net cash provided by operating activities	$ 43,571,856	$ 41,169,502
Supplemental Cash Flow Information		
Cash investing, capital and financing activities		
Cash paid for interest	$ 174,451	$ 10,077,637
Capitalized interest paid	$ 16,227,581	$ 21,236,492

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.

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.

Basis of accounting – All assets and all liabilities associated with the operation of the Authority are included on the statement of net assets. As required for periods beginning after June 15, 2000 by Statement 33 of the Government Accounting Standards Board (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 owning 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. As permitted by accounting principles generally accepted in the United States of America, the Authority has elected to apply only applicable FASB statements and interpretations issued before November 30, 1989 in its accounting and reporting practices for its operations.

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.

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 $39,245,679 and $33,505,153 for the fiscal years ended 2009 and 2008, 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.

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

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.

Note 2 – Summary of significant accounting policies (continued)

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.

Debt issue costs – Debt issue costs are amortized over the lives of the related bonds.

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.

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, 2009 and 2008, no air carrier accounted for more than 10% of the Authority's operating revenues.

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

Note 2 – Summary of significant accounting policies (continued)

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 – Certain 2008 amounts have been reclassified in order to conform to 2009 presentation.

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, 2009 and 2008 were $109,214,707 and $89,800,071 respectively. PFC funds of $19,000,906 and $5,281,304 were expended during the fiscal year ended March 31, 2009 and 2008, respectively, on FAA approved uses. In addition, a portion of PFCs are irrevocably committed to offset Authority debt service beginning in the fiscal year 2005-2006. This irrevocable commitment for the fiscal year ending March 31, 2010 is $20,074,167. 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, 2010 and beyond, the Authority will implement several new pronouncements of the Governmental Accounting Standards Board (GASB). These pronouncements are as follows:

GASB Statement No. 51 "Accounting and Financial Reporting for Intangible Assets"
This Statement requires that all intangible assets not specifically excluded by its scope provisions be classified as capital assets. Accordingly, existing authoritative guidance related to the accounting and financial reporting for capital assets should be applied to these intangible assets, as applicable. This Statement also provides authoritative guidance that specifically addresses the nature of these intangible assets. Such guidance should be applied in addition to the existing authoritative guidance for capital assets. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2009 and are not expected to have a material effect on the Authority's financial position or results of operations.

GASB Statement No. 52 "Land and Other Real Estate Held as Investments by Endowments"
This Statement establishes consistent standards for the reporting of land and other real estate held as investments by essentially similar entities. It requires endowments to report their land and other real estate investments at fair value. Governments also are required to report the changes in fair value as investment income and to disclose the methods and significant assumptions employed to determine fair value, and other information that they currently present for other investments reported at fair value. The provisions of this Statement are effective for financial statements for periods beginning after June 15, 2008 and are not expected to have a material effect on the Authority's financial position or results of operations.

Note 2 – Summary of significant accounting policies (continued)

New pronouncements (continued)

GASB Statement No. 53 "Accounting and Financial Reporting for Derivative Instruments" This Statement addresses the recognition, measurement, and disclosure of information regarding derivative instruments entered into by state and local governments. Much of this Statement describes the methods of evaluating effectiveness. A key provision in this Statement is that derivative instruments covered in its scope, with the exception of synthetic guaranteed investment contracts (SGICs) that are fully benefit-responsive, are reported at fair value. For many derivative instruments, historical prices are zero because their terms are developed so that the instruments may be entered into without a payment being received or made. The changes in fair value of derivative instruments that are used for investment purposes or that are reported as investment derivative instruments because of ineffectiveness are reported within the investment revenue classification. Alternatively, the changes in fair value of derivative instruments that are classified as hedging derivative instruments are reported in the statement of net assets as deferrals. The requirements of this Statement are effective for financial statements for periods beginning after June 15, 2009. The Authority is currently evaluating the effect this Statement will have on the Authority's financial position or results of operations.

GASB Statement No. 55 "The Hierarchy of Generally Accepted Accounting Principles for State and Local Governments"

The objective of this Statement is to incorporate the hierarchy of generally accepted accounting principles (GAAP) for state and local governments into the Governmental Accounting Standards Board's (GASB) authoritative literature. The requirements in this Statement will improve financial reporting by contributing to the GASB's efforts to codify all GAAP for state and local governments so that they derive from a single source. The Board concluded that the GAAP hierarchy should reside in the accounting literature established by the GASB and is issuing this Statement to accomplish that objective. This Statement will make it easier for preparers of state and local government financial statements to identify and apply all relevant guidance. The Authority does not expect that this Statement will result in a change in current practice. The requirements in this Statement are effective upon its issuance.

GASB Statement No. 56 "Codification of Accounting and Financial Reporting Guidance Contained in the AICPA Statements on Auditing Standards"

The objective of this Statement is to incorporate into the Governmental Accounting Standards Board's (GASB) authoritative literature certain accounting and financial reporting guidance presented in the American Institute of Certified Public Accountants' Statements on Auditing Standards. This Statement addresses three issues not included in the authoritative literature that establishes *accounting* principles—related party transactions, going concern considerations, and subsequent events. The presentation of principles used in the *preparation* of financial statements is more appropriately included in accounting and financial reporting standards rather than in the auditing literature. The requirements in this Statement are effective upon its issuance.

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 policy regarding custodial credit risk for deposits.

At March 31, 2009, the Authority's deposits had a carrying amount of $100,763,972 and a statement balance of $103,497,408. Of this bank balance, $7,288,259 was covered by federal depository insurance while the balance of $96,209,149 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, 2008, the Authority's deposits had a carrying amount of $108,138,800 and a statement balance of $120,552,096. Of this bank balance, $3,438,250 was covered by federal depository insurance while the balance of $117,113,846 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, 2009 and 2008, the Authority’s petty cash funds totaled $55,644.

Investments – At March 31, 2009, 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	95,379,338	-	24,776,647	70,602,691
Commercial Paper	-	-	-	-
NC Capital Management Trust-Cash Portfolio	153,035,264	N/A	N/A	N/A
Total:	$ 256,552,402	$ -	$ 24,776,647	$ 78,740,491

Note 3 – Deposits and investments (continued)

At March 31, 2008, 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	$ 19,530,719	$ -	$ -	$ 19,530,719
US Government Agencies	104,214,353	11,870,206	1,000,000	91,344,147
Commercial Paper	8,153,308	8,153,308	-	-
NC Capital Management Trust-Cash Portfolio	242,706,895	N/A	N/A	N/A
Total:	$ 374,605,275	$ 20,023,514	$ 1,000,000	$ 110,874,866

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. As of March 31, 2009 and 2008, the Authority's investments in commercial paper were rated P1 by Standard & Poor's, F1 by Fitch Ratings, and A1 by Moody's Investors Service. 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, 2009 and 2008. The Authority's vestments in US Agencies are rated AAA by Standard & Poor's and Aaa by Moody's Investors Service.

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-guaranteed federal agencies; certain high quality issues of commercial paper and bankers' 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 limit on the amount that the Authority may invest in any one issuer. More than 40% of the Authority's investments are in repurchase agreements, and government agencies. At March 31, 2009, the Authority's investments consisted of 10% in Federal Home Loan Bank securities, 6% in Federal Home Loan Mortgage Corporation securities, 2% in Federal Farm Credit Bank securities, 20% in Federal National Mortgage Association securities, 3% in a Morgan Stanley repurchase agreement, and 59% in NCCMT. Of this 59% invested in the NCCMT, 89% represents Authority bond proceeds. At March 31, 2008, the Authority's investments consisted of 13% in Federal Home Loan Bank securities, 5% in Federal Home Loan Mortgage Corporation securities, 3% in Federal Farm Credit Bank securities, 2% in Coral commercial paper, 7% in Federal National

Note 3 – Deposits and investments (continued)

Mortgage Association securities, 6% in a Morgan Stanley repurchase agreement, and 65% in NCCMT. Of this 65% invested in the NCCMT, 93% represents Authority bond proceeds.

Note 4 – Airport and facilities, net

Changes in airport and facilities are as follows for the year ended March 31, 2009:

	March 31, 2008	Additions	Deletions	Transfers	March 31, 2009
Capital assets not being depreciated					
Land	$ 35,546,221	$ -	$ -	$ 5,647,162	$ 41,193,383
Construction in progress	315,393,845	138,328,867	-	(426,077,710)	27,645,002
Total capital assets not being depreciated	350,940,066	138,328,867	-	(420,430,548)	68,838,385
Other capital assets					
Landing field and grounds	516,776,328	-	-	5,668,330	522,444,658
Terminal buildings	94,895,079	-	-	409,242,829	504,137,908
Other buildings	158,364,779	-	-	1,253,669	159,618,448
Utilities	4,115,389	-	-	-	4,115,389
Equipment	18,968,242	-	-	4,265,720	23,233,962
Total other capital assets	793,119,817	-	-	420,430,548	1,213,550,365
Total airport and facilities	1,144,059,883	138,328,867	-	-	1,282,388,750
Accumulated depreciation					
Landing field and grounds	(240,375,763)	(17,419,633)	-	-	(257,795,396)
Terminal buildings	(59,137,630)	(11,862,939)	-	-	(71,000,569)
Other buildings	(39,615,640)	(8,036,750)	-	-	(47,652,390)
Utilities	(3,595,165)	(74,485)	-	-	(3,669,650)
Equipment	(13,978,756)	(1,851,872)	-	-	(15,830,628)
Total accumulated depreciation	(356,702,954)	(39,245,679)	-	-	(395,948,633)
Airport and facilities, net	$787,356,929	$ 99,083,188	$ -	$ -	$886,440,117

Note 4 – Airport and facilities, net (continued)

Changes in airport and facilities are as follows for the year ended March 31, 2008:

	March 31, 2007	Additions	Deletions	Transfers	March 31, 2008
Capital assets not being depreciated					
Land	$ 35,546,221	$ -	$ -	$ -	$ 35,546,221
Construction in progress	174,144,772	148,806,088	-	(7,557,015)	315,393,845
Total capital assets not being depreciated	209,690,993	148,806,088	-	(7,557,015)	350,940,066
Other capital assets					
Landing field and grounds	516,302,808	-	-	473,520	516,776,328
Terminal buildings	93,545,922	-	-	1,349,157	94,895,079
Other buildings	153,403,494	-	-	4,961,285	158,364,779
Utilities	4,115,389	-	-	-	4,115,389
Equipment	18,347,805	-	(152,616)	773,053	18,968,242
Total other capital assets	785,715,418	-	(152,616)	7,557,015	793,119,817
Total airport and facilities	995,406,411	148,806,088	(152,616)	-	1,144,059,883
Accumulated depreciation					
Landing field and grounds	(222,190,683)	(18,185,080)	-	-	(240,375,763)
Terminal buildings	(53,653,095)	(5,484,535)	-	-	(59,137,630)
Other buildings	(31,697,161)	(7,918,479)	-	-	(39,615,640)
Utilities	(3,500,957)	(94,208)	-	-	(3,595,165)
Equipment	(12,308,523)	(1,822,849)	152,616	-	(13,978,756)
Total accumulated depreciation	(323,350,419)	(33,505,151)	152,616	-	(356,702,954)
Airport and facilities, net	$ 672,055,992	$ 115,300,937	$ -	$ -	$ 787,356,929

During March 31, 2009 and 2008, interest costs of approximately $20,379,794 and $21,236,000, net of interest earned of approximately $4,152,213 and $12,177,000, 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, 2009 consist of the following:

	March 31, 2008	Principal Repayments	New Debt	March 31, 2009
Amounts due to trustee				
Series 2001A 4.00 – 5.50% General Airport Revenue Bonds, maturing in varying installments beginning in 2005 to 2031	$ 148,000,000	$ 3,320,000	$ -	$ 144,680,000
Series 2001B 4.00 – 4.375% General Airport Revenue Bonds, maturing in varying installments beginning in 2002 to 2015	20,345,000	3,630,000	-	16,715,000
Series 2002A Adjustable Rate Airport Revenue Bonds, maturing in varying installments beginning in 2003 to 2018	22,500,000	22,500,000	-	-
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	82,560,000	1,545,000	-	81,015,000
Series 2006A-E 4.50% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036	300,000,000	300,000,000	-	-
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	152,070,000	-	-	152,070,000
Series 2008ABC 4.72% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036 (Refunded 2006 Bonds)	-	-	300,000,000	300,000,000
Total bond obligations	765,280,000	330,995,000	300,000,000	734,285,000
Less current maturities	10,295,000	-	-	15,145,000
	$ 754,985,000	$ 330,995,000	$ 300,000,000	$ 719,140,000

Note 5 – Long-term debt (continued)

Changes of long-term debt for the year ended March 31, 2008 consist of the following:

	March 31, 2007	Principal Repayments	New Debt	March 31, 2008
Amounts due to trustee				
Series 2001A 4.00 – 5.50% General Airport Revenue Bonds, maturing in varying installments beginning in 2005 to 2031	$ 151,150,000	$ 3,150,000	$ -	$ 148,000,000
Series 2001B 4.00 – 4.375% General Airport Revenue Bonds, maturing in varying installments beginning in 2002 to 2015	24,055,000	3,710,000	-	20,345,000
Series 2002A Adjustable Rate Airport Revenue Bonds, maturing in varying installments beginning in 2003	24,200,000	1,700,000	-	22,500,000
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	84,050,000	1,490,000	-	82,560,000
Series 2006A-E 4.50% General Airport Revenue Bonds, maturing in varying installments beginning 2009 to 2036	300,000,000	-	-	300,000,000
Series 2007 4.750% General Airport Revenue Bonds, maturing in varying installments beginning 2011 to 2037	-	-	152,070,000	152,070,000
Total bond obligations	623,260,000	10,050,000	152,070,000	765,280,000
Less current maturities	10,050,000	-	-	10,295,000
	$ 613,210,000	$ 10,050,000	$ 152,070,000	$ 754,985,000

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 2001A	General Airport Revenue Bond Series 2001B	General Airport Revenue Bond Series 2005A	General Airport Revenue Bond Series 2005B	General Airport Revenue Bond Series 2007	General Airport Revenue Bond Series 2008 ABC	Interest
2010	3,505,000	3,100,000	-	3,250,000		5,290,000	33,804,025
2011	3,645,000	3,220,000	-	3,415,000		5,545,000	33,126,699
2012	3,790,000	3,350,000	-	3,585,000	2,755,000	5,810,000	32,356,236
2013	3,980,000	3,495,000	-	3,760,000	2,885,000	6,090,000	31,434,173
2014	4,190,000	2,435,000		3,950,000	3,035,000	6,385,000	30,449,872
2015-2019	24,485,000	1,115,000	-	22,945,000	17,670,000	36,835,000	137,454,076
2020-2024	31,525,000	-	12,405,000	16,995,000	22,680,000	46,600,000	109,253,441
2025-2029	40,255,000	-	18,580,000	18,795,000	29,070,000	58,955,000	73,975,037
2030-2034	29,305,000	-	8,820,000	4,320,000	37,060,000	74,570,000	32,635,137
2035-2038	-	-	-	-	36,915,000	53,920,000	4,674,187
	$144,680,000	$16,715,000	$39,805,000	$81,015,000	$152,070,000	$300,000,000	$519,162,883

For the table above, interest was calculated for the un-hedged or non swapped $75 million portion of the Series 2008 bonds using an estimated rate of 4.00% for their remaining terms.

On February 27, 2001, the Authority issued the $156,975,000 Airport Revenue Bonds Series 2001A under the Master Trust Indenture. The Bonds 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 the Series 2001 Reserve Fund and certain other funds and accounts. The proceeds are being 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 issued the $47,570,000 Airport Revenue Refunding Bonds Series 2001B under the Master Trust Indenture. The Bonds 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 the Series 2001 Reserve Fund and certain other funds and accounts. The proceeds are being used to refund the Public Parking Revenue Bonds.

On May 1, 2002, American prepaid and retired the 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. In June 2002, the Authority entered into an agreement with American to purchase American's remaining interest in Terminal C and the associated facilities for $30,000,000, financed by the Series 2002 Issue.

Note 5 – Long-term debt (continued)

On June 13, 2002, the Authority issued the $30,000,000 Adjustable Rate Airport Revenue Bonds Series 2002A under the Master Trust Indenture. The Bonds 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, investments earnings, and certain other funds and accounts. The proceeds are to be 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. The variable interest rate for the Bonds is set weekly and at March 31, 2008 was 2.81%. The entire outstanding principal balance of Series 2002A, or $22,500,000 was paid off with Authority funds on August 12, 2008.

On December 18, 2002, the Authority issued the $35,000,000 Bond Anticipation Notes (BAN) Series 2002B under the Master Trust Indenture. The Note is an obligation of the Authority, secured by and payable from the Net Revenues of the Authority, and the proceeds from the Authority's next General Airport Revenue Bond Issue, which had been anticipated to be issued in 2003. The 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.

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. This Note is an obligation of the Authority, secured by and payable from the Net Revenues of the Authority, and the proceeds from the Authority's 2005 General Airport Revenue Bond Issue. The proceeds are to be 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. This Series 2003 BAN was paid off on March 16, 2005 with the issuance of the Series 2005A&B bonds.

On March 1, 2005, the Authority issued the $39,805,000 Airport Revenue Bond Series 2005A under the Master Trust Indenture. The Bonds are obligations of the Authority, secured by and payable from the Net Revenues of the Airport System and, under certain circumstances, the proceeds of the Bonds, investment earnings, amounts set aside in the Series 2005 Reserve Fund and certain other funds and accounts. The proceeds are being used for the construction, redevelopment, and expansion of Terminal C.

On March 1, 2005, the Authority issued the $85,490,000 Airport Revenue Bond Series 2005B under the Master Trust Indenture. The Bonds are obligations of the Authority, secured by and payable from the Net Revenues of the Airport System and, under certain circumstances, the proceeds of the Bonds, investments earnings, amounts set aside in the Series 2005 Reserve Fund and certain other funds and accounts. The proceeds are being used for the construction, redevelopment, and expansion of Terminal C, including the redevelopment of the north ramp general aviation area, an Authority Operations Center, and the relocation of Taxiway D and ramp expansion.

Note 5 – Long-term debt (continued)

On May 4, 2005 the Authority executed two interest rate swap agreements in anticipation of the issuance of $300 million of Series 2006 Bonds. The effective date of the swaps was June 15, 2006 and the termination date of the swaps is 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 is $300,000,000 and the terms of the swaps are substantially similar. Under the swaps, the Authority will pay the swap providers a fixed rate of 4.27% based on the notional amount of the swaps and the swap providers will 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. On the effective date of the swaps the BMA rate was 3.88%. 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 will amortize with the 2006 Bonds. The Authority continues to pay interest to the bondholders at the variable rate provided by the bonds.

If the floating receipts from the counterparties are equal to the interest due on the hedged 2006 bonds, the Authority’s effective interest rate would be 4.27% - the fixed swap rate. The Authority will be exposed to additional interest expense payments if the variable interest rate on the Bonds exceeds BMA plus 5 basis points. The derivative contract uses the International Swap Dealers Association Master Agreement, which includes standard termination events, such as failure to pay and bankruptcy. Termination could result in the Authority being required to make an unanticipated termination payment.

On May 31, 2007, the Authority finalized financing of the Terminal C Redevelopment and Expansion Project with the Series 2007 $152 million fixed rate financing. These Bonds are obligations of the Authority, secured by and payable from the Net Revenues of the Airport System and, under certain circumstances, the proceeds of the Bonds, investment earnings, amounts set aside in the Series 2007 Reserve Fund and certain other funds and accounts. These proceeds were used for the construction, redevelopment, and expansion of Terminal C.

On May 2, 2008, the Authority refunded the Series 2006A-E Bonds in the amount of $300 million. These bonds are variable, but underlying swaps convert this obligation to a fixed synthetic rate. 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 have the identical amortization schedule as the Series 2006A-E refunded bonds and are 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 and there was no gain or loss on the refunding. The trading problems associated with the ratings downgrade of the previous bond insurer were resolved.

On August 12, 2008 the entire outstanding principal balance of Series 2002A, or $22,500,000 was paid off with Authority funds. Due to a bond insurer downgrade in March 2008, these bonds could no longer be remarketed at historic levels in relation to its tax exempt trading index, or SIFMA. As a result, these bonds were retired.

On September 15, 2008 Lehman Brothers filed for bankruptcy and consequently defaulted on its $150 million swap agreement with the Authority. At this time, the Authority began exploring the possibility of terminating the interest rate swap it had entered into with Lehman. On February 9, the Airport Authority

Note 5 – Long-term debt (continued)

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. The remaining $75 million became un-hedged variable debt at that time. In addition, the Authority also offset termination transaction costs and the market premium associated with a failed Debt Service Reserve fund investment agreement with Lehman. As such, these additional offsets reduced the net cash flow to the Authority of the Lehman swap termination to $3.1 million.

At March 31, 2009, the Authority's swaps had the following negative fair values:

Counterparty	Swap Amount	Negative fair value
Citigroup, Inc	$150,000,000	$20,628,719
Barclays Capital	50,000,000	5,893,475
Morgan Keegan	25,000,000	2,910,022

Fair value was established by the counterparty using mark to market valuations.

The Authority's bonds are subject to federal arbitrage regulations, and are reviewed for potential for 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 currently no arbitrage liability exists or payments are required on any of its bond transactions.

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. At March 31, 2009, the Series 2005 bonds had an arbitrage liability of $949,219.

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, 2009 with this 25% transfer is 202%. The debt service coverage ratio at March 31, 2009 without this 25% transfer is calculated as follows:

Net revenues	$ 50,644,604
Annual debt service	28,642,849
Calculated debt service coverage ratio without transfer	177%

Note 6 – Leases

The Authority leases land, buildings and terminal space with a cost of approximately $522 million and a carrying value of approximately $442 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 39% and 38% of airport operating revenues for fiscal years ended March 31, 2009 and 2008, 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, 2009 and 2008, contingent rentals comprised $17.8 and $19.1 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
2010	$ 8,546,000
2011	8,237,000
2012	8,380,000
2013	8,052,000
2014	7,544,000
	$ 40,759,000

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 six percent 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 4.88% and 4.86% 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, 2009, 2008 and 2007 were $1,678,340, $1,474,901 and $1,292,663 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, 2009 were $129,580, which consisted of $77,946 from the Authority, and $51,634 from the law enforcement officers. Contributions for the year ended March 31, 2008 were $123,382, which consisted of $77,823 from the Authority, and $45,559 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, 2009, the Separation Allowance's membership consisted of:

Retirees receiving benefits	2
Terminated plan members entitled to but not yet receiving benefits	1
Active plan members	28
Total	31

A separate 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.

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, 2008, the date of the last actuarial valuation:

Retirees receiving benefits	23
Active plan members	274
Total	297

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 5.87% of annual covered payroll. For the current year, the Authority contributed $75,375 (retiree claims paid less premiums received) or .52% of annual covered payroll. The Authority provides health care coverage through a minimum premium plan. The Authority's required contributions for employees and retirees is the actual expense incurred. Contributions (premiums) made by employees and retirees were 2.89% and .11% 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.

Other Post-Employment Benefits (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 $5,000. 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:

Annual required contribution	$854,455
Interest on net OPEB obligation	-
Adjustment to annual required contribution	-
Annual OPEB cost	854,455
Contributions made	-
Increase in net OPEB obligation	854,455
Net OPEB obligation beginning of the year	-
Net OPEB obligation end of the year	$854,455

The Authority's annual OPEB cost, the percentage of annual OPEB cost contributed to the Plan and the net OPEB obligation for 2009 were as follows:

For Year Ended March	Annual OPEB Cost	Percentage of Annual OPEB Cost Contributed	Net OPEB Obligation
2009	$ 854,455	0%	$ 854,455

Other Post-Employment Benefits (continued)

Funded Status and Funding Progress:
As of December 31, 2008, 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 $6,078,786. The covered payroll (annual payroll of active employees covered by the Plan) was $14,562,473, and the ratio of the UAAL to the covered payroll was 41.7%. 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, 2008 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 10.5 to 5.00 percent annually. Both rates included a 3.75 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, 2008, 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.

Construction commitments – At March 31, 2009 and 2008, the Authority has contractual commitments for Authority expansion programs of approximately $125 million and $240 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.

Contingent liabilities (continued)

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. Additional support is also available for Terminal 2 phase 2 opportunities in early 2011. The Authority has capped the amount available for this program at $1.5 million.

Note 9 – Subsequent Events

Subsequent to March 31, 2009, the Authority received federal and state project grants – one for $4.5M from the American Recovery and Reinvestment Act of 2009 (stimulus funds) and the second from NCDOT for $2.5M, for its LED taxiway/runway lighting project. An additional $1.3M stimulus grant was also awarded in July, bringing the total grant awards to $8.3M. LED lighting offers substantial operational savings over traditional quartz lighting, reducing energy costs by up to 60% and saving on maintenance due to far less frequent lamp replacement. Once completed, RDU will be one of the first airports in the country to use LED lighting on its airfield.

CHERRY
BEKAERT&
HOLLAND
CERTIFIED PUBLIC
ACCOUNTANTS &
CONSULTANTS

INDEPENDENT AUDITORS' REPORT ON SUPPLEMENTAL INFORMATION

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

Our audits were conducted for the purpose of forming opinions on the basic financial statements as of and for the years ended March 31, 2009 and 2008 taken as a whole. The following supplemental information as listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements of the Authority. Such information has been subjected to the auditing procedures applied in our audits of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

We did not audit the statistical section of this report and, accordingly, we express no opinion on such data.

CHERRY, BEKAERT & HOLLAND, L.L.P.

Cherry, Bekaert & Holland LLP.

Raleigh, North Carolina
July 8, 2009

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING REVENUES AND EXPENSES

COMPARED WITH BUDGET

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Operating revenues			
Parking	$ 36,572,511	$ 38,000,000	96.2%
Airfield	10,614,546	11,542,933	92.0%
General aviation	1,387,739	1,369,764	101.3%
Terminals	20,459,651	21,426,753	95.5%
Air cargo	1,989,512	1,941,484	102.5%
Fuel Farm	927,232	1,042,900	88.9%
Rental car	12,788,821	12,697,468	100.7%
Other	1,492,178	1,329,694	112.2%
Total operating revenues	86,232,190	89,350,996	96.5%
Operating expenses			
Complex expenses	15,499,047	17,012,356	91.1%
Department expenses	26,630,670	26,760,294	99.5%
Reserved Budget (see note 1)	-	1,450,573	-
Subtotal	42,129,717	45,223,223	93.2%
Depreciation Expense	39,245,679	38,905,740	100.9%
Total operating expenses	81,375,396	84,128,963	96.7%
NET OPERATING INCOME	$ 4,856,794	$ 5,222,033	93.0%

Note 1-This line item represents $1,450,573 of budgeted expenses removed from the FY 08/09 Operating Expense budget (on 11-20-08 by the Authority), and effectively removed this amount from authorized spending accounts.

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

PARKING REVENUES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Parking revenues			
Parking fees	$ 36,575,258	$ 38,000,000	96.3%
Contra revenue	(2,747)	-	N/A
TOTAL PARKING REVENUES	$ 36,572,511	$ 38,000,000	96.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
AIRFIELD REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Landing fees			
Commercial/Commuter airlines			
Air Wisconsin	$ 314,982	$ 348,042	90.5%
Airtran Airways	286,840	325,827	88.0%
American Airlines	1,282,014	1,617,446	79.3%
American Eagle	862,354	966,149	89.3%
Atlantic Southeast/Delta Connection	31,482	5,646	557.6%
Chatauqua Airlines/USAirways Express	41,391	28,023	147.7%
Chatauqua Airlines/Delta Connection	31,347	53,287	58.8%
Chatauqua Airlines/American Connection	39,866	-	N/A
Chatauqua Airlines/Continental	74,096	42,412	174.7%
Chatauqua Airlines/Continental Express	98,744	-	N/A
Chatauqua Airlines/United Express	1,297	-	N/A
Comair/Delta Connection	397,209	319,276	124.4%
Continental Airlines	263,980	312,568	84.5%
Continental Express	156,509	260,329	60.1%
Delta Airlines	929,649	989,357	94.0%
Express Jet	35,600	97,827	36.4%
Freedom Airlins/Mesa	49,247	206,015	23.9%
Jazz Air LP	84,274	85,490	98.6%
Jetblue Airways	303,857	283,763	107.1%
Mesa Airlines/USAirways Express	12,151	20,526	59.2%
Mesa Airlines/United Express	104,910	225,294	46.6%
Midwest Connect/Skyway	22,124	-	N/A
Northwest Airlines	418,825	446,580	93.8%
Piedmont Aviation/USAirways Express	4,785	5,370	89.1%
Pinnacle/Delta	1,908	-	N/A
Pinnacle/Northwest	127,906	120,476	106.2%
PSA Airlines/USAirways Express	53,996	64,938	83.2%
Republic/USAirways	94,160	62,533	150.6%
Skywest	-	75,073	-
Shuttle America	56,552	82,368	68.7%
Southwest Airlines	2,142,750	2,143,836	99.9%
Trans State Airlines/American Connection	8,049	24,237	33.2%
Trans State Airlines/USAirways Express	85,244	-	N/A
United Airlines	340,436	309,595	110.0%
USAirways	710,455	785,644	90.4%
Non-Scheduled Carriers	470	19,289	2.4%
Charter Express	29,654	-	N/A
Total Commercial/Commuter airlines	9,499,113	10,327,216	92.0%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

AIRFIELD REVENUES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Cargo carriers			
Airbourne Express/ABX Air	$ 75,471	$ 73,218	103.1%
Air Now	6,918	6,805	101.7%
Air Transport International/BAX Global	100,189	105,960	94.6%
Federal Express	377,734	395,024	95.6%
Martinaire/DHL	4,652	-	N/A
United Parcel Service	213,512	211,482	101.0%
USA Jet	-	7,268	-
Total Cargo carriers	778,476	799,757	97.3%
Total landing fees	10,277,589	11,126,973	92.4%
Other			
Fuel flowage fees	323,971	409,000	79.2%
Other airfield revenues	12,986	6,960	186.6%
Total other	336,957	415,960	81.0%
TOTAL AIRFIELD REVENUES	$ 10,614,546	$ 11,542,933	92.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
GENERAL AVIATION REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
General Aviation-General			
Fixed space rents			
Bellefonte, Inc.	$ 15,663	$ 15,663	100.0%
Bellsouth	30,300	30,776	98.5%
Civil Air Patrol	1,140	1,020	111.8%
Jetcraft	8,676	8,180	106.1%
Lichtin Corp.	8,676	8,180	106.1%
Martin Marietta	8,676	8,180	106.1%
NC DOT Aviation	236,930	236,930	100.0%
Piedmont Hawthorne	213,074	213,074	100.0%
PK Enterprises	8,676	8,180	106.1%
Progress Energy	21,515	21,523	100.0%
SAS Institute, Inc.	30,586	30,586	100.0%
Southern Jet	600,429	598,028	100.4%
Telecommunication Services	11,171	5,580	200.2%
Total Fixed space rents	1,195,512	1,185,900	100.8%
Percentage rents			
Piedmont Hawthorne-Catering	10,851	10,000	108.5%
Southern Jet-Catering	3,104	4,500	69.0%
Sharp Detail	2,266	-	N/A
Immaculate Flight	1,737	-	N/A
Total Percentage rents	17,958	14,500	123.8%
Total General Aviation-General	1,213,470	1,200,400	101.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
GENERAL AVIATION REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
General Aviation-Terminal			
Fixed space rents			
Delta Airport Consultants	$ 18,454	$ 18,454	100.0%
Jetcraft	39,359	40,506	97.2%
JQ Enterprises/Crosswinds Café	4,443	3,295	134.8%
Telecommunication Services	7,933	10,500	75.6%
Total Fixed space rents	70,189	72,755	96.5%
Percentage rents			
JQ Enterprises/Crosswinds Café	9,358	9,000	104.0%
CLS Management	18,610	24,000	77.5%
Hertz Corporation	52,671	50,460	104.4%
Employee Parking	20,366	11,149	182.7%
Total Percentage rents	101,005	94,609	106.8%
Total General Aviation-Terminal	171,194	167,364	102.3%
Charter Security Screening	3,075	2,000	153.8%
TOTAL GENERAL AVIATION REVENUES	$ 1,387,739	$ 1,369,764	101.3%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Fixed space rents			
AirTran Airways	$ 347,825	$ 376,973	92.3%
Air Wisconsin	52,700	35,983	146.5%
Continental Airlines	850,439	888,678	95.7%
Delta Airlines	856,223	679,709	126.0%
Express Jet	160,272	347,345	46.1%
Jetblue Airways	345,725	373,176	92.6%
Jetstar	-	1,200	-
Northwest Airlines	544,026	595,154	91.4%
Southwest Airlines	1,385,374	1,472,759	94.1%
US Airways	1,333,350	1,444,261	92.3%
Aeronautical Radio	600	600	100.0%
Anton Airfood	85,801	56,501	151.9%
Corner Café	5,442	-	N/A
DAL Global Services	1,200	1,200	100.0%
Sandhills Delivery Service	11,533	-	N/A
Globe Airport Security	9,242	8,470	109.1%
Iskcon	175	-	N/A
Kellee Communications Group	6,908	6,908	100.0%
Lee Airport Concessions	-	10,820	-
Passur Aerospace	101	-	N/A
State Employee's Credit Union	5,773	6,000	96.2%
Paradies Shops	18,916	18,916	100.0%
Hudson News Group/RDU Air Ventures	4,118	7,260	56.7%
RDU Currency Exchange	-	15,600	-
Superior Shine	3,750	-	N/A
Transportation Security Administration	95,835	95,835	100.0%
Wachovia	601	-	N/A
RDU Taxi	8,767	5,465	160.4%
Skytanking USA	-	37,200	-
Super Shuttle	5,752	-	N/A
Wham Aviation	1,200	1,200	100.0%
Total fixed space rents	6,141,648	6,487,213	94.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Percentage rents			
Anton's Airfood:			
AJ Tavern/Greenleaf's	$ 346,917	$ 344,400	100.7%
Carolina Varsity Bar	321,075	397,600	80.8%
Food Court 1:			
Godfather's	28,957	40,300	71.9%
Popeye's Chicken	106,991	109,900	97.4%
Food Court 2:			
A&W All American Food	62,932	73,900	85.2%
Golden Corral	14,778	54,200	27.3%
Fresh Attractions Kiosk	26,256	20,500	128.1%
Wolfgang Puck	17,545	16,700	105.1%
Cinnabon	69,859	-	N/A
Crosswinds Town Square	11,478	-	N/A
Great American Bagel	65,569	23,600	277.8%
Starbucks - A3	118,735	128,900	92.1%
Freshens	45,429	33,600	135.2%
Borders, Inc.	109,294	136,000	80.4%
Checkpoint Mailers	1,176	2,100	56.0%
Classic Food Services	18,125	18,500	98.0%
CLS Management	2,169	22,500	9.6%
Interspace Airport Advertising	496,375	475,000	104.5%
J.Q. Enterprises			
The Corner Café	18,150	22,400	81.0%
J.Q. Snacks	5,942	10,100	58.8%
Majestic Terminal Services	13,901	13,300	104.5%
Network Communications	5,745	4,400	130.6%
Airport Network-CNN	10,378	18,000	57.7%
Smarte Carte	8,874	9,600	92.4%
Superior Shine	5,984	9,500	63.0%
Telephones - Kellee Communications	19,621	34,600	56.7%
Travelex Currency	48,010	-	N/A
Universal Parking Resources	1,907	2,700	70.6%
XpressSpa	23,421	32,700	71.6%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

TERMINAL REVENUES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal 1 Complex			
Percentage rents			
The Paradies Shops:			
A Southern Season	$ 51,773	$ 58,700	88.2%
ACC Shop	33,718	57,000	59.2%
Brighton Shops	82,400	98,000	84.1%
Brooks Brothers	36,527	61,000	59.9%
PGA Tour Shop	23,033	34,800	66.2%
RDU Press Plus	590,368	635,200	92.9%
The Book Cellar	28,959	34,000	85.2%
24-Hour Flower	2,149	2,400	89.5%
Total percentage rents	2,874,520	3,036,100	94.7%
Miscellaneous rents			
Janitorial	240,043	270,000	88.9%
Telecommunication Services	13,893	885	1569.8%
Miscellaneous	1,525	-	N/A
Total miscellaneous rents	255,461	270,885	94.3%
Total Terminal 1 Complex revenues	9,271,629	9,794,198	94.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal C Complex			
Fixed space rents			
American Airlines	$ 1,820,050	$ 1,596,088	114.0%
American Eagle Airlines	81,345	68,918	118.0%
Charter Express	1,038	1,851	56.1%
Fleet Delivery Service	-	3,683	-
Iskcon	175	-	N/A
Jazz Air LP	7,354	6,230	118.0%
Lee Airport Concessions	9,824	9,353	105.0%
Mesa	19,419	16,453	118.0%
Midwest Connect/Skyway	6,096	5,164	118.0%
State Employees' Credit Union - ATM	3,727	3,240	115.0%
Transportation Security Administration	50,693	46,928	108.0%
United Airlines	377,823	358,144	105.5%
XpressSpa	-	1,188	-
Total fixed space rents	2,377,544	2,117,240	112.3%
Terminal C Complex			
Percentage rents			
24-Hour Flower	$ 963	$ 616	156.3%
Anton's Airfood:			
Cyber Café	110,796	97,800	113.3%
Jersey Mike's	36,797	36,900	99.7%
Pinehurst Microbrewery	92,898	75,800	122.6%
Maui Taco	28,384	31,100	91.3%
A&W C-20	46,090	43,400	106.2%
Great American Bagel	60,928	93,000	65.5%
Airport Network (CNN)	3,403	1,772	192.0%
Classic Food Services	4,084	2,939	139.0%
Cash Plaace	1,251	1,455	86.0%
Interspace Airport Advertising	174,032	113,400	153.5%
RDU Air Ventures:			
Hudson Books & News	174,247	134,015	130.0%
RDU Currency Exchange	9,474	40,662	23.3%
Smarte Carte	2,582	6,299	41.0%
Travelex	2,571	-	N/A

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal C Complex			
Percentage rents			
The Paradies Shops:			
ACC Shop	$ 27,940	$ 30,600	91.3%
A Southern Season	60,630	57,800	104.9%
Telephones - Kellee Communications	5,649	6,372	88.7%
Checkpoint Mailers	94	285	33.0%
XpressSpa	36,448	20,898	174.4%
Sky Chefs	295,399	288,485	102.4%
Total percentage rents	1,174,660	1,083,598	108.4%
Miscellaneous rents			
FIS international passenger deplaning fee	312,360	445,500	70.1%
Janitorial Revenues	197,300	105,649	186.8%
Telecommunication Services	2,922	5,547	52.7%
Miscellaneous	75	-	N/A
Total miscellaneous rents	512,657	556,696	92.1%
Total Terminal C Complex revenues	4,064,861	3,757,534	108.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

		Actual		Budget	Percent of Budget
Terminal 2 Complex					
Fixed space rents					
American Airlines	$	1,670,914	$	1,286,775	129.9%
American Eagle Airlines		167,766		118,603	141.5%
Charter Express		15,865		2,095	757.3%
Delta Airlines		1,018,639		711,560	143.2%
Jazz Air LP		15,708		23,308	67.4%
Mesa		29,222		28,536	102.4%
United Airlines		480,420		394,401	121.8%
Airport Management Services		3,867		3,640	106.2%
Borders Books		-		1,047	-
Host International		9,307		24,441	38.1%
JQ Enterprises		4,875		4,586	106.3%
Skytanking		2,568		-	N/A
SSP America		4,613		4,927	93.6%
State Employees Credit Union		2,500		2,760	90.6%
Superior Shine		1,250		-	N/A
The Paradies Shops		4,615		4,343	106.3%
Transportation Security Administration		24,242		24,875	97.5%
XpressSpa		2,602		379	686.5%
Total fixed space rents		3,458,973		2,636,276	131.2%
Terminal 2 Complex					
Percentage rents					
24 Hour Flower	$	332	$	524	63.4%
2nd Edition Book Sellers		5,792		5,600	103.4%
ABM/Onesource		54,951		-	N/A
Airport Channel		-		1,510	-
Airport Management Services, LLC					
AeroMart		50,159		44,700	112.2%
Anders Natural Soaps		2,671		12,200	21.9%
Shaw News		43,255		68,100	63.5%
Borders		65,561		93,600	70.0%
Checkpoint Mailers		111		-	N/A
Classic Food Services		2,921		2,503	116.7%
Clear Channel-Interspace Airport Advertising		101,182		253,000	40.0%
EJE Retail		14,438		50,200	28.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Host International, Inc.			
42nd Street Oyster Bar	$ 85,282	$ 173,800	49.1%
Brookwoods Farms	41,092	33,000	124.5%
California Pizza Kitchen	34,241	40,100	85.4%
Carolina Ale House	90,091	98,200	91.7%
Catering	36	-	N/A
Gordon Biersch	27,723	63,700	43.5%
Starbucks	50,257	75,400	66.7%
Vintage Wine Bar	-	43,000	-
JQ Enterprises, Inc.			
A&W All American Food/KFC Express	23,368	38,200	61.2%
Bruegger's Bagels	41,819	35,800	116.8%
RDU Currency Exchange	16,433	31,050	52.9%
Skychefs	176,778	245,746	71.9%
Smarte Carte	4,798	-	N/A
SSP America			
Camden Food Company	52,704	56,200	93.8%
Panoplis	22,323	51,100	43.7%
Techshowcase	22,170	55,000	40.3%
The Paradies Shops			
OTC Drugs and More	32,918	30,600	107.6%
Taxco Sterling	30,240	44,000	68.7%
University Kids	6,080	10,700	56.8%
University Market	82,095	56,400	145.6%
XpressSpa	4,807	16,912	28.4%
Zoom Systems			
Apple i-Pod	3,836	-	N/A
Rosetta Stone	2,505	-	N/A
Total percentage rents	1,192,969	1,730,845	68.9%
Miscellaneous rents			
FIS international passenger deplaning fee	302,925	379,500	79.8%
Janitorial Revenues	-	179,994	-
Gate Usage Fees	205,250	-	N/A
Telecommunication Services	34,316	4,725	726.3%
Terminal Equipment M&O	-	900,000	-
Total miscellaneous rents	542,491	1,464,219	37.0%
Total Terminal 2 Complex revenues	5,194,433	5,831,340	89.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
TERMINAL REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal Security			
Security- Checkpoint/Space- Terminals A & C	$ 1,608,651	$ 1,728,800	93.1%
Security-L/E Cost Recovery - Terminals A & C	106,404	106,217	100.2%
Total Terminal Security	1,715,055	1,835,017	93.5%
Terminal Miscellaneous			
Traffic Ordinance Violations	37,181	-	N/A
Colonial Pipeline	15,960	15,960	100.0%
Skychefs M&O	36,480	-	N/A
U.S. Postal Service	22,543	22,543	100.0%
Wireless:WIFI license fee	53,509	26,161	204.5%
Wireless:DAS fees	48,000	144,000	33.3%
Total Terminal Miscellaneous	213,673	208,664	102.4%
TOTAL TERMINAL REVENUES	$ 20,459,651	$ 21,426,753	95.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
AIR CARGO REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
North Cargo Complex			
Fixed space rents			
ABX Air, Inc.	$ 116,645	$ 116,645	100.0%
Emery Worldwide	178,558	178,558	100.0%
Federal Express	322,088	322,088	100.0%
United Parcel Service	235,761	235,761	100.0%
Worldwide Flight Services	101,744	101,744	100.0%
Total North Cargo Complex revenues	954,796	954,796	100.0%
South Cargo Complex			
Fixed space rents			
ABX Air, Inc.	1,476	1,610	91.7%
Air Escort, Inc	7,142	9,567	74.7%
American Airlines	406,526	372,812	109.0%
Anton Airfood	89,018	83,025	107.2%
ASM Aviation Services	923	-	N/A
BAX Global	63,194	62,333	101.4%
Cingular Wireless	27,881	27,881	100.0%
Delta Airlines	84,599	85,516	98.9%
EJE Retail	12,369	-	N/A
Elite Line Services	57,949	57,949	100.0%
Jet Logistics, Inc.	21,310	21,310	100.0%
Paradies	57,064	57,064	100.0%
Quantem Aviation	143,140	143,140	100.0%
RDU Taxi	-	4,442	-
Southwest Airlines	56,749	56,749	100.0%
Swissport CFE, Inc.	277	1,200	23.1%
Telecommunications Services	4,675	2,090	223.7%
USO of North Carolina	424	-	N/A
Total South Cargo Complex revenues	1,034,716	986,688	104.9%
TOTAL AIR CARGO REVENUES	$ 1,989,512	$ 1,941,484	102.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
FUEL FARM REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Fuel Farm			
License Fee - Worldwide	$ 1,200	$ 1,200	100.0%
License Fee - Jetstar	-	1,200	-
License Fee - Skytanking	100	-	N/A
Jet A Fuel Thru Put	922,774	1,040,000	88.7%
Glycol Thru Put	745	500	149.0%
Mo Gas Thru Put	916	-	N/A
Diesel Fuel Thru Put	1,497	-	N/A
TOTAL FUEL FARM REVENUES	$ 927,232	$ 1,042,900	88.9%

RALEIGH-DURHAM AIRPORT AUTHORITY
REVENUES COMPARED WITH BUDGET
RENTAL CAR REVENUES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Fixed space rents			
Alamo Rent-A-Car	$ 47,881	$ 48,131	99.5%
Avis Rent-A-Car	112,509	112,509	100.0%
Budget Rent-A-Car	64,947	64,947	100.0%
Dollar Rent-A-Car	38,545	38,546	100.0%
Enterprise Car Rental	38,240	38,240	100.0%
The Hertz Corporation	162,633	164,635	98.8%
National Car Rental	84,188	84,939	99.1%
Thrifty Rent-A-Car	25,520	25,521	100.0%
Total fixed space rents	574,463	577,468	99.5%
Percentage rents			
Alamo Rent-A-Car	813,818	915,000	88.9%
Avis Rent-A-Car	2,385,680	2,472,000	96.5%
Budget Rent-A-Car	1,330,608	1,275,000	104.4%
Dollar Rent-A-Car	856,100	842,000	101.7%
Enterprise Car Rental	1,303,760	1,194,000	109.2%
The Hertz Corporation	3,390,601	3,627,000	93.5%
National Car Rental	1,508,264	1,448,000	104.2%
Thrifty Rent-A-Car	625,527	347,000	180.3%
Total percentage rents	12,214,358	12,120,000	100.8%
TOTAL RENTAL CAR REVENUES	$ 12,788,821	$ 12,697,468	100.7%

RALEIGH-DURHAM AIRPORT AUTHORITY

REVENUES COMPARED WITH BUDGET

OTHER REVENUES

Year Ended March 31, 2009

	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 rents	75,019	75,019	100.0%
Percentage rents			
Sheetz	156,660	160,370	97.7%
Off airport - Pre-flight parking	310,175	192,000	161.5%
I-40 Park and Fly	16,717	25,000	66.9%
Airport Fast Park	36,210	-	N/A
Total percentage rents	519,762	377,370	137.7%
Other miscellaneous rents			
ID badges	53,486	34,435	155.3%
Authority Building Conference Rooms	5,930	4,000	148.3%
FAA	3,840	-	N/A
Fingerprinting	36,608	23,565	155.3%
Skytanking	37,712	-	N/A
UNC Hospitals	7,168	7,168	100.0%
AVI Fees	232,193	300,000	77.4%
RDU Taxi Concession Fees	65,559	94,835	69.1%
Employee parking lot	443,910	409,000	108.5%
Super Shuttle	1,050	-	N/A
Telecommunication Services	4,977	4,302	115.7%
Miscellaneous	4,964	-	N/A
Total miscellaneous rents	897,397	877,305	102.3%
TOTAL OTHER REVENUES	$ 1,492,178	$ 1,329,694	112.2%

RALEIGH-DURHAM AIRPORT AUTHORITY

COMPARATIVE SUMMARIES OF OPERATING EXPENSES BY COST CENTER

Years Ended March 31, 2009 and 2008

	Amount		Percent of Total Operating Expenses	
	2009	2008	2009	2008
Operating expenses				
Airport facilities	$ 15,499,047	$ 12,290,026	19.0%	17.6%
Administrative	8,274,367	6,684,641	10.2%	9.6%
Visitor services	611,002	543,024	0.8%	0.8%
Fuel Farm	932,042	739,965	1.1%	1.1%
Airport maintenance	4,821,408	4,247,141	5.9%	6.1%
Law enforcement	3,008,371	2,987,660	3.7%	4.3%
Emergency services	1,461,996	1,508,453	1.8%	2.2%
Operations	1,004,747	919,665	1.2%	1.3%
Communications	814,682	741,821	1.0%	1.1%
Parking	2,756,988	2,644,350	3.4%	3.8%
Grounds transportation division	2,722,685	2,771,980	3.3%	4.0%
Terminal services	222,382	123,352	0.3%	0.2%
Depreciation	39,245,679	33,505,153	48.3%	48.1%
Total operating expenses	$ 81,375,396	$ 69,707,231	100.0%	100.0%

RALEIGH-DURHAM AIRPORT AUTHORITY

SUMMARY OF OPERATING EXPENSES BY COST CENTER

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Operating expenses (excluding depreciation)			
Airport facilities	$ 15,499,047	$ 17,012,356	91.1%
Administrative	8,274,367	8,205,277	100.8%
Visitor services	611,002	617,576	98.9%
Fuel Farm	932,042	951,499	98.0%
Airport maintenance	4,821,408	4,640,813	103.9%
Law enforcement	3,008,371	3,096,892	97.1%
Emergency services	1,461,996	1,510,979	96.8%
Operations	1,004,747	1,002,660	100.2%
Communications	814,682	766,176	106.3%
Parking	2,756,988	2,753,816	100.1%
Ground transportation	2,722,685	2,983,026	91.3%
Terminal Services	222,382	231,580	96.0%
Reserved Budget (see note 1)	-	1,450,573	-
Total operating expenses (excluding depreciation)	42,129,717	45,223,223	93.2%
Depreciation			
Airport facilities	27,605,224	26,897,808	102.6%
Administrative	805,569	639,351	126.0%
Law enforcement	37,889	26,825	141.2%
Airport maintenance	226,261	241,721	93.6%
Parking	10,209,365	10,745,768	95.0%
Emergency services	215,811	216,398	99.7%
Communications	107,566	104,933	102.5%
Operations	37,994	32,936	115.4%
Total depreciation	39,245,679	38,905,740	100.9%
TOTAL OPERATING EXPENSES	$ 81,375,396	$ 84,128,963	96.7%

Note 1-This line item represents $1,450,573 of budgeted expenses removed from the FY 08/09 Operating Expense budget (on 11-20-08 by the Authority), and effectively removed this amount from authorized spending accounts.

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Airport facilities			
Airfield complex			
Contracted services	$ 158,030	$ 154,500	102.3%
Contracted Services - Leased Employees	465,693	470,000	99.1%
Electricity	197,502	125,450	157.4%
Natural Gas	5,107	4,700	108.7%
Telecommunications	11,712	12,855	91.1%
Fuel - vehicles and equipment	4,220	4,500	93.8%
Supplies	107,537	103,350	104.1%
Liability Insurance	146,168	165,500	88.3%
Repairs and maintenance			
Equipment	27,647	59,128	46.8%
General	7,832	7,839	99.9%
HVAC	87,983	76,560	114.9%
Total airfield complex	1,219,431	1,184,382	103.0%
Terminal A complex			
Contracted Services-BHS &PBB	299,924	273,300	109.7%
Electricity	936,574	1,062,955	88.1%
Fuel - natural gas	205,219	189,000	108.6%
Telecommunications	11,437	15,180	75.3%
Fuel - vehicles and equipment	53	600	8.8%
Supplies	140,715	155,000	90.8%
Liability Insurance	89,023	100,800	88.3%
Insurance claim	2,596	10,800	24.0%
Repairs and maintenance/buildings and grounds			
Public address and music system rental	-	1,700	-
Elevators/escalators	179,001	178,500	100.3%
Equipment	14,444	25,100	57.5%
General	133,626	150,000	89.1%
HVAC	87,213	96,800	90.1%
Janitorial	1,430,262	1,429,700	100.0%
Permit administration	120	3,050	3.9%
Total Terminal A complex	3,530,207	3,692,485	95.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal C complex			
Contracted Services-Ramp Tower	$ 709,652	$ 709,500	100.0%
Contracted Services-BHS &PBB	718,979	1,110,300	64.8%
Electricity	1,009,857	1,374,652	73.5%
Fuel - natural gas	26,958	13,000	207.4%
Telecommunications	5,895	15,835	37.2%
Cable Television	6,182	-	N/A
Supplies	151,869	90,000	168.7%
Liability Insurance	318,024	360,100	88.3%
Insurance claim	2,596	10,800	24.0%
Repairs and maintenance			
Elevators/escalators	42,133	55,350	76.1%
Equipment	1,064	1,500	70.9%
General	16,638	65,000	25.6%
HVAC	19,821	36,250	54.7%
Janitorial	1,356,288	1,361,150	99.6%
Permit administration	30	1,800	1.7%
Total Terminal C complex	4,385,986	5,205,237	84.3%
Central Energy Plant			
Electricity	445,576	502,018	88.8%
Fuel - natural gas	363,065	326,800	111.1%
Telecommunications	612	1,335	45.8%
Fuel - vehicles and equipment	13,245	15,000	88.3%
Supplies	1,807	2,000	90.4%
Liability Insurance	22,075	25,000	88.3%
Repairs and maintenance			
Equipment	1,022	1,200	85.2%
General	45,920	46,400	99.0%
HVAC	31,968	31,960	100.0%
Janitorial	10,253	12,600	81.4%
Permit administration	-	350	-
Total Central Energy Plant complex	935,543	964,663	97.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Cargo complex			
North Cargo			
Electricity	$ 24,045	$ 26,050	92.3%
Telecommunications	-	2,030	-
Supplies	343	500	68.6%
Liability Insurance	15,283	17,300	88.3%
Insurance claim	692	2,880	24.0%
Repairs and maintenance			
General	-	400	-
Total North Cargo	40,363	49,160	82.1%
South Cargo 1 & 2			
Electricity	8,460	7,150	118.3%
Fuel-Natural Gas	31,022	34,500	89.9%
Telecommunications	2,278	4,115	55.4%
Supplies	195	500	39.0%
Liability Insurance	11,128	12,600	88.3%
Insurance Claim	260	1,080	24.1%
Repairs and maintenance			
Equipment	2,352	2,400	98.0%
General	-	500	-
HVAC	217	500	43.4%
Total South Cargo 1 & 2	55,912	63,345	88.3%
South Cargo 3			
Electricity	54,188	53,700	100.9%
Telecommunications	612	1,575	38.9%
Supplies	729	1,000	72.9%
Insurance	17,752	20,100	88.3%
Insurance Claim	404	1,680	24.0%
Repairs and maintenance			
Elevators/Escalators	1,560	1,570	99.4%
Equipment	291	1,000	29.1%
General	2,783	2,850	97.6%
HVAC	8,660	8,773	98.7%
Janitorial	3,639	6,000	60.7%
Permit Administration	-	300	-
Total South Cargo 3	90,618	98,548	92.0%
Total Cargo complex	186,893	211,053	88.6%

EXPENSES COMPARED WITH BUDGET

AIRPORT FACILITIES OPERATING EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Fuel Farm complex			
Contracted Services-Other	$ -	$ 5,000	-
Electricity	70,755	70,150	100.9%
Fuel-Natural Gas	6,675	14,000	47.7%
Telecommunications	4,201	5,605	75.0%
Fuel - vehicles and equipment	-	200	-
Supplies	5,062	10,000	50.6%
Insurance	19,522	22,100	88.3%
Repairs and maintenance			
Equipment	-	500	-
General	15,518	12,800	121.2%
HVAC	273	1,000	27.3%
Janitorial	16,807	17,500	96.0%
Permit Administration	-	300	-
Total Fuel Farm complex	138,813	159,155	87.2%
General Aviation complex			
General Aviation-General			
Electricity	12,204	8,150	149.7%
Telecommunications	-	490	-
Supplies	283	500	56.6%
Liability Insurance	10,947	12,400	88.3%
Insurance claim	808	3,360	24.0%
Repairs and maintenance			
Elevators/Escalators	1,560	1,570	99.4%
General	1,078	7,500	14.4%
HVAC	-	3,250	-
Janitorial	2,432	3,750	64.9%
Permit Administration	-	250	-
Total General Aviation-General	29,312	41,220	71.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
General Aviation-Terminal			
Contracted services-Building Manager	$ 158,773	$ 177,700	89.3%
Contracted services	1,800	1,800	100.0%
Electricity	44,220	61,430	72.0%
Fuel - Natural Gas	40,113	50,000	80.2%
Telecommunications	2,540	4,290	59.2%
Fuel - vehicle and equipment	-	100	-
Small Equipment	-	2,600	-
Supplies	1,243	3,150	39.5%
Liability Insurance	9,623	10,900	88.3%
Insurance claim	548	2,280	24.0%
Repairs and maintenance			
Elevators/escalators	2,280	2,300	99.1%
Equipment	587	1,000	58.7%
General	17,751	20,950	84.7%
HVAC	2,040	3,150	64.8%
Janitorial	44,511	50,000	89.0%
Permit administration	-	250	-
Total General Aviation-Terminal	326,029	391,900	83.2%
Total General Aviation complex	355,341	433,120	82.0%
Rental Car complex			
Electricity	3,413	2,550	133.8%
Telecommunications	-	490	-
Liability Insurance	15,367	17,400	88.3%
Insurance claim	375	1,560	24.0%
Total Rental Car complex	19,155	22,000	87.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Office & Other Buildings complex			
Electricity	$ 221,628	$ 236,575	93.7%
Fuel - natural gas	93,506	120,500	77.6%
Telecommunications	74,209	125,190	59.3%
Fuel - vehicle and equipment	2,106	2,285	92.2%
Supplies	14,564	17,950	81.1%
Liability Insurance	59,710	67,600	88.3%
Insurance claim	519	2,160	24.0%
Repairs and maintenance			
Elevators/escalators	6,840	8,570	79.8%
Equipment	1,600	3,550	45.1%
General	71,858	90,208	79.7%
HVAC	27,533	35,410	77.8%
Janitorial	230,578	232,990	99.0%
Waste disposal	122,934	150,000	82.0%
Permit administration	90	800	11.3%
Total Office & Other complex	927,675	1,093,788	84.8%
Utilities complex			
Electricity	6,038	6,000	100.6%
Water and sewer	678,964	775,000	87.6%
Telecommunications	-	5,870	
Supplies	7,502	15,000	50.0%
Liability Insurance	1,325	1,500	88.3%
Repairs and maintenance			
General	41,704	45,000	92.7%
Water system	-	1,000	-
	10	20	50.0%
Total Utilities complex	735,543	849,390	86.6%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT FACILITIES OPERATING EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Parking complex			
Electricity	$ 833,409	$ 842,190	99.0%
Telecommunications	70,990	68,230	104.0%
Fuel - Vehicles & Equipment	1,762	1,767	99.7%
Supplies	65,396	70,000	93.4%
Liability Insurance	229,892	260,300	88.3%
Insurance claim	5,192	21,600	24.0%
Repairs and maintenance			
Elevators/Escalators	111,574	98,490	113.3%
Equipment	258	2,200	11.7%
General	191,512	196,615	97.4%
HVAC	1,113	1,500	74.2%
Janitorial	111,467	111,600	99.9%
Permit administration	200	4,000	5.0%
Total Parking complex	1,622,765	1,678,492	96.7%
Ground Transportation complex			
Taxi Operation			
Telecommunications	612	2,145	28.5%
Supplies	719	1,000	71.9%
Liability Insurance	975	1,100	88.6%
Repairs and maintenance			
Equipment	-	200	-
Janitorial	29,346	31,975	91.8%
Total Taxi Operation	31,652	36,420	86.9%
Ground Transportation Other			
Contracted services-landscaping	1,125,085	1,165,900	96.5%
Other contracted Services	153,057	155,000	
Electricity	20,879	21,300	98.0%
Telecommunications	-	490	-
Supplies	16,944	16,000	105.9%
Repairs and maintenance			
Equipment	20,600	24,250	84.9%
General	-	450	-
Snow Removal	73,478	98,781	74.4%
Total Ground Transportation	1,410,043	1,482,171	95.1%
Total Ground Transportation Complex	1,441,695	1,518,591	94.9%
TOTAL AIRPORT FACILITIES	$ 15,499,047	$ 17,012,356	91.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Administrative			
Airport Director's Office			
Salaries	$ 991,869	$ 980,855	101.1%
Health insurance	58,418	74,836	78.1%
Retirement	91,536	84,054	108.9%
Social security	60,466	55,027	109.9%
Professional/Education	69,930	71,800	97.4%
Unemployment compensation	3,191	3,200	99.7%
Advertising	190	200	95.0%
Legal fees	229,650	120,000	191.4%
Printing	39	50	78.0%
Copiers	1,509	1,450	104.1%
Telecommunications	276	-	N/A
Promotional	956	1,000	95.6%
Supplies	1,083	1,500	72.2%
Liability Insurance	103,595	117,300	88.3%
Travel	27,474	25,400	108.2%
Postage	484	700	69.1%
Total Airport Director's Office	1,640,666	1,537,372	106.7%
Customer Service and Organizational Support			
Salaries	592,057	612,517	96.7%
Health insurance	52,798	51,302	102.9%
Retirement	52,217	53,735	97.2%
Social security	42,537	43,423	98.0%
Professional/Education	7,379	7,000	105.4%
Tuition assistance	14,375	14,400	99.8%
Printing	21,125	22,700	93.1%
Contracted services	71,889	74,200	96.9%
Copiers	1,509	1,700	88.8%
Software	795	2,100	37.9%
Promotional	48,371	60,000	80.6%
Small Equipment	120	2,600	4.6%
Supplies	18,536	2,400	772.3%
Travel	1,540	4,600	33.5%
Postage	157	250	62.8%
Total Customer Service and Organ. Support	925,405	952,927	97.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Administration			
Salaries	$ 501,317	$ 480,924	104.2%
Health insurance	51,516	50,890	101.2%
Retirement	44,189	39,593	111.6%
Social security	35,258	35,164	100.3%
Physical Examinations	228	300	76.0%
Professional/Education	17,222	12,856	134.0%
Employee assistance program	5,014	9,000	55.7%
Advertising	10,310	13,578	75.9%
Legal fees	70,755	85,000	83.2%
Printing	2,959	5,941	49.8%
Contracted services	96,712	84,633	114.3%
Copiers	1,958	2,200	89.0%
Telecommunications	-	47,168	-
Software	46,809	13,991	334.6%
Promotional	14,024	1,700	824.9%
Supplies	1,488	2,000	74.4%
Travel	5,286	5,490	96.3%
Postage	2,390	1,500	159.3%
Total Administration	907,435	891,928	101.7%
Business Development			
Salaries	244,579	242,452	100.9%
Health insurance	19,407	19,273	100.7%
Retirement	19,246	18,597	103.5%
Social security	17,440	17,749	98.3%
Professional/education	1,601	1,685	95.0%
Advertising	-	500	-
Legal fees	27,678	25,000	110.7%
Contracted Services	17,349	-	N/A
Copying	1,958	2,200	89.0%
Supplies	11,700	1,150	1017.4%
Travel	2,239	2,300	97.3%
Postage	811	900	90.1%
Total Business Development	364,008	331,806	109.7%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Audit			
Salaries	$ 267,184	$ 288,907	92.5%
Health insurance	38,479	34,750	110.7%
Retirement	22,121	21,989	100.6%
Social security	20,146	21,221	94.9%
Professional/Education	5,977	6,565	91.0%
Printing	155	163	95.0%
Copiers	2,031	2,200	92.3%
Small equipment	6,768	6,768	100.0%
Supplies	1,083	1,095	98.9%
Postage	137	100	137.0%
Total Audit	364,081	383,758	94.9%
Finance			
Salaries	618,846	606,955	102.0%
Health insurance	58,072	67,460	86.1%
Retirement	50,583	49,340	102.5%
Social security	44,203	43,458	101.7%
Professional/Education	4,439	6,080	73.0%
Audit	40,000	40,000	100.0%
Oracle ASP services	111,425	117,750	94.6%
Printing	4,619	5,550	83.2%
Contracted services	11,100	11,150	99.6%
Copiers	1,986	2,200	90.3%
Small equipment	179	250	71.6%
Supplies	3,328	3,505	95.0%
Travel	1,180	1,500	78.7%
Postage	4,424	4,100	107.9%
Total Finance	954,384	959,298	99.5%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Information Technology			
Salaries	$ 1,085,694	$ 1,129,406	96.1%
Health insurance	118,531	126,718	93.5%
Retirement	90,989	87,158	104.4%
Social security	78,266	82,828	94.5%
Uniforms	1,594	2,000	79.7%
Physical Examinations	180	230	78.3%
Professional Education	31,346	31,277	100.2%
Printing	109	300	36.3%
Contracted services	142,467	154,445	92.2%
Copiers	3,452	3,850	89.7%
Computer Hardware	5,512	6,200	88.9%
Software	8,628	11,260	76.6%
Printer supplies	3,487	3,600	96.9%
Small equipment	15,053	9,200	163.6%
Supplies	8,908	8,500	104.8%
Media and documentation	635	750	84.7%
Repairs and Matinenance			
Computer Hardware	1,397	1,500	93.1%
Travel	7,599	8,450	89.9%
Postage	546	645	84.7%
Total Information Technology	1,604,393	1,668,317	96.2%
Major Capital Improvements Program			
Salaries	301,127	229,722	131.1%
Health insurance	26,476	27,252	97.2%
Retirement	55,383	48,868	113.3%
Social security	38,897	32,165	120.9%
Professional/Education	1,566	2,600	60.2%
Copiers	1,509	1,700	88.8%
Supplies	143	250	57.2%
Liability Insurance	7,503	8,500	88.3%
Travel	506	7,500	6.7%
Postage	194	150	129.3%
Total Major Capital Improvements Program	433,304	358,707	120.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
ADMINISTRATIVE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Facilities and Environmental			
Salaries	$ 589,383	$ 599,767	98.3%
Health insurance	58,095	61,322	94.7%
Retirement	54,721	52,470	104.3%
Social security	43,098	45,847	94.0%
Physical Examinations	46	46	100.0%
Professional/Education	2,941	3,125	94.1%
Legal fees	6,649	20,000	33.2%
Printing	191	450	42.4%
Contracted services	67,710	63,231	107.1%
Copiers	1,509	1,700	88.8%
Printer supplies	5,395	5,500	98.1%
Supplies	2,007	2,000	100.4%
Liability Insurance	51,665	58,500	88.3%
Repairs and maintenance			
Equipment	108	200	54.0%
Computer Software	12,448	15,400	80.8%
Travel	1,203	1,204	99.9%
Permit administration	6,023	6,023	100.0%
Postage	891	1,000	89.1%
Total Facilities and Environmental	904,083	937,785	96.4%
Noise			
Salaries	60,293	61,522	98.0%
Health insurance	6,469	6,818	94.9%
Retirement	6,022	5,829	103.3%
Social security	4,020	4,510	89.1%
Professional/Education	850	1,600	53.1%
Legal fees	-	500	-
Contracted services	47,988	48,000	100.0%
Copiers	1,509	1,700	88.8%
Electricity	1,791	2,150	83.3%
Telecommunications	1,094	1,000	109.4%
Small equipment	17	500	3.4%
Supplies	243	1,000	24.3%
Liability Insurance	1,505	1,700	88.5%
Repairs and maintenance			
Equipment	427	1,200	35.6%
Computer Software	43,000	43,000	100.0%
Travel	1,349	2,250	60.0%
Postage	31	100	31.0%
Total Noise	176,608	183,379	96.3%
TOTAL ADMINISTRATIVE	$ 8,274,367	$ 8,205,277	100.8%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
VISITOR SERVICES EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Visitor Services			
Salaries	$ 416,118	$ 415,826	100.1%
Health insurance	80,966	81,533	99.3%
Accident insurance	350	350	100.0%
Retirement	32,880	33,903	97.0%
Social security	29,861	30,464	98.0%
Uniforms	4,986	5,550	89.8%
Professional/Education	2,116	2,250	94.0%
Advertising	1,200	1,200	100.0%
Printing	3,968	4,000	99.2%
Contracted services	2,248	2,700	83.3%
Copiers	2,091	2,350	89.0%
Promotional	9,490	9,500	99.9%
Small equipment	2,363	2,450	96.4%
Supplies	2,851	3,000	95.0%
Liability Insurance	19,426	22,000	88.3%
Travel	62	250	24.8%
Postage	26	250	10.4%
TOTAL VISITOR SERVICES	$ 611,002	$ 617,576	98.9%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

FUEL FARM EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Fuel Farm Administration			
Salaries	$ 377,248	$ 377,852	99.8%
Health insurance	48,040	50,444	95.2%
Retirement/ 401K Match	24,664	25,726	95.9%
Social security	28,333	24,702	114.7%
Uniforms	475	600	79.2%
Physical examinations	73	80	91.3%
Contracted services	6,660	6,000	111.0%
Copiers	1,058	1,200	88.2%
Small equipment	829	830	99.9%
Supplies	1,795	2,000	89.8%
Liability Insurance	22,870	25,900	88.3%
Travel	741	741	100.0%
Postage	-	50	-
Total Fuel Farm Administration	512,786	516,125	99.4%
Fuel Farm Maintenance			
Salaries	257,917	237,614	108.5%
Health insurance	31,884	34,070	93.6%
Retirement/ 401K Match	19,665	28,800	68.3%
Social security	18,647	17,390	107.2%
Uniforms	3,636	4,000	90.9%
Professional/Education	2,313	2,350	98.4%
Copiers	1,058	1,200	88.2%
Contracted services	10,220	12,475	81.9%
Small equipment	2,758	3,000	91.9%
Supplies	37,980	42,000	90.4%
Liability Insurance	7,503	8,500	88.3%
R&M Equipment	24,717	42,950	57.5%
Travel	814	825	98.7%
Postage	144	200	72.0%
Total Fuel Farm Maintenance	419,256	435,374	96.3%
TOTAL FUEL FARM	$ 932,042	$ 951,499	98.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
AIRPORT MAINTENANCE EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Airport Maintenance			
Salaries	$ 2,525,527	$ 2,334,359	108.2%
Health insurance	370,344	365,319	101.4%
Retirement/ 401K Match	217,197	185,430	117.1%
Social security	183,919	170,663	107.8%
Uniforms	24,705	26,700	92.5%
Physical examinations	950	1,650	57.6%
Professional/Education	13,620	16,800	81.1%
CMMS ASP Services	29,257	29,300	99.9%
Contracted services	1,063	1,150	92.4%
Copiers	4,048	4,450	91.0%
Small equipment	26,285	19,350	135.8%
Supplies	14,722	15,067	97.7%
Liability Insurance	164,799	186,600	88.3%
Repairs and maintenance			
Equipment	4,828	4,897	98.6%
Computer Software	5,550	5,500	100.9%
Travel	5,000	5,000	100.0%
Postage	848	1,175	72.2%
Total Airport Maintenance	3,592,662	3,373,410	106.5%
Fleet Maintenance			
Salaries	364,255	356,708	102.1%
Health insurance	38,641	38,168	101.2%
Retirement/ 401K Match	33,380	31,446	106.2%
Social security	27,422	26,131	104.9%
Uniforms	2,834	3,000	94.5%
Professional/Education	325	-	N/A
Copiers	2,063	2,350	87.8%
Fuel - vehicles and equipment	531,929	596,300	89.2%
Small equipment	1,307	2,000	65.4%
Supplies	169,750	150,000	113.2%
Liability Insurance	12,633	14,300	88.3%
Repairs and maintenance			
Equipment	44,207	47,000	94.1%
Total Fleet Maintenance	1,228,746	1,267,403	96.9%
TOTAL AIRPORT MAINTENANCE	$ 4,821,408	$ 4,640,813	103.9%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
LAW ENFORCEMENT EXPENSES
Year Ended March 31, 2009

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	Actual	Budget	Percent of Budget
Law Enforcement			
Salaries	$ 2,259,119	$ 2,323,185	97.2%
Health insurance	220,531	216,179	102.0%
Retirement/ 401K Match	178,201	166,388	107.1%
Social security	167,707	170,440	98.4%
Uniforms	13,663	20,000	68.3%
Physical examinations	12,694	16,300	77.9%
Professional/Education	3,852	4,500	85.6%
Printing	246	1,500	16.4%
DCI access fee	2,844	3,150	90.3%
Contracted Services	12,706	16,000	79.4%
Copiers	4,115	4,600	89.5%
Small equipment	1,477	2,500	59.1%
Supplies	18,487	23,000	80.4%
Liability Insurance	101,825	115,300	88.3%
Repairs and maintenance			
Equipment	1,437	2,200	65.3%
Travel	5,343	5,500	97.1%
Postage	408	650	62.8%
K-9 program	3,716	5,500	67.6%
TOTAL LAW ENFORCEMENT	$ 3,008,371	$ 3,096,892	97.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
EMERGENCY SERVICES EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Emergency Services			
Salaries	$ 1,022,341	$ 1,080,808	94.6%
Health insurance	122,185	120,703	101.2%
Retirement/ 401K Match	95,413	94,577	100.9%
Social security	78,980	79,391	99.5%
Uniforms	9,221	12,300	75.0%
Physical examinations	8,851	8,900	99.4%
Professional/Education	11,614	12,000	96.8%
Printing	-	50	-
Copiers	2,975	3,350	88.8%
Small Equipment	44,279	19,950	221.9%
Supplies	8,479	12,000	70.7%
Liability Insurance	39,297	44,500	88.3%
Repairs and maintenance			
Equipment	14,421	17,600	81.9%
Waste disposal	1,068	1,250	85.4%
Travel	2,831	3,500	80.9%
Postage	41	100	41.0%
TOTAL EMERGENCY SERVICES	$ 1,461,996	$ 1,510,979	96.8%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

OPERATIONS EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Operations			
Salaries	$ 713,633	$ 708,504	100.7%
Health insurance	77,111	76,296	101.1%
Retirement/ 401K Match	64,388	59,280	108.6%
Social security	50,277	51,880	96.9%
Professional/Education	900	2,000	45.0%
Printing	1,481	2,500	59.2%
Contracted services	4,466	3,600	124.1%
Copiers	3,058	3,400	89.9%
Computer Software	-	100	-
Small equipment	5,175	5,550	93.2%
Supplies	2,938	3,700	79.4%
Supplies-ID System	52,899	53,900	98.1%
Liability Insurance	23,400	26,500	88.3%
Repairs and maintenance			
Equipment	1,310	1,450	90.3%
Travel	3,593	3,900	92.1%
Postage	118	100	118.0%
TOTAL OPERATIONS	$ 1,004,747	$ 1,002,660	100.2%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
COMMUNICATIONS EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Communications			
Salaries	$ 534,613	$ 489,895	109.1%
Health insurance	64,156	63,282	101.4%
Retirement/ 401K Match	43,601	31,984	136.3%
Social security	39,446	35,965	109.7%
Physical examinations	89	150	59.3%
Professional Education	-	250	-
DCI Access Fees	239	600	39.8%
Contracted Services	50,640	52,250	96.9%
Copiers	1,065	1,150	92.6%
Small equipment	7,666	12,900	59.4%
Supplies	1,425	1,700	83.8%
Liability Insurance	14,921	16,900	88.3%
Repairs and maintenance			
Equipment	56,819	59,100	96.1%
Postage	2	50	4.0%
TOTAL COMMUNICATIONS	$ 814,682	$ 766,176	106.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

PARKING EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Parking			
Salaries	$ 916,110	$ 833,375	109.9%
Health insurance	120,775	119,924	100.7%
Retirement/ 401K Match	72,993	62,212	117.3%
Social security	65,891	61,045	107.9%
Uniforms	845	3,150	26.8%
Physical examinations	14	100	14.0%
Professional/Education	5,060	7,800	64.9%
Printing	1,595	3,110	51.3%
Credit Card Fees	791,046	798,600	99.1%
Contracted services-labor	445,877	525,000	84.9%
Copiers	10,541	11,400	92.5%
Telecommunications	11	190	5.8%
Computer Hardware	4,645	5,300	87.6%
Computer Software	860	1,700	50.6%
Printer supplies	73,484	73,484	100.0%
Small equipment	27,680	5,200	532.3%
Supplies	9,303	11,810	78.8%
Liability Insurance	41,067	46,500	88.3%
Repairs and maintenance			
Computer Hardware	163,134	175,000	93.2%
Equipment	125	200	62.5%
General	-	750	-
Travel	4,404	4,766	92.4%
Abandoned vehicles	425	1,200	35.4%
Postage	1,103	2,000	55.2%
TOTAL PARKING	$ 2,756,988	$ 2,753,816	100.1%

RALEIGH-DURHAM AIRPORT AUTHORITY
EXPENSES COMPARED WITH BUDGET
GROUNDS TRANSPORTATION DIVISION EXPENSES
Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Ground Transportation			
Salaries	$ 162,102	$ 188,068	86.2%
Health insurance	25,693	25,287	101.6%
Retirement/ 401K Match	13,141	14,721	89.3%
Social security	11,227	13,850	81.1%
Uniforms	5,793	6,950	83.4%
Physical examinations	58	150	38.7%
Professional/Education	955	1,500	63.7%
Printing	2,878	3,900	73.8%
Contracted services - Bus Drivers	1,076,151	1,200,000	89.7%
Copiers	1,133	1,250	90.6%
Small equipment	4,762	5,650	84.3%
Supplies	2,547	5,000	50.9%
Liability Insurance	31,445	35,600	88.3%
Repairs and maintenance			
Equipment	23,288	24,200	96.2%
Travel	734	1,000	73.4%
Postage	356	500	71.2%
Total Ground Transportation	1,362,263	1,527,626	89.2%
Traffic Control			
Salaries	953,108	1,033,009	92.3%
Health insurance	183,534	187,772	97.7%
Retirement/ 401K Match	77,488	71,254	108.7%
Social security	71,075	76,165	93.3%
Uniforms	19,306	19,400	99.5%
Physical examinations	1,497	2,022	74.0%
Professional/Education	2,187	2,400	91.1%
Printing	2,590	3,000	86.3%
Contracted services-labor	-	1,000	-
Contracted services-other	-	3,000	-
Copiers	1,091	1,250	87.3%
Small equipment	706	1,150	61.4%
Supplies	2,951	3,150	93.7%
Liability Insurance	44,861	50,800	88.3%
Postage	28	28	100.0%
Total Traffic Control	1,360,422	1,455,400	93.5%
TOTAL GROUND TRANSPORTATION DIVISION	$ 2,722,685	$ 2,983,026	91.3%

RALEIGH-DURHAM AIRPORT AUTHORITY

EXPENSES COMPARED WITH BUDGET

TERMINAL SERVICES DIVISION EXPENSES

Year Ended March 31, 2009

	Actual	Budget	Percent of Budget
Terminal Services			
Salaries	$ 163,491	$ 162,567	100.6%
Health insurance	19,264	19,023	101.3%
Retirement/ 401K Match	10,886	12,256	88.8%
Social security	12,132	11,884	102.1%
Other Contracted Services	2,775	5,200	53.4%
Copiers	1,239	1,400	88.5%
Small Equipment	5,296	6,400	82.8%
Supplies	2,758	7,750	35.6%
Liability Insurance	4,504	5,100	88.3%
Postage	37	-	N/A
Total Terminal Services	$ 222,382	$ 231,580	96.0%

RALEIGH-DURHAM AIRPORT AUTHORITY
DETAILS OF AIRPORT AND FACILITIES
Year Ended March 31, 2009

	Total	Authority Funds	Federal and State Funds
Land	$ 41,193,383	$ 35,702,262	$ 5,491,121
Landing field and grounds	522,444,658	420,318,964	102,125,694
Terminal buildings	504,137,908	503,861,638	276,270
Other buildings	159,618,448	124,613,146	35,005,302
Utilities	4,115,389	3,909,876	205,513
Equipment	23,233,962	23,233,962	-
Construction in progress	27,645,002	27,645,002	-
TOTAL DETAILS OF AIRPORT AND FACILITIES	$ 1,282,388,750	$ 1,139,284,850	$ 143,103,900

RALEIGH-DURHAM AIRPORT AUTHORITY
SUMMARY OF DEPRECIATION
Year Ended March 31, 2009

Departmental	
Administrative	$ 436,331
Parking	10,209,365
Emergency services	215,811
Airport maintenance	226,261
Law enforcement	37,889
Facilities and environmental	168,234
Operations	37,994
Communications	107,566
Ground transportation	201,004
Total departmental	11,640,455
Nondepartmental	
Airfield complex	5,480,978
Terminal A complex	
Buildings and improvements	3,637,345
Terminal C complex	
Buildings and improvements	8,227,848
Central Energy Plant	554,593
General Aviation complex	
Buildings and improvements	3,165,934
Cargo complex	
Buildings and improvements	1,208,734
Ground Transportation complex	
Roadways	2,757,346
Fuel Farm complex	668,164
Office & Other Buildings complex	1,881,790
Utilities complex	22,492
Rental Car complex	-
TOTAL DEPRECIATION	$ 39,245,679

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%

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
2009	$ 854,455	$ -	0.0%

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	12/31/2008
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	10.50% - 5.00%
Year of Ultimate trend rate	2016
*Includes inflation at	3.75%

The assumed investment rate of return reflects the fact that no assets are se 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 can be increased.

Raleigh-Durham Airport Authority
RDU Airport, North Carolina

Statistical Section

Prepared by the Finance Department

Raleigh-Durham Airport Authority
Net Assets by Component
Last Six Fiscal Years

	2009	2008	2007	2006	2005	2004
Net Assets						
Invested in capital assets, net of related debt	$ 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 Fund Deductible	220,000	220,000	220,000	220,000	220,000	220,000
Passenger Facility Charges	74,428,717	73,609,528	54,433,797	39,088,582	19,243,564	11,320,732
Unrestricted Net Asstes	91,557,348	88,539,606	86,543,100	75,110,876	66,073,395	107,470,285
Total Net Assets	$ 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 34 during FY2004, only six years of comparative financial statement data is available.

Raleigh-Durham Airport Authority
Net Capital Assets
Last Ten Fiscal Years

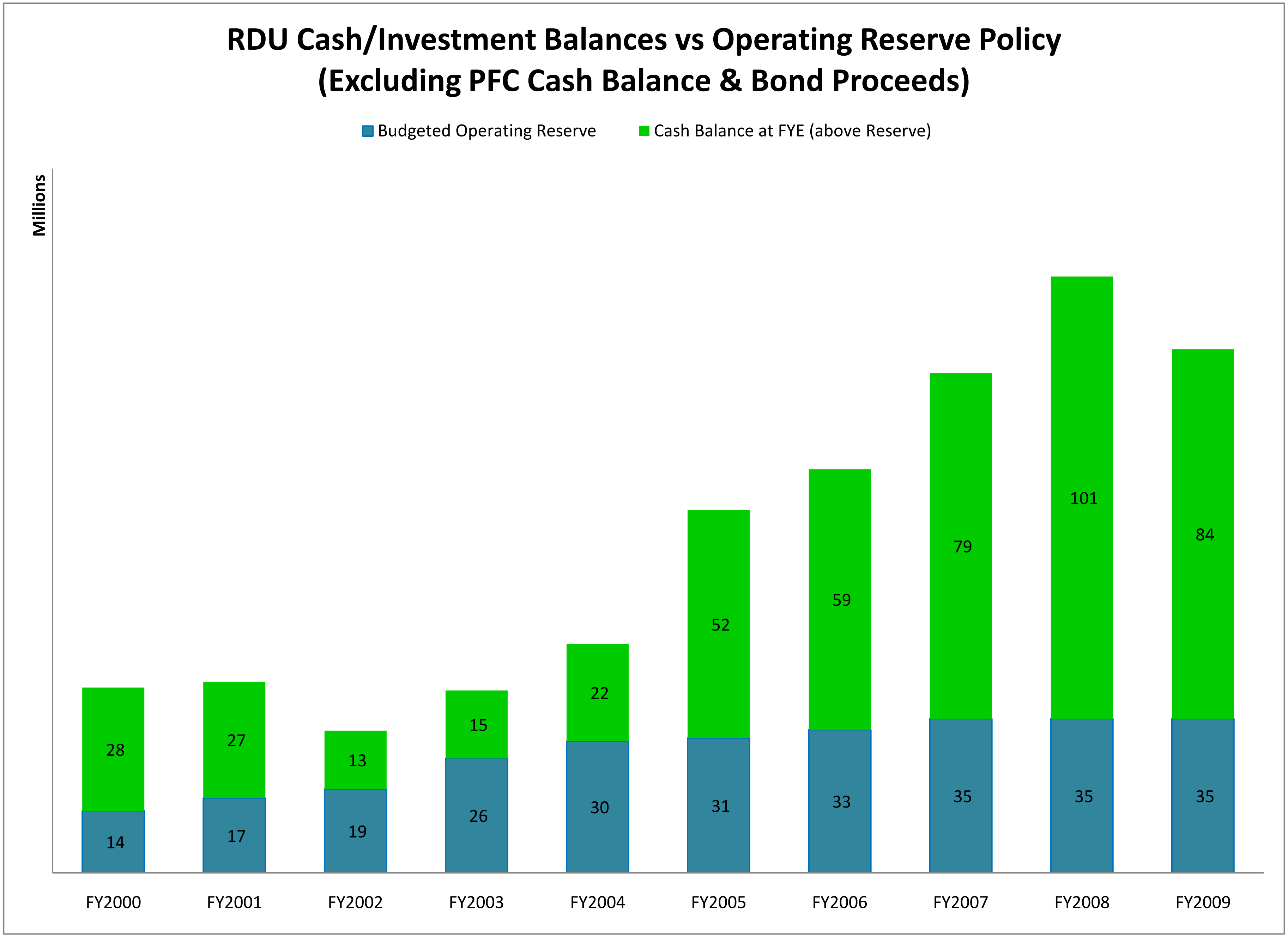
	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Capital Assets										
Land	$ 41,193,383	$ 35,546,221	$ 35,546,221	$ 35,546,221	$ 35,546,221	$ 35,067,463	$ 35,067,464	$ 35,067,464	$ 34,388,119	$ 34,384,126
Construction In Progress	27,645,002	315,393,845	174,144,771	161,129,319	106,406,209	113,883,239	180,171,142	126,991,700	48,926,336	70,708,507
Total Capital Assets Not Being Depreciated	68,838,385	350,940,066	209,690,993	196,675,540	141,952,430	148,950,702	215,238,606	162,059,164	83,314,455	105,092,633
Land Improvements	522,444,658	516,776,328	516,302,808	452,074,787	440,864,656	410,839,381	297,049,489	285,584,756	282,945,890	226,982,645
Equipment	23,233,962	18,968,242	18,347,805	14,405,726	12,670,803	11,886,004	11,469,955	11,276,421	10,739,980	8,489,211
Building and building Improvements	663,756,356	253,259,858	246,949,416	199,740,362	168,967,843	146,877,097	119,526,239	187,314,547	176,090,821	171,318,514
Utilities	4,115,389	4,115,389	4,115,389	4,115,389	3,924,925	3,924,925	3,924,926	3,924,925	3,924,925	3,924,925
Total Capital Assets Being Depreciated	1,213,550,365	793,119,817	785,715,418	670,336,264	626,428,227	573,527,408	431,970,609	488,100,649	473,701,616	410,715,295
Accumulated Depreciation	(395,948,633)	(356,702,954)	(323,350,418)	(290,805,680)	(262,416,619)	(249,510,995)	(228,160,408)	(261,614,222)	(242,791,861)	(224,348,329)
Net Capital Assets	$ 886,440,117	$ 787,356,929	$ 672,055,993	$ 576,206,124	$ 505,964,038	$ 472,967,115	$ 419,048,807	$ 388,545,591	$ 314,224,210	$ 291,459,599

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

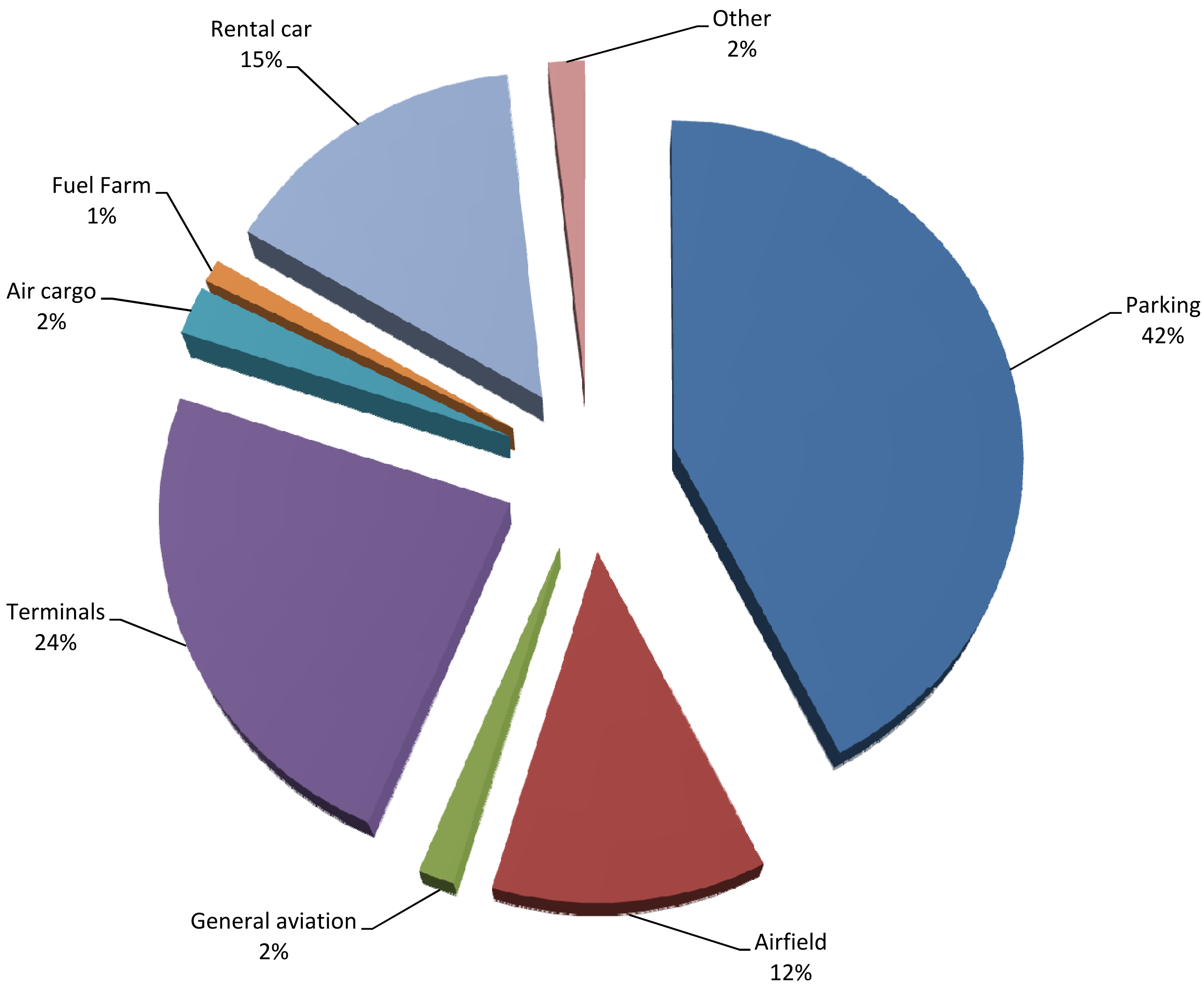
	2009	2008	2007	2006	2005	2004
Operating revenues						
Parking	$ 36,572,511	$ 39,500,251	$ 37,118,422	$ 35,102,368	$ 32,764,711	$ 24,801,450
Airfield	10,614,546	11,308,179	10,931,805	6,852,766	7,033,600	11,805,279
General aviation	1,387,739	1,342,211	817,917	1,017,201	884,339	956,604
Terminals	20,459,651	18,845,460	17,692,618	16,323,512	16,427,603	16,612,556
Air cargo	1,989,512	1,959,833	1,911,283	1,741,380	1,667,054	1,701,728
Fuel Farm	927,232	565,893	1,170,945	1,166,326	1,204,611	1,069,616
Rental car	12,788,821	13,628,529	12,793,354	11,109,594	9,438,239	9,102,698
Other	1,492,178	1,208,407	1,186,009	1,079,832	1,059,597	1,024,216
Total operating revenues	**86,232,190**	**88,358,763**	**83,622,353**	**74,392,979**	**70,479,754**	**67,074,147**
Operating expenses						
Airport facilities	15,499,047	12,290,026	12,670,053	12,624,529	10,166,095	9,397,740
Administrative	8,274,367	6,684,641	5,468,321	5,212,159	4,558,154	4,100,417
Fuel Farm	932,042	739,965	-	-	-	-
Law enforcement	3,008,371	2,987,660	2,685,681	2,710,370	2,573,268	2,659,697
Airport maintenance	4,821,408	4,247,141	3,986,311	3,711,178	3,511,927	3,147,746
Parking	2,756,988	2,644,350	2,729,983	2,586,436	2,519,168	2,622,633
Emergency services	1,461,996	1,508,453	1,313,139	1,413,059	1,337,302	1,235,362
Visitor services	611,002	543,024	558,204	565,644	536,617	461,741
Communications	814,682	741,821	648,163	651,726	595,018	477,917
Operations	1,004,747	919,665	938,333	906,909	923,735	987,559
Ground transportation	2,722,685	2,771,980	2,586,828	2,850,381	3,360,378	3,822,417
Terminal Services	222,382	123,352	-	-	-	-
Subtotal	**42,129,717**	**36,202,078**	**33,585,016**	**33,232,391**	**30,081,662**	**28,913,229**
Depreciation	39,245,679	33,505,153	32,581,129	28,548,381	25,845,025	21,404,074
Total operating expenses	**81,375,396**	**69,707,231**	**66,166,145**	**61,780,772**	**55,926,687**	**50,317,303**
Operating income	**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	5,592,912	8,507,396	5,484,164	4,015,127	1,931,286	1,721,408
Passenger Facility Charges	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	(40,516)	771,553	718,703	160,248	(1,119,050)	(47,236)
Bond interest expense, net	(14,597,370)	(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	(4,543,541)	-	-	-	-	-
Other, net	(765,636)	206,670	372,260	314,989	852,613	408,037
Total non-operating revenues (expenses)	**5,356,378**	**18,252,796**	**17,984,457**	**15,244,297**	**7,042,888**	**10,304,079**
Income before capital contributions	**10,213,172**	**36,904,328**	**35,440,665**	**27,856,504**	**21,595,955**	**27,060,923**
Capital contributions	5,677,385	50,000	2,285,672	19,219,885	17,829,840	11,193,427
Increase in net assets	**15,890,557**	**36,954,328**	**37,726,337**	**47,076,389**	**39,425,795**	**38,254,350**
Net Assets, beginning of year	461,220,981	424,266,653	386,540,316	339,463,927	300,038,132	261,783,782
Net Assets, end of year	**$ 477,111,538**	**$ 461,220,981**	**$ 424,266,653**	**$ 386,540,316**	**$ 339,463,927**	**$ 300,038,132**

Note:

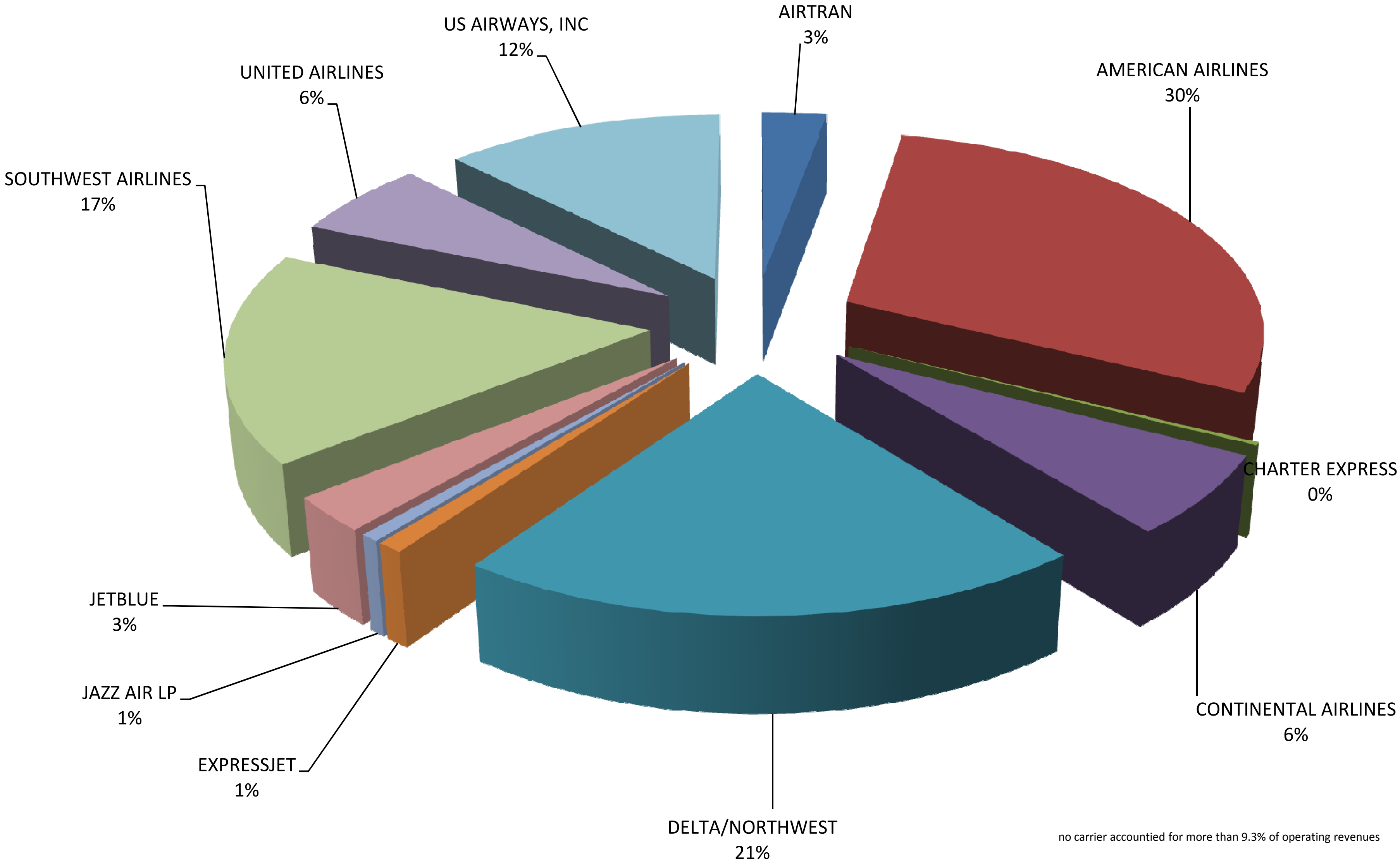
Due to Raleigh-Durham Airport Authority's required adoption of GASB 34 during FY2004, only six years of comparative financial statement data is available.


RDU Cash/Investment Balances vs Operating Reserve Policy
(Excluding PFC Cash Balance & Bond Proceeds)
Budgeted Operating Reserve
Cash Balance at FYE (above Reserve)
Millions
28
14
27
17
13
19
15
26
22
30
52
31
59
33
79
35
101
35
84
35
FY2000
FY2001
FY2002
FY2003
FY2004
FY2005
FY2006
FY2007
FY2008
FY2009

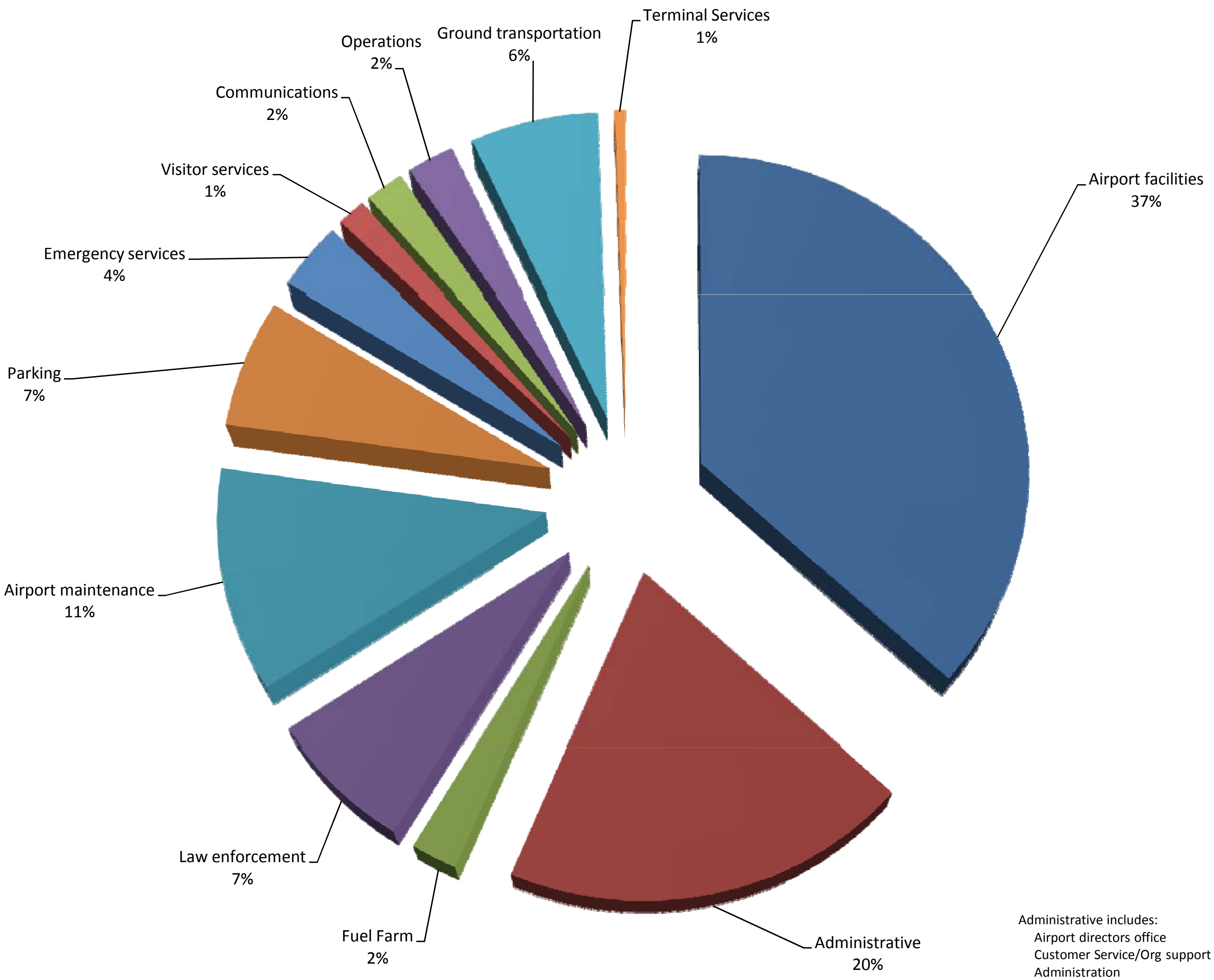
FYE March 31, 2009 Operating Revenue



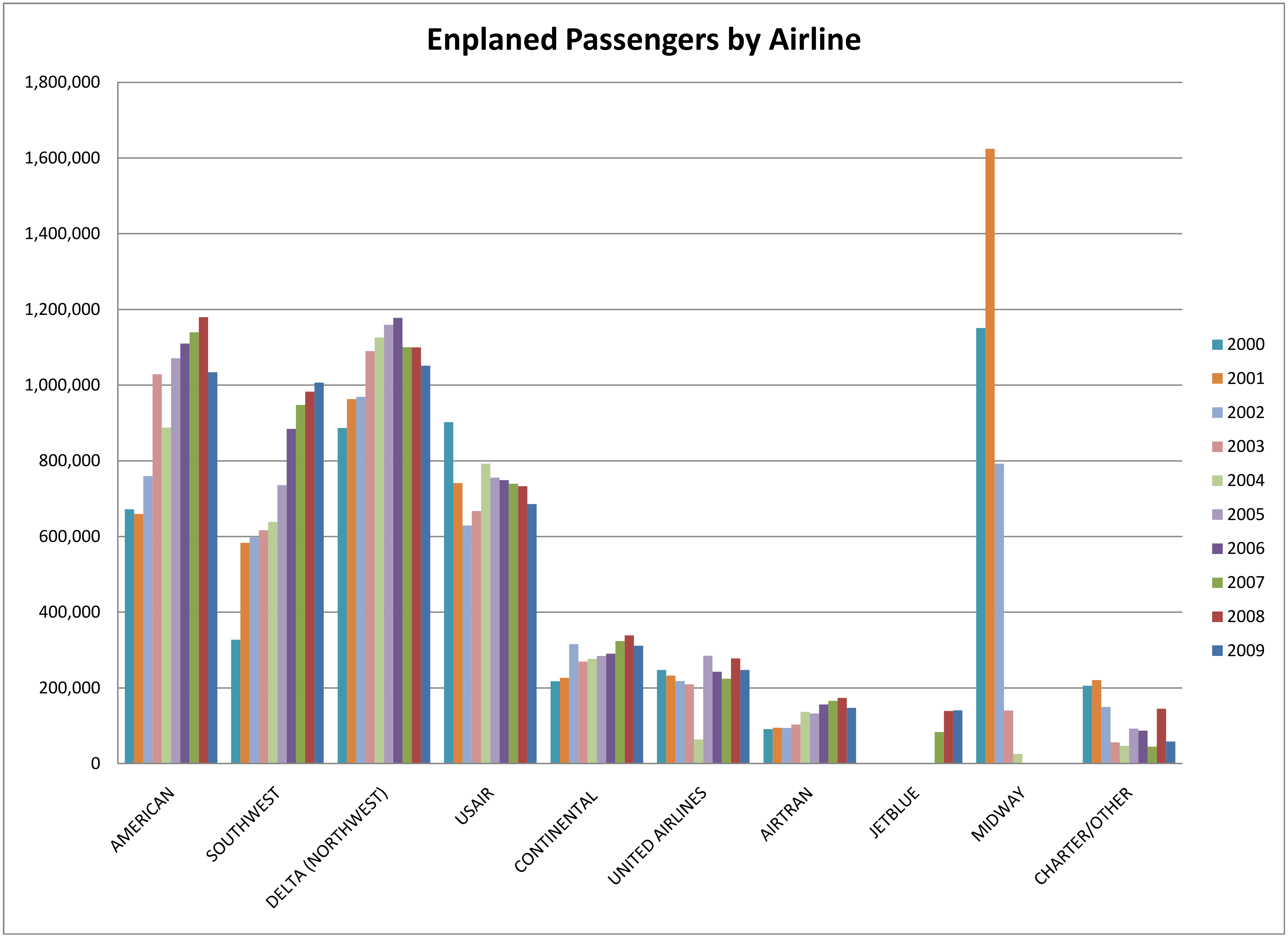
FYE 2009 Airline Derived Revenue by Carrier



Operating Expenses by Business Unit , FYE March 31, 2009



Administrative includes:
- Airport directors office
- Customer Service/Org support
- Administration
- Audit
- Finance
- Information Services
- Major Capital improvements
- Facilities Development
- Noise



Enplaned Passengers by Airline
1,800,000
1,600,000
1,400,000
1,200,000
1,000,000
800,000
600,000
400,000
200,000
0
AMERICAN
SOUTHWEST
DELTA (NORTHWEST)
USAIR
CONTINENTAL
UNITED AIRLINES
AIRTRAN
JETBLUE
MIDWAY
CHARTER/OTHER
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009

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

	2009		2008		2007		2006		2005		2004		2003		2002		2001		2000	
AMERICAN	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%	1,028,836	24.6%	759,704	16.8%	659,475	12.3%	672,353	14.3%
SOUTHWEST	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%	616,580	14.7%	597,824	13.2%	583,273	10.9%	327,353	7.0%
DELTA (NORTHWEST)	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%	1,090,005	26.1%	969,382	21.4%	963,114	18.0%	887,092	18.9%
USAIR	685,798	14.6%	732,835	14.5%	739,632	15.5%	749,050	15.9%	755,734	16.7%	792,541	19.8%	667,310	16.0%	629,254	13.9%	741,269	13.9%	902,207	19.2%
CONTINENTAL	311,410	6.6%	339,065	6.7%	323,886	6.8%	290,413	6.2%	284,350	6.3%	276,543	6.9%	269,934	6.5%	315,420	7.0%	226,977	4.2%	217,644	4.6%
UNITED AIRLINES	247,776	5.3%	277,971	5.5%	224,345	4.7%	243,139	5.2%	285,439	6.3%	63,829	1.6%	209,750	5.0%	218,281	4.8%	232,684	4.4%	247,869	5.3%
AIRTRAN	147,364	3.1%	173,880	3.4%	166,071	3.5%	156,488	3.3%	132,538	2.9%	136,542	3.4%	103,606	2.5%	94,430	2.1%	94,790	1.8%	91,298	1.9%
JETBLUE	141,066	3.0%	139,057	2.7%	83,762	1.8%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
MIDWAY	-	0.0%	-	0.0%	-	0.0%	-	0.0%	-	0.0%	25,881	0.6%	140,004	3.3%	792,407	17.5%	1,624,602	30.4%	1,151,194	24.5%
CHARTER/OTHER	58,717	1.3%	144,989	2.9%	44,996	0.9%	87,470	1.9%	92,387	2.0%	47,388	1.2%	55,946	1.3%	149,847	3.3%	220,700	4.1%	205,926	4.4%
TOTAL	4,684,698		5,069,994		4,770,798		4,698,922		4,516,799		3,995,503		4,181,971		4,526,549		5,346,884		4,702,936	

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

	Avg %	Monthly Avg	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
April	8.52%	396,082	418,666	418,819	392,703	380,756	367,706	316,146	370,963	479,928	454,891	360,244
May	9.01%	419,031	449,221	448,600	417,233	433,395	386,862	346,042	402,223	473,788	471,871	361,075
June	9.43%	438,301	462,195	476,806	434,149	437,868	389,541	370,063	414,192	508,121	474,882	415,190
July	9.57%	444,975	454,330	469,881	425,489	434,254	421,211	376,007	403,917	525,463	496,427	442,767
August	8.85%	411,252	422,091	463,413	414,456	408,259	379,669	342,706	378,158	432,828	467,129	403,811
September	7.32%	340,572	354,490	391,222	365,120	367,430	346,150	297,683	305,888	228,269	398,742	350,728
October	8.65%	402,148	410,727	437,609	414,758	415,225	407,289	357,733	363,537	312,532	466,001	436,067
November	8.24%	382,941	364,782	423,622	412,364	398,876	380,453	334,362	323,578	309,558	454,261	427,556
December	8.31%	386,517	394,997	408,355	411,925	389,339	392,727	363,908	352,328	319,282	421,995	410,314
January	6.69%	310,967	301,606	344,556	344,263	322,342	310,198	269,291	266,453	271,474	393,162	286,322
February	6.86%	319,153	298,697	356,028	329,166	309,689	310,045	287,321	276,774	286,034	377,135	360,640
March	8.55%	397,567	352,896	431,083	409,172	401,489	424,948	334,241	323,960	379,272	470,388	448,222
TOTAL		4,649,505	4,684,698	5,069,994	4,770,798	4,698,922	4,516,799	3,995,503	4,181,971	4,526,549	5,346,884	4,702,936
Increase (Decrease) over Prior Period			-7.60%	6.27%	1.53%	4.03%	13.05%	-4.46%	-7.61%	-15.34%	13.69%	

RALEIGH-DURHAM AIRPORT AUTHORITY
ACTIVITY STATISTICS
Last Ten Fiscal Years

Fiscal Year	Total Passengers	Aircraft Operations	Cargo Volume (lbs)
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
2003	8,346,005	235,413	220,903,449
2002	9,007,590	259,161	230,207,206
2001	10,673,164	300,339	267,252,302
2000	9,414,954	293,313	254,024,845

Source: Raleigh Durham Airport Authority Activity Reports

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

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

Airlines	2009		2008		2007		2006		2005		2004		2003	
AIRTRAN	180,448.00	2.8%	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%	143,470.00	2.2%
AMERICAN	1,379,141.10	21.3%	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%	1,758,843.42	26.5%
CONTINENTAL	373,257.38	5.8%	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%	340,581.30	5.1%
DELTA (NORTHWEST)	1,003,810.20	15.5%	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%	1,464,426.10	22.0%
JAZZ AIR	53,016.00	0.8%	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%	54,364.39	0.8%
JETBLUE	191,153.00	3.0%	181,688.29	2.6%	111,472.05	1.7%	-	0.0%	-	0.0%	-	0.0%	-	0.0%
SOUTHWEST	1,347,980.00	20.8%	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%	853,094.00	12.8%
UNITED AIRLINES	316,554.61	4.9%	345,472.61	4.9%	277,076.37	4.1%	302,447.09	4.6%	326,738.88	4.7%	282,718.87	4.6%	282,714.70	4.3%
USAIR	1,089,778.74	16.9%	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%	943,511.43	14.2%
CHARTER/OTHER	41,346.09	0.6%	207,189.71	2.9%	17,555.00	0.3%	76,643.00	1.2%	161,340.60	2.3%	116,885.61	1.9%	272,195.50	4.1%
Cargo														
UPS	134,318.30	2.1%	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%	131,313.00	2.0%
FEDERAL EXPRESS	237,093.50	3.7%	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%	238,730.60	3.6%
OTHERS	118,319.30	1.8%	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%	164,434.79	2.5%
TOTAL	6,466,216.23	100.0%	7,120,801.12	100.0%	6,681,053.35	100.0%	6,645,308.43	100.0%	6,889,775.15	100.0%	6,129,094.29	100.0%	6,647,679.23	100.0%

Note:
Due to Raleigh-Durham Airport Authority's transition to Oracle during FY2003, only seven years of comparative data is available.

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

Fiscal Year	PURPOSE OF GRANT Security	Construction	Total
2009	$ 688,069	$ -	$ 688,069
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
2003	-	4,506,528	4,506,528
2002	-	5,899,314	5,899,314
2001	-	587,044	587,044
2000	-	1,663,399	1,663,399
Total	$ 3,840,369	$ 63,013,468	$ 66,853,837

Source: Schedule of Expenditures of Federal Awards

RDU AIRPORT AUTHORITY
DEBT SERVICE SCHEDULE
with Irrevocable PFC Offsets (as committed)

RDU BONDS ISSUES	FY 2018/2019	FY 2017/2018	FY 2016/2017	FY 2015/2016	FY 2014/2015	FY 2013/2014	FY 2012/2013	FY 2011/2012	FY 2010/2011	FY 2009/2010
2001A -$156.975 mill, (non-AMT) 5.00%										
Principal (November Only)	$5,410,000	$5,140,000	$4,885,000	$4,640,000	$4,410,000	$4,190,000	$3,980,000	$3,790,000	$3,645,000	$3,505,000
Interest (May)	$2,676,256	$2,811,181	$2,939,413	$3,061,213	$3,176,975	$3,286,963	$3,391,438	$3,486,188	$3,559,088	$3,629,188
Interest (November)	$2,676,256	$2,811,181	$2,939,413	$3,061,213	$3,176,975	$3,286,963	$3,391,438	$3,486,188	$3,559,088	$3,629,188
Total	$10,762,513	$10,762,363	$10,763,825	$10,762,425	$10,763,950	$10,763,925	$10,762,875	$10,762,375	$10,763,175	$10,763,375
2001B - $47.57 mill, (non-AMT) 4.28%										
Principal (November Only)	n/a	n/a	n/a	n/a	$1,115,000	$2,435,000	$3,495,000	$3,350,000	$3,220,000	$3,100,000
Interest (May)	n/a	n/a	n/a	n/a	$25,088	$78,353	$152,622	$223,809	$288,209	$350,209
Interest (November)	n/a	n/a	n/a	n/a	$25,088	$78,353	$152,622	$223,809	$288,209	$350,209
Total	n/a	n/a	n/a	n/a	$1,165,175	$2,591,706	$3,800,244	$3,797,619	$3,796,419	$3,800,419
2005 A (Non-AMT) - $39.805 mill (4.66%)										
Principal (May Only)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Interest (May)	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894
Interest (November)	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894	$980,894
Total	$1,961,788	$1,961,788	$1,961,788	$1,961,788	$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	$5,055,000	$4,810,000	$4,575,000	$4,355,000	$4,150,000	$3,950,000	$3,760,000	$3,585,000	$3,415,000	$3,250,000
Interest (May) PFC Application of Funds	$1,083,306	$1,203,556	$1,317,931	$1,420,156	$1,522,656	$1,619,156	$1,712,676	$1,799,895	$1,884,145	$1,961,825
Interest (November) PFC Application of Funds	$956,931	$1,083,306	$1,203,556	$1,317,931	$1,420,156	$1,522,656	$1,619,156	$1,712,676	$1,799,895	$1,884,145
Total	$7,095,238	$7,096,863	$7,096,488	$7,093,088	$7,092,813	$7,091,813	$7,091,833	$7,097,571	$7,099,040	$7,095,970
2007 (AMT) - $152.070 mill (4.75%)										
Principal (May Only) PFC Applicaton of Funds	$3,895,000	$3,705,000	$3,525,000	$3,355,000	$3,190,000	$3,035,000	$2,885,000	$2,755,000	n/a	n/a
Interest (May) PFC Application of Funds	$3,181,513	$3,274,138	$3,362,263	$3,445,138	$3,524,888	$3,600,513	$3,672,638	$3,733,938	$3,733,938	$3,733,938
Interest (November) PFC Application of Funds	$3,084,138	$3,181,513	$3,274,138	$3,362,263	$3,445,138	$3,524,888	$3,600,513	$3,672,638	$3,733,938	$3,733,938
Total	$10,160,650	$10,160,650	$10,161,400	$10,162,400	$10,160,025	$10,160,400	$10,158,150	$10,161,575	$7,467,875	$7,467,875
2008 (AMT) - $300.0 mill (4.34)										
Principal (May Only) PFC Applicaton of Funds	$8,075,000	$7,705,000	$7,355,000	$7,010,000	$6,685,000	$6,385,000	$6,090,000	$5,810,000	$5,545,000	$5,290,000
Interest (12 Monthly Payments) PFC Application of Funds	$9,820,805	$10,186,975	$10,536,091	$10,869,223	$11,187,182	$11,490,240	$11,779,284	$12,055,308	$12,318,403	$12,569,598
Total	$17,895,805	$17,891,975	$17,891,091	$17,879,223	$17,872,182	$17,875,240	$17,869,284	$17,865,308	$17,863,403	$17,859,598
FY Principal Total	$22,435,000	$21,360,000	$20,340,000	$19,360,000	$19,550,000	$19,995,000	$20,210,000	$19,290,000	$15,825,000	$15,145,000
FY Interest Total	$25,440,993	$26,513,637	$27,534,591	$28,498,923	$29,465,932	$30,449,872	$31,434,173	$32,356,236	$33,126,699	$33,804,025
Total Principal and Interest	**$47,875,993**	**$47,873,637**	**$47,874,591**	**$47,858,923**	**$49,015,932**	**$50,444,872**	**$51,644,173**	**$51,646,236**	**$48,951,699**	**$48,949,025**
Total Principal Outstanding at end of FY	**$540,775,000**	**$563,210,000**	**$584,570,000**	**$604,910,000**	**$624,270,000**	**$643,820,000**	**$663,815,000**	**$684,025,000**	**$703,315,000**	**$719,140,000**
PFC Offsets to Annual Debt Service										
Irrevocable Commitment of PFC's			**Irrevocable Commitments are not yet determined for these years.**			**$24,345,000**	**$23,633,000**	**$22,945,000**	**$22,441,000**	**$20,074,167**
DEBT SERVICE P & I NET OF PFC OFFSET	**$47,875,993**	**$47,873,637**	**$47,874,591**	**$47,858,923**	**$49,015,932**	**$ 26,099,872**	**$ 28,011,173**	**$ 28,701,236**	**$ 26,510,699**	**$ 28,874,858**

Notes:

1 This schedule represents Cashflow Scheduled Debt Service. Accrual Basis interest expense will differ slightly.
2 Schedule excludes 2002 and 2003 $70 million in BAN Debt Service since this was refinanced in Series 2005 A&B
3 Note 2008 rate is averaged at 4.34% and assumes unhedged variable rate of $75 million is 4.0% and excludes program costs such as liquidity and remarketing fees which currently cost a total of 45 basis points

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

	2009	2008	2007	2006	2005	2004
Airline Revenue per Enplanement	$ 5.09	$ 4.50	$ 4.62	$ 3.80	$ 4.05	$ 5.70
Airline Revenue per Airline Operation	145.35	120.55	120.81	96.22	94.58	135.24
Total Aeronautical Revenue per Total Operation	132.04	110.81	110.80	90.68	88.99	114.00
Concession Revenue per Enplanement	1.25	1.19	1.11	1.04	1.05	1.15
Concession Revenue per Airline Operation	0.24	0.26	0.24	0.28	0.26	0.20
Rental Car Revenue per Enplanement	2.73	2.69	2.68	2.36	2.09	2.50
Rental Car Revenue per Airline Operation	77.93	71.96	70.08	59.91	48.85	59.38
Parking Revenue per Enplanement	7.99	7.87	7.85	7.53	7.40	6.59
Parking Revenue per Airline Operation	228.18	210.62	205.17	190.76	173.04	156.42
Non-Aeronautical Revenue per Enplanement	12.16	11.92	11.80	11.09	10.61	10.31
Non-Aeronautical Revenue per Airline Operation	347.08	319.05	308.42	281.06	247.99	244.51
Non-Airline Operating Revenue per Enplanement	13.32	12.92	12.91	12.03	11.56	11.09
Non-Airline Operating Revenue per Total Operation	281.39	259.97	249.71	230.23	205.89	195.02
Total Operating Revenue per Enplanement	18.41	17.43	17.53	15.83	15.60	16.79
Total Operating Revenue per Airline Operation	525.44	466.52	458.07	401.15	364.78	398.25
Total Operating Revenue per Total Operation	389.00	350.56	339.16	302.88	277.96	295.30
Total Operating Expenses per Enplanement	8.99	7.14	7.04	7.07	6.66	7.24
Total Operating Expenses per Airline Operation	256.71	191.14	183.97	179.20	155.69	171.67
Total Operating Expenses per Total Operation	190.05	143.63	136.22	135.30	118.64	127.29

Note:

Due to Raleigh-Durham Airport Authority's required adoption of GASB 34 during FY2004, only six years of comparative financial statement data is available.

Raleigh-Durham Airport Authority
Employee Headcount
Last Ten Fiscal Years

Year Ending	Number of employees
2009	273
2008	261
2007	233
2006	236
2005	228
2004	224
2003	229
2002	194
2001	167
2000	132

RALEIGH-DURHAM AIRPORT AUTHORITY
RDU DEMOGRAPHIC INFORMATION
2009 AND 2008 ($ in 000's)

	2009	2008
Population	3,000,000	2,958,000
Median Household Income	$ 54.6	$ 54.8
Per Capita Income	$ 27.6	$ 28.3
Median Age	35.8	35.7

* Sixty Mile Radius of RDU. Source - STDBonline. Previous year comparable information unavailable.

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;

	2008			1999		
	Employees	Rank	% of Total Employment	Employees	Rank	% of Total Employment
Duke University	26,324	1	4.69%	19,500	3	4.08%
State of North Carolina	25,458	2	4.53%	23,230	2	4.86%
International Business Machines	22,327	3	3.98%	26,000	1	5.44%
Wake County Public Schools	16,566	4	2.95%	12,500	5	2.61%
Glaxosmithkline	11,579	5	2.06%	8,779	6	1.84%
N C State University at Raleigh	8,000	6	1.42%	7,787	7	1.63%
Wake Med	6,893	7	1.23%	5,000	8	1.05%
Durham Public Schools	5,076	8	0.90%	4,500	9	0.94%
Rex Healthcare	4,400	9	0.78%	3,779	10	0.79%
SAS Institute Inc.	4,149	10	0.74%	3,600	11	0.75%
Progress Energy	3,246	11	0.58%	3,428	12	0.72%
University of North Carolina	3,058	12	0.54%	-		
Nortel Networks, Inc.	2,600	13	0.46%	13,348	4	2.79%
Lenovo Group, Ltd	2,300	14	0.41%	-		
City of Durham	2,202	15	0.39%	1,800	16	0.38%
Veterans Affairs Medical Center	2,086	16	0.37%	1,700	17	0.36%
Research Triangle institute	2,003	17	0.36%	-		
County of Durham	1,774	18	0.32%	1,900	15	0.40%
Blue Cross & Blue Shield of NC, Inc.	-			2,222	13	0.46%
Durham Hospital Corporation	-			2,000	14	0.42%
Total	150,041		26.72%	141,073		29.51%

Source - Wake County 2008 CAFR - Greater Raleigh Chamber of commerce
Durham county 2008 CAFR - Durham Chamber of Commerce

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