WAYNE COUNTY AIRPORT AUTHORITY

A discretely presented component unit of The Charter County of Wayne, Michigan

COMPREHENSIVE ANNUAL

FINANCIAL REPORT

FOR YEAR ENDED SEPTEMBER 30, 2011

DETROIT METRO • WILLOW RUN

WAYNE COUNTY AIRPORT AUTHORITY

WAYNE COUNTY AIRPORT AUTHORITY

(A Discretely Presented Component Unit of
the Charter County of Wayne, Michigan)

Comprehensive Annual Financial Report

Year Ended September 30, 2011

Prepared by:
Controller's Office

WAYNE COUNTY AIRPORT AUTHORITY

Table of Contents

WAYNE COUNTY AIRPORT AUTHORITY

Table of Contents

WAYNE COUNTY AIRPORT AUTHORITY

Table of Contents

DETROIT METRO • WILLOW RUN
WAYNE COUNTY AIRPORT AUTHORITY

L.C. Smith Terminal • Mezzanine
Detroit, MI 48242
ph 734 942 3550
fax 734 942 3793
www.metroairport.com

January 20, 2012

To the Wayne County Airport Authority Board:

The Comprehensive Annual Financial Report (CAFR) of the Wayne County Airport Authority (the Authority) for the year ended September 30, 2011 is submitted herewith. Responsibility for both the accuracy of the presented data and completeness and fairness of the presentation, including all disclosures, rests with the Authority. To the best of our knowledge and belief, this report fairly presents and fully discloses the Authority's financial position, results of operations, and cash flows in accordance with generally accepted accounting principles (GAAP). It includes disclosures necessary to enable the reader to gain an understanding of the Authority's financial activities included within the CAFR. The report of the independent auditors on the financial statements is included on pages 1 and 2.

The CAFR was prepared following the guidelines recommended by the Government Finance Officers Association of the United States and Canada (GFOA). The GFOA awards Certificates of Achievement to those governments whose annual financial reports are judged to conform substantially to the high standards of public financial reporting, including GAAP promulgated by the Governmental Accounting Standards Board (GASB).

The management of the Authority is responsible for establishing and maintaining an internal control structure that is designed to ensure that the assets of the Authority are safeguarded. In addition, as a recipient of federal financial assistance, the Authority is responsible to make certain that an adequate internal control structure is in place to ensure compliance with general and specific laws and regulations related to the Airport Improvement Program and the Aviation Safety and Capacity Expansion Act.

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

State laws require an annual audit of the financial records and transactions of the Authority by a firm of independent licensed certified public accountants. The Board appoints an audit committee of three Board members to comply with this requirement. The audit committee is to meet at least four times each year with the Chief Executive Officer, the Chief Financial Officer (who is appointed by the Chief Executive Officer), and the Authority's independent public auditors to review the financial condition, operations, performance, and management of the Authority. In addition, the Chief Executive Officer appoints an internal auditor to evaluate the Authority's internal accounting and administrative control system and conduct audits relating to the Authority's financial activities.

The Authority's financial statements have received an "unqualified opinion" from Plante & Moran, PLLC, the Authority's certified public accountants. An unqualified opinion is the best opinion that an organization can receive on its financial statements. It indicates that the auditor's examination has disclosed no conditions that cause them to believe that the financial statements are not fairly stated in all material respects.

An independent audit was also performed in accordance with the requirements of the Single Audit Act Amendments of 1996 (P.L. 104-156). The auditor's reports related specifically to the single audit are immediately following the CAFR in the Compliance Section.

A third audit was performed as required under Federal Aviation Regulation, Part 158 (Passenger Facility Charges). The auditor's reports related to the schedule of Passenger Facility Charges are immediately following the CAFR in the Compliance Section.

This CAFR was prepared to meet the needs of a broad spectrum of financial statement readers and is divided into the following major sections:

Introductory Section – In addition to serving as a transmittal letter, this section provides the reader an introduction to the CAFR and the Wayne County Airport Authority. The introductory section includes background information on the reporting entity, its operations and services, accounting systems and budgetary controls, overview of the local economic conditions, its long-term financial planning, and certain other pertinent information. It is complementary to financial and analytical data offered in management's discussion and analysis and the statistical section of the CAFR discussed below.

Financial Section – The independent auditor's report, management's discussion and analysis (see pages 3-11), financial statements, notes to the financial statements, and required supplementary information are included here. These are the Authority's basic financial statements and provide an overview of the Authority's financial position. Management's discussion and analysis (MD&A) immediately follows the independent auditors' report. The MD&A complements this letter of transmittal and should be read in conjunction with it.

Statistical Section – The supplementary information presented in this section is designed to provide additional historical perspective, context, and detail to assist a reader to understand and assess the Authority's economic condition beyond what is provided in the financial statements and notes to the financial statements. The information contained in this section is prepared by the Authority and is not part of the independent auditor's report.

Continuing Disclosure Section – The continuing disclosure schedules reflect information in accordance with the requirements of Rule 15c2-12 promulgated by the Securities and Exchange Commission and as set forth in the Continuing Disclosure Undertaking for issued debt. The information contained in this section is prepared by the Authority and is not part of the independent auditor's report.

Compliance Section – This section presents schedules and footnotes prepared to meet the requirements of the U.S. Office of Management & Budget Circular A-133 as well as Federal Aviation Administration requirements applicable to The Passenger Facility Charge Program and in accordance with 14 CFR Part 158.

REPORTING ENTITY BACKGROUND

The Authority is a political subdivision and instrumentality of the Charter County of Wayne, Michigan (the County), which owns the Detroit Metropolitan Wayne County Airport (the Airport) and Willow Run Airport (together, the Airports). Until August 9, 2002, the County operated the Airports. Pursuant to an amendment to the Aeronautics Code of the State of Michigan, known as the Public Airport Authority Act (the Authority Act), Public Act 90, Michigan Public Acts of 2002, effective March 26, 2002, the Authority has operational jurisdiction of the Airports, with the exclusive right, responsibility, and authority to occupy, operate, control, and use the Airports and the Airport Hotel.

Pursuant to the Authority Act, the Authority is liable for all of the obligations with respect to the Airports, with the exception of the County's pledge of its limited tax full faith and credit, subject to constitutional, statutory, and charter tax rate limitations associated with the Airport Hotel Revenue Bonds issued by the County.

The Authority is directed and governed by a Board consisting of seven members. The governor of the state appoints two members of the Board, one member is appointed by the legislative body of the County, and four members of the Board are appointed by the Chief Executive Officer of the County. The Board appoints the Chief Executive Officer of the Authority.

AUTHORITY OPERATIONS AND SERVICES

The Authority is self-supporting, using aircraft landing fees, fees from terminal and other rentals, and revenue from parking, concessions, and various additional sources to fund operating expenses. The Authority is not taxpayer-funded. The Capital Improvement Program (CIP) is funded by bonds issued by the Authority, federal and state grants, and passenger facility charges (PFCs).

Airport Use and Lease Agreement (the Agreement)

Revenues received by the Authority in accordance with the Master Airport Revenue Bond Ordinance (Master Bond Ordinance) are derived from rentals, fees, and charges imposed upon airlines operating at the Airport under agreements relating to their use of the Airport. The following airlines are parties to such agreements: Air France, AirTran Airways, American Airlines, Continental Airlines, Delta Air Lines, Federal Express, Mesaba Airlines, Pinnacle Airlines, Southwest Airlines, Spirit Airlines, United Airlines, United Parcel Service, and US Airways (collectively, the Signatory Airlines).

The Agreements with the Signatory Airlines permit the Authority to issue airport revenue bonds to finance the costs of capital projects and include the annual debt service requirements of, and other deposit requirements and coverage requirements for, such bonds in the calculation of rates and charges payable by the Signatory Airlines, only after first receiving approval of a Weighted Majority of the Signatory Airlines for such capital projects. An affirmative Weighted Majority vote requires, in the aggregate, Signatory Airlines which landed 85% or more of the landed weight of all Signatory Airlines for the preceding 12-month period for which records are available, or all Signatory Airlines in number but one regardless of landed weight.

The Airline Industry

In the aftermath of the events of September 2001, the industry saw a downturn in demand for air travel. The result was five years of reported industry operating losses, totaling more than $28 billion (excluding extraordinary events). The airline industry finally gained ground in 2007 with virtually every U.S. airline posting profits. However, in 2008 and through the first half of 2009, the combination of record high fuel prices, weakening economic conditions, and a weak dollar resulted in the worst financial environment for U.S. airlines since the September 11th terrorist attacks. In response, most airlines announced significant capacity reductions, increased fuel surcharges, increased fares and fees, and adopted other measures to address the financial challenges. Whereas the capacity reductions following the events of September 11th were the direct result of terrorist threats targeting the travelling public, the industry reductions starting in late 2008 and continuing through the first half of 2009 were primarily driven by significant increases in fuel costs over a span of two and a half years, a weak dollar exacerbating the impact of stressed fuel costs, and the contraction of the U.S. economy. After two years of losses in calendar years 2008 and 2009, the airline industry reported profits in 2010 and the International Air Transport Association (IATA) is predicting a $6.9 billion profit for the global industry in 2011. Generally, as the airline industry strengthens financially, its ability to provide service increases which should produce growth in air travel activity.

Airport Activity

The Airport ended fiscal year 2011 with a 2.2 percent increase in enplaned passengers, a 0.3 percent increase in operations, an 11.6 percent increase in cargo handled, and a 3.8 percent increase in landed weights when compared to the prior fiscal year. The Airport's activities for the years ended September 30, 2011 and 2010 were as follows:

	2011	**2010**	**% Change**
Enplanements	16,226,201	15,876,381	2.2%
Aircraft Operations	447,045	445,500	0.3%
Cargo (in metric tons)	206,345	184,934	11.6%
Landed Weights (in thousands, lbs.)	20,923,713	20,167,265	3.8%

The recovering demand for air travel is expected to continue and result in a moderate increase in Airport activity throughout the next fiscal year.

ACCOUNTING SYSTEM AND BUDGETARY CONTROLS

The Authority's Budget

Prior to the commencement of each fiscal year (currently October 1 to September 30), the Authority is required by the Master Bond Ordinance and Public Act 90 to prepare and adopt a budget. The budget contains an itemized statement of the estimated current operational expenses and the expenses for capital, including funds for the operation and development of the Airports under the jurisdiction of the Authority, and the amount necessary to pay the principal and interest of any outstanding bonds or other obligations of the Authority maturing during the ensuing fiscal year. The budget also contains an estimate of the revenues of the Authority from all sources for the next fiscal year.

Budgeting serves as an important management tool to plan, control, and evaluate the operations of the Authority. The Detroit Metropolitan Airport and Willow Run O&M budgets, and the Westin's budget are the Authority's annual financial plan for operating and maintaining the airports and hotel. These budgets must be sufficient to cover the operation and maintenance expenses of the airports, the debt service payable on bonds and other known financial requirements for the ensuing fiscal year. The Capital Improvement Program budget is the Authority's plan for the design and construction of major improvements and new facilities at the airports with a five-year horizon.

The Authority's basis of budgeting is on an accrual basis: revenues are recorded when earned, and expenses are recorded as incurred. The Authority's basis for budgeting is identical to the basis of accounting.

Budgetary control is required to ensure that expenditures do not exceed appropriations. The Authority maintains this control through the use of an encumbrance system. As purchase orders are issued, corresponding amounts of appropriations are reserved by the use of encumbrances to prevent overspending. Amendments to the budget are subject to approval by the Board in accordance with the terms contained in the Board resolution adopted with the budget. The independent monitoring of the budget continues throughout the fiscal year for management control purposes. Each month, Financial Planning & Analysis (FP&A) reviews and analyzes all revenue and expense accounts to compare actual to prior year actual and to budget. The findings are reported to the Board on the monthly management report.

AUTHORITY'S ECONOMIC CONDITION

Population

The United States Office of Management and Budget (OMB) defines the six counties of Lapeer, Livingston, Macomb, Oakland, St. Clair, and Wayne the Detroit-Warren-Livonia Metropolitan Statistical Area (MSA). Further, the larger OMB designated Detroit-Warren-Flint Combined Statistical Area (CSA) incorporates both the above MSA and the metropolitan areas of Flint, Ann Arbor, and Monroe. This area is defined based on commuting patterns and results in the nine-county labor market region of Metro Detroit with an estimated population of 5.2 million in 2010, *United States Census Bureau*.

Detroit Metropolitan Wayne County Airport serves the above area along with the Toledo, Ohio area, which is located approximately 47 miles south of the airport, and the city of Windsor, Ontario in nearby Canada. The Total Air Trade Area incorporates these regions along with the Primary Air Trade Area of Metro Detroit. Nearby to the Airport is the smaller non-commercial airport Willow Run which serves freight, corporate, and general aviation clients.

The Airport is the primary air carrier airport serving the Detroit Metropolitan area (the 18th most populous city in the United States in 2010). In calendar year 2010, Detroit Metropolitan Airport (the Airport) ranked 16th nationwide in total passengers, enplaning and deplaning approximately 32 million passengers. The Airport ranked 10th nationwide in terms of total aircraft operations, with approximately 453 thousand takeoffs and landings.

Economy

The demand for air transportation is, to a large degree, dependent upon the demographic and economic characteristics of the geographical area served by an airport (i.e., the Air Trade Area). Despite the recent restructuring of the "Big 3" United States automakers, the Air Trade Area continues to be a global leader in the automotive industry, including advanced battery research for alternative fuel vehicles, due to the large number of R&D facilities throughout the region. The Air Trade Area has a percentage of households in higher income categories (>$60,000) that is significantly greater than in Michigan and the

United States, and the Air Trade Area is home to 13 Fortune 500 companies. Eight of the Air Trade Area's Fortune 500 companies are part of the automotive industry. Consistently appearing near the top of the Fortune 500 rankings, Ford Motor is ranked tenth and General Motors is ranked eighth with approximately $129.0 billion and $135.6 billion in revenues, respectively, in 2010.

Michigan's unemployment rate in 2011 is 11.7 percent, which is an improvement from the annual unemployment rate of 13.5 percent for 2010. Although Michigan's unemployment rate has been higher than the national average over the past several years, the business climate in the region is improving. The Air Trade Area has been gaining recognition as one of the best places in the nation for new and expanded business according to the Detroit Regional Chamber. This optimistic assessment was echoed by an October 2010 article in Inc. magazine, entitled "Five Reasons to Start a Business in Detroit." In particular, the article noted the Air Trade Area's strong support network for new businesses and access to space and capital.

LONG-TERM FINANCIAL PLANNING

The Authority's long-term financial planning includes the completion of certain approved capital projects and the accumulation of sufficient resources required to service the debt issued to finance these projects, as well as to operate and maintain the Airports. Under the terms of the Agreement, fees and charges paid by the Airlines are used along with other income from the Airport to service the debt issued to finance the construction program.

The Authority covenants in the Master Bond Ordinance (the Ordinance) state that the Airport's net revenues plus other available monies as defined by the Ordinance are sufficient to provide debt service coverage of 125% of the average annual debt service requirement on senior lien bonds. This coverage ratio for the year ended September 30, 2011 was in excess of the requirements at 160% of senior lien debt service and 148% of total debt service.

Capital Improvement Program

The Authority maintains an ongoing Capital Improvement Program (CIP) for the Airport system to expand, modernize, and maintain the Airports. In addition to renovations and modernization of certain existing facilities, the CIP includes construction of the principal elements of the Master Plan for each Airport. The master plans establish the framework for the CIP that is necessary for the development of the Airports.

The Authority's CIP represents current expectations of future capital needs. The current five-year plan for 2012-2016 includes planned funding of approximately $548 million and $155 million for Detroit Metropolitan and Willow Run Airports, respectively.

The Authority's funding sources for the CIP are airport revenue bonds, Passenger Facility Charges (PFCs), grants and Authority discretionary funds. Given the multiple funding sources that comprise this plan, board approval of the CIP does not imply that the source of funding has been determined. A detailed review of the CIP is published annually in December as part of Financial Planning & Analysis' Approved Budget Document.

Airport Improvement Program

Since 1986, the Authority has participated in the Airport Improvement Program (AIP), the federal government's airport grant program. The AIP provides funding for airport development, airport planning, and noise compatibility programs from the Airport and Airway Trust Fund. The AIP also provides both entitlement and discretionary grants for eligible projects. The Authority also receives grants from the State of Michigan.

Passenger Facility Charges

In 1990, Congress approved the Aviation Safety and Capacity Expansion Act, which authorized domestic airports to impose a PFC on enplaning passengers. In May 1991, the FAA issued the regulations for the use and reporting of PFCs. PFCs may be used for airport projects which meet at least one of the following criteria: preserve or enhance safety, security, or capacity of the national air transportation system; reduce noise or mitigate noise impacts resulting from an airport; or furnish opportunities for enhanced competition between or among carriers.

Since 1992, the FAA has approved six PFC applications and amendments submitted by the Airport. The Authority is currently authorized to impose and use a PFC of $4.50 per enplaned passenger up to $3.2 billion, which includes amounts for the payment of principal, interest, and other financing costs on bonds for which the proceeds are used to pay PFC-eligible costs on approved projects.

As of September 30, 2011, the Airport had received approximately $1.06 billion of PFC revenue, which includes interest earnings of approximately $73.2 million. The Airport had expended approximately $1.03 billion on approved projects. The current PFC expiration date is estimated at August 1, 2034.

OTHER INFORMATION

Awards and Achievement

The GFOA awarded the Authority a Certificate of Achievement for Excellence in Financial Reporting for its CAFR for the year ended September 30, 2010. This was the eighth consecutive year that the Authority has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized CAFR. Such a CAFR must satisfy both generally accepted accounting principles and applicable legal requirements.

A Certificate of Achievement is valid for a period of one year only. We believe our current report continues to conform to the Certificate of Achievement program requirements and are submitting this 2011 CAFR to the GFOA for consideration.

The Authority's budget process has also been recognized by the GFOA and received their Award for Distinguished Budget Presentation for fiscal years 2005 to 2011. In order to receive this award, the entity must publish a budget document that meets program criteria as a policy document, as an operations guide, as a financial plan, and as a communication device. The fiscal year 2012 Approved Budget document was issued to the GFOA for consideration and to Board Members in December 2011.

Acknowledgments

The preparation of this report could not have been accomplished without the efficient and dedicated services of the entire staffs of the Controllers' Office and Financial Planning & Analysis. We would like to express our appreciation to all members of these divisions.

This report also could not have been possible without the leadership and support of the governing body of the Authority's Board.

Respectfully submitted,

Thomas J. Naughton

Interim Chief Executive Officer

Terrence P. Teifer

Interim Chief Financial Officer & Treasurer

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Wayne County Airport Authority
Michigan

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
September 30, 2010

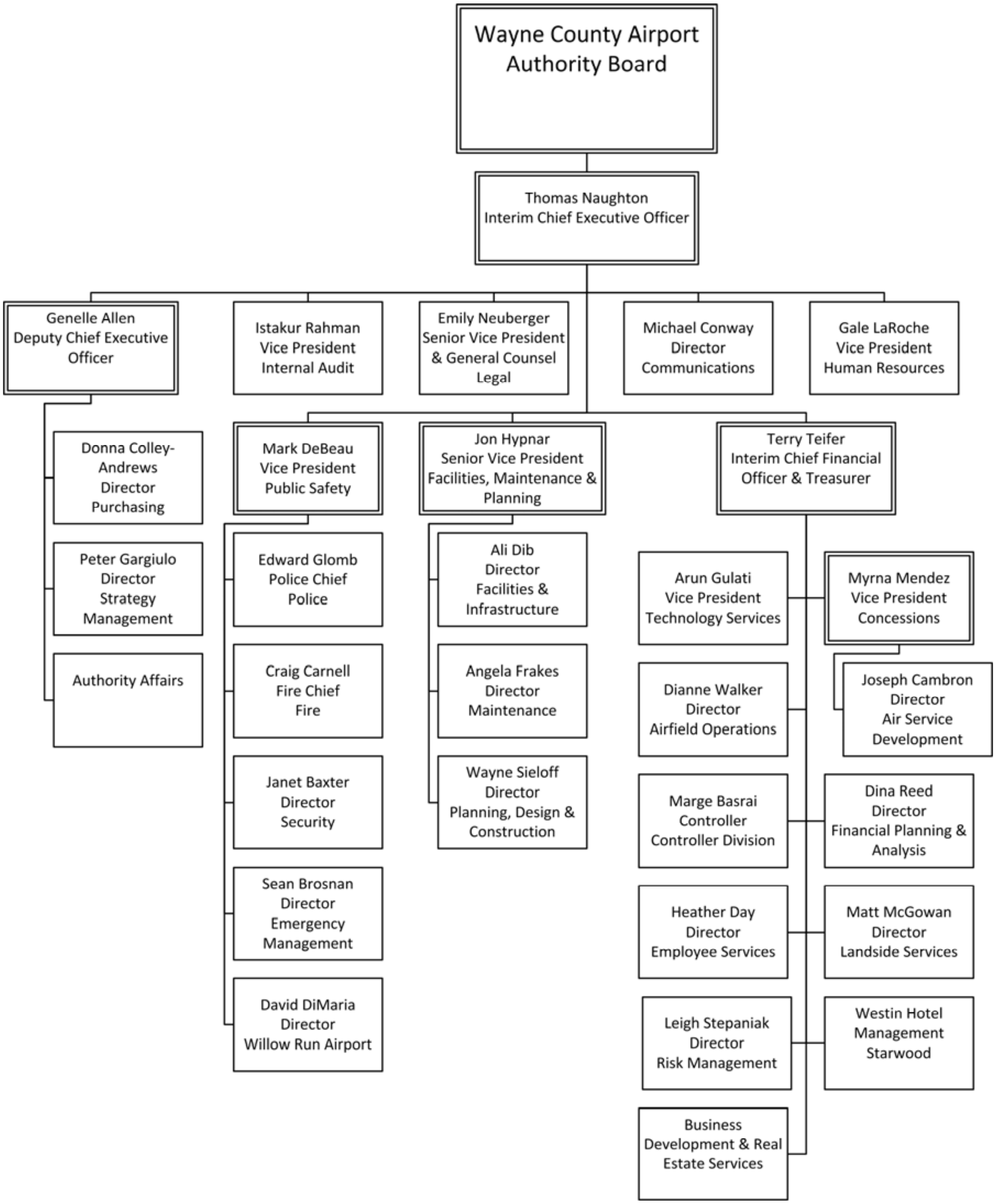
A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.

GOVERNMENT FINANCE OFFICERS ASSOCIATION OF THE UNITED STATES AND CANADA CORPORATION SEAL CHICAGO

President

Executive Director

WAYNE COUNTY AIRPORT AUTHORITY
ORGANIZATIONAL CHART



LIST OF PRINCIPAL OFFICIALS

Authority Board	Position	Term Expires
Mary L. Zuckerman	Chairperson	October 2014
Samuel A. Nouhan	Vice Chairperson	October 2014
Suzanne K. Hall	Secretary	October 2016
Bernard F. Parker, Jr.	Board Member	October 2012
Charlie J. Williams	Board Member	October 2012
Alfred R. Glancy, III	Board Member	October 2014
Michael J. Jackson, Sr.	Board Member	October 2017

Airport Management	Position
Thomas J. Naughton	Interim Chief Executive Officer
Genelle M. Allen	Deputy Chief Executive Officer
Jon Hypnar	Sr. Vice President – Facilities, Maintenance and Planning
Emily K. Neuberger	Sr. Vice President and General Counsel
Terrence P. Teifer	Interim Chief Financial Officer & Treasurer
Mark L. DeBeau	Vice President – Public Safety
Arun Gulati	Vice President – Technology Services
Gale L. LaRoche	Vice President – Human Resources
Myrna Mendez	Vice President – Concessions and Quality Services
Mary Lou K. Posa	Vice President and Associate General Counsel
Istakur Rahman	Vice President – Internal Audit
Stephen Albright	Director of Technology Services
Donna Colley-Andrews	Director of Procurement
Margaret Basrai	Controller
Janet Baxter	Director of Security
Sean Brosnan	Director of Emergency Management
Joseph Cambron	Director of Aviation Services and Air Service Development
Craig Carnell	Fire Chief
Michael Conway	Director of Communications
Heather Day	Director of Employee Services
Ali Dib	Director of Facilities & Infrastructure
David DiMaria	Director of Willow Run Airport
Angela Frakes	Director of Maintenance
Peter Gargiulo	Director of Strategy Management
Edward Glomb	Police Chief
Matt McGowan	Director of Landside Services
Lynda Racey	Director of Labor and Employee Compliance
Dina Reed	Director of Financial Planning & Analysis
Wayne Sieloff	Director of Planning, Design, and Construction
Leigh Stepaniak	Director of Risk Management
Dianne Walker	Director of Airfield Operations
Rosalind Wallace	Director of Human Resources

Plante & Moran, PLLC
27400 Northwestern Highway
P.O. Box 307
Southfield, MI 48037-0307
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

Independent Auditor's Report

To the Board of Directors
Wayne County Airport Authority

We have audited the accompanying financial statements of each major fund and the aggregate remaining fund information of Wayne County Airport Authority (the "Authority"), a component unit of the Charter County of Wayne, Michigan, as of and for the year ended September 30, 2011, which collectively comprise the Authority's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the Authority's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards,* issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free 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 audit provides a reasonable basis for our opinions.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of each major fund and the aggregate remaining fund information of the Authority as of September 30, 2011 and the respective changes in financial position and cash flows, where applicable, thereof for the year then ended, in conformity with accounting principles generally accepted in the United States of America.

The management's discussion and analysis and required supplementary information, as identified in the table of contents, are not a required part of the basic financial statements but are supplemental 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 supplemental information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying introductory section, statistical section, and continuing disclosure section, as identified in the table of contents, are presented for the purpose of additional analysis and are not a required part of the basic financial statements. The introductory section, statistical section, and continuing disclosure section have not been subjected to the auditing procedures applied by us in the audit of the basic financial statements and, accordingly, we express no opinion on them.

To the Board of Directors
Wayne County Airport Authority

In accordance with *Government Auditing Standards*, we have also issued our report dated January 20, 2012 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. 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 opinions 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 audit.

Plante & Moran, PLLC

January 20, 2012

WAYNE COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS

September 30, 2011

The following discussion and analysis provides an overview of the financial performance and activities of the Wayne County Airport Authority (the "Authority") for the year ended September 30, 2011, with selected comparative information for the year ended September 30, 2010. This discussion and analysis has been prepared by the Authority's management and should be read in conjunction with the basic financial statements and notes thereto, which follow this section.

The Authority is a business-type entity and, as such, the basic financial statements consist of three statements and notes to the basic financial statements. The three basic statements are: (a) Statement of Net Assets, which presents the assets, liabilities, and net assets of the Authority as of the end of the fiscal year; (b) Statement of Revenues, Expenses, and Changes in Net Assets, which reflects revenues and expenses recognized during the fiscal year; and (c) Statement of Cash Flows, which provides information on all the cash inflows and outflows for the Authority by major category during the fiscal year. Beginning in 2008, the Authority included a Postemployment Health Benefits Trust Fund (Fiduciary Fund) to account for the postemployment healthcare payments to qualified employees.

The financial statements are prepared in accordance with accounting principles generally accepted in the United States of America (U.S.) as promulgated by Governmental Accounting Standards Board (GASB) principles.

The financial statements include the operations of Detroit Metropolitan Wayne County Airport (the Airport), Willow Run Airport, and the Airport Hotel. The Authority is considered a discretely presented component unit of the Charter County of Wayne, Michigan as defined by the GASB.

THE AIRPORT FUNDING METHODOLOGY

Funding for the Airport operations is predicated upon the stipulations in the Airport Use and Lease Agreements between the Authority and the Airlines. The Airport Use and Lease Agreements set the terms of the business relationship between the Authority and the Airlines. Key terms in the Use and Lease Agreements include rental rates, activity fee methodology, utilities, etc. Once an airline signs a Use and Lease Agreement, they are designated a "Signatory Airline." The Use and Lease Agreements also determine the budget and financing (activity fee) methodology that the Authority and Airlines agree to follow. Airport budget methodologies throughout the United States are usually characterized as either compensatory or residual, although some airports have a hybrid methodology that combines both features.

The Airport operates under a residual methodology. The methodology places additional risk to the Signatory Airlines, as these Airlines guarantee the net cost of operating the entire Airport. This obligation includes operating expenses and all debt service requirements of the Airport. If the Airport incurs a deficit in a particular year, it has the ability to increase rates to the Signatory Airlines up to the amount of the deficit. Conversely, if the Airport realizes a surplus, the Airport must refund the surplus to the Signatory Airlines.

The residual methodology agreed upon by the Signatory Airlines and the Authority creates a funding mechanism that is not congruent with financial statement reporting standards. Although the Signatory Airlines are required to fund any deficit of the Airport, this deficit is not equivalent to "Operating Loss" or any other designation on the financial statements. Since the Airport utilizes the residual methodology, all annual operating costs and debt service requirements of the Airport have been funded.

FINANCIAL HIGHLIGHTS

Operating revenues increased by $14.0 million (4.7%) compared to 2010. Airport non-airline increased by $11.7 million (7.9%) compared to 2010 and outperformed budgeted non-airline revenue by $8.9 million (7.6%). The increases in non-airline revenues are attributable largely to increases in parking and car rental revenues, resulting in part from the number of enplaned passengers, a major driver of non-airline revenues. Enplaned passengers were 2.2% higher than 2010. Additionally, in the summer of 2010, the Authority reversed the previous year's rate increase for parking at the Big Blue Deck parking garage, offering a premium option for parking in a covered structure for $10 per day, as part of a new parking plan. The plan's focus has been on increasing market share and length of stay at on-airport parking locations. The second action as part of the new parking plan was the re-opening of the Green Lot, a surface lot offering an economy-targeted parking option, at the rate of $8 per day. The Green Lot was opened in fall 2010, in advance of the fall and winter holidays. Public response to the decreased parking rates has been positive and has exceeded initial program expectations.

Although 2011 operating expenses increased compared to 2010 by 1.3 percent, the Airport completed the year with a favorable 0.6 percent variance compared to the 2011 expense budget. The increases are due to an implementation of a five-year program to address critical capital asset maintenance and replacement needs. Total costs associated with the capital asset maintenance and replacement program for 2011 were approximately $15 million, $6 million of which was funded outside of the Authority's O&M budget (i.e., not charged to the airlines). The remaining $9 million of costs are included in the O&M budget. The additional expenses are partially offset by reductions in utilities expenses and buildings and grounds maintenance.

Statement of Net Assets

The statement of net assets includes all assets and liabilities and net assets resulting from the difference between total assets and total liabilities. Assets and liabilities are generally measured using current values. One exception is capital assets, which are stated at historical cost less an allowance for depreciation. The condensed summary of the Authority's net assets as of September 30, 2011 and 2010 is:

	2011 (000's)	2010 (000's)
ASSETS:		
Current unrestricted assets	$ 125,520	$ 132,286
Restricted assets	403,628	460,274
Capital assets (net)	2,169,214	2,273,934
Other assets	23,795	27,530
Total assets	2,722,157	2,894,024
LIABILITIES:		
Current liabilities	77,321	95,971
Liabilities payable from restricted assets	99,703	105,599
Long-term liabilities	2,079,652	2,167,422
Total liabilities	2,256,676	2,368,992
NET ASSETS:		
Investment in capital assets, net of related debt	86,907	120,302
Restricted	322,488	358,386
Unrestricted	56,086	46,344
TOTAL NET ASSETS	$ 465,481	$ 525,032

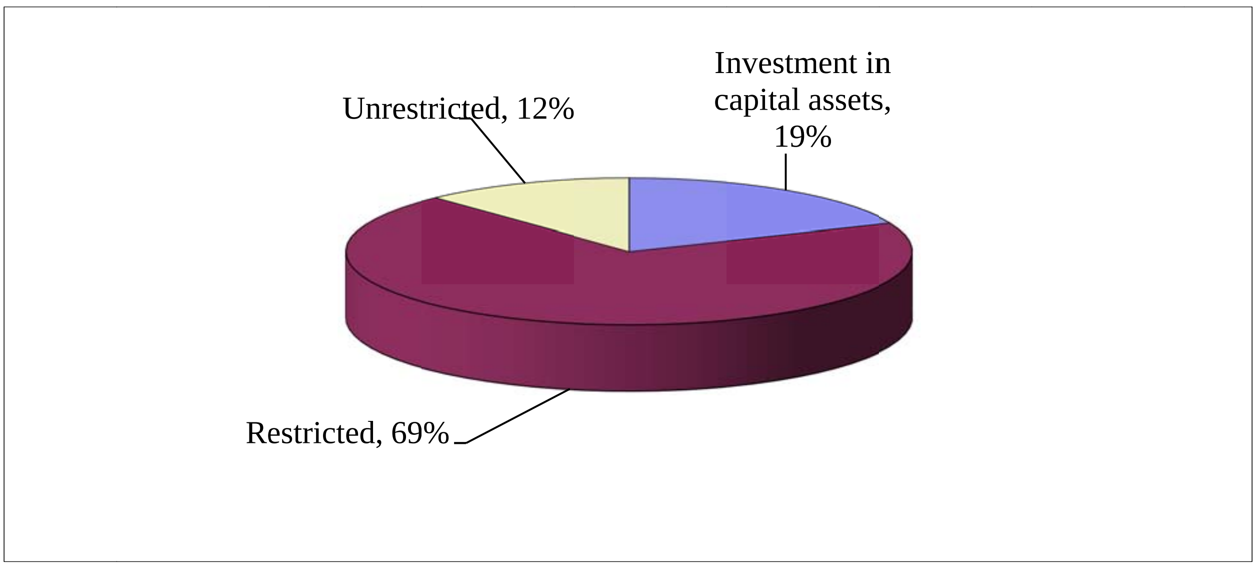
Current assets consist mainly of cash and investments, accounts receivable, and amounts due from other governmental units. Restricted assets consist of cash and investments and accounts receivable. All cash and investments of the Authority are invested according to legal requirements established by the legislature of the State of Michigan. In accordance with State law, investments are restricted to various U.S. government securities, certificates of deposit, commercial paper, and repurchase agreements. Other assets consist primarily of bond issuance cost, net of related amortization.

In accordance with the terms of applicable ordinances, the Authority is required to restrict assets for various purposes. Net assets have been reserved related to certain restricted assets. Assets have been restricted for operations and maintenance, replacement and improvements, construction, bond and interest redemption, passenger facility charges, and drug enforcement.

Current liabilities consist mainly of accounts payable, payroll-related liabilities, self-insurance liabilities, accrued vacation and sick time, retainage, security, and performance deposits.

Net assets decreased by $59.6 million in the fiscal year ended September 30, 2011. In 2010, the Authority increased the beginning net asset balance by $51 million by implementing GASB 51 which offset the change in net assets from the current year activity. Increases in operating revenue and federal grant income helped offset the decrease in interest income.

The chart below illustrates a breakdown of total net assets as of September 30, 2011:



Approximately 69 percent of the Airport's 2011 net assets are restricted for future debt service, capital construction and replacement, bond and interest redemption, and passenger facility charges, subject to federal regulations. Amounts invested in capital assets, net of related debt, account for approximately 19 percent of total net assets and represent land, intangible assets, buildings, improvements, and equipment, net of accumulated depreciation, and outstanding principal balances of debt attributable to the acquisition, construction, or improvement of those assets. The remaining net assets include unrestricted net assets of $56.1 million, which may be used to meet any of the Authority's ongoing operations. Unrestricted net assets increased 21 percent as of fiscal year end 2011.

CAPITAL ASSETS AND LONG-TERM DEBT ACTIVITY

The Authority is authorized to issue airport revenue bonds to finance the cost of capital projects and include the debt service on such bonds in the fees and charges of the Signatory Airlines only after receiving approval of a Weighted Majority for such capital projects. In December 2010, the Authority issued $722.7 million in Airport Revenue Refunding Bonds and issued a $116 million Direct Placement Bond. As of September 30, 2011, the Authority had approximately $2.1 billion in outstanding bonded and other debt, both senior and subordinate, paying fixed and variable rates. The total annual debt service (principal and interest) was approximately $162 million in 2011 and long-term debt amounting to $71 million was paid off during the year. More detailed information on capital assets and long-term debt activity can be found in Notes 6 and 7 included in the Notes to Basic Financial Statements section of this report.

STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET ASSETS

The Statement of Revenues, Expenses, and Changes in Net Assets presents the operating results of the Authority, as well as the nonoperating revenues and expenses. Operating revenues include both airline and non-airline revenues and consist primarily of landing and related fees, terminal building rental and fees, parking fees, concession fees, car rental, and hotel revenues. Non-operating revenues consist primarily of passenger facility charges, federal and state grants, and interest income. Interest expense is the most significant nonoperating expense.

A summarized comparison of the Authority's revenues, expenses, and changes in net assets for the years ended September 30, 2011 and 2010 follows:

WAYNE COUNTY AIRPORT AUTHORITY
MANAGEMENT'S DISCUSSION AND ANALYSIS

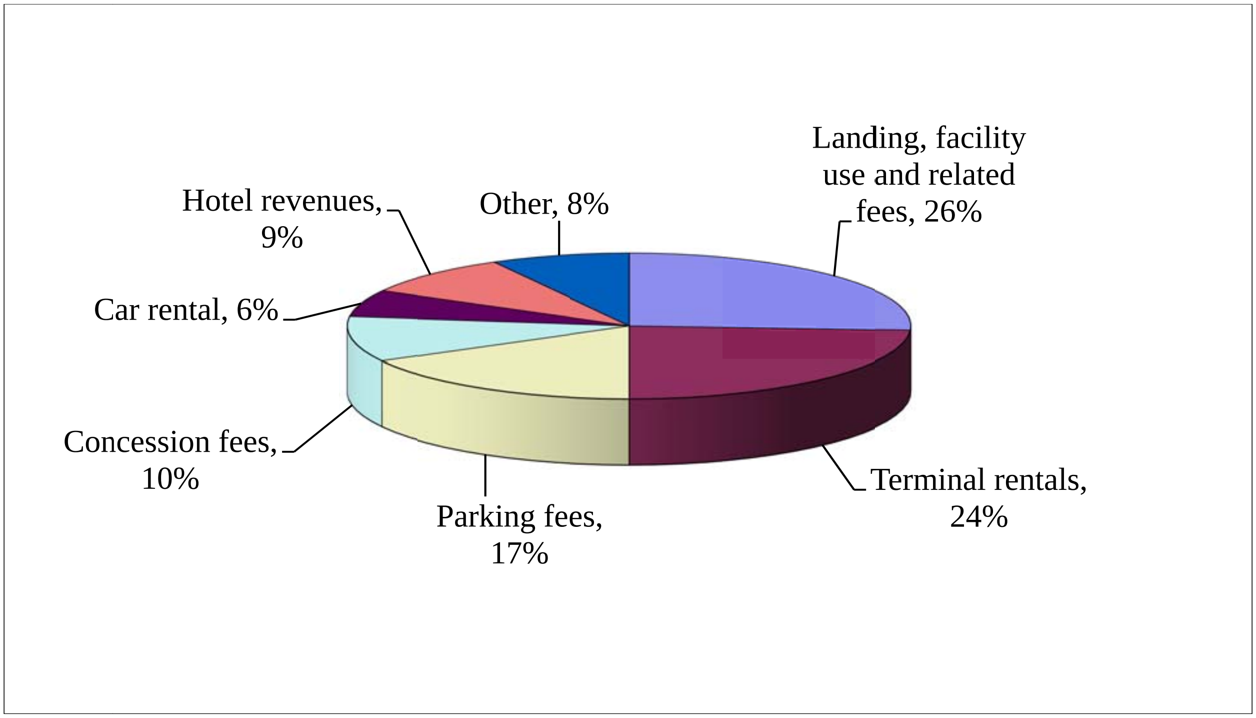
September 30, 2011

	2011 (000's)	2010 (000's)
Operating revenues:		
Airline revenues:		
Airport landing and related fees	$ 69,100	$ 70,172
Terminal building rentals and fees	74,348	71,853
Facility use fees	7,144	6,302
Non-airline revenues:		
Parking fees	54,145	48,309
Concession fees	31,592	30,702
Car rental	18,984	17,273
Hotel	29,373	26,829
Other	26,374	25,657
Total operating revenues	311,060	297,097
Operating expenses:		
Salaries, wages, and fringe benefits	71,489	70,061
Parking management	6,794	6,505
Hotel management	22,644	20,033
Depreciation	142,754	146,151
Professional and contractual services	20,765	15,222
Utilities	24,886	26,692
Building, ground, equipment maintenance	36,348	37,704
Other	36,144	34,971
Total operating expenses	361,824	357,339
Operating loss	(50,764)	(60,242)
Nonoperating revenues (expense):		
Passenger facility charges	62,198	60,306
Other nonoperating revenues	4,604	6,207
Interest expense	(91,549)	(105,914)
Other nonoperating expenses	(1,791)	(2,082)
Net nonoperating expenses	(26,538)	(41,483)
Net loss before capital contribution	(77,302)	(101,725)
Capital Contribution	17,751	29,137
Change in net assets	(59,551)	(72,588)
Net assets, beginning of the year *	525,032	597,620
Net assets, end of the year	$ 465,481	$ 525,032

* 2010 beginning balance restated for implementation of GASB 51

Operating Revenues:

The chart below illustrates the sources of total operating revenue for the year ended September 30, 2011:



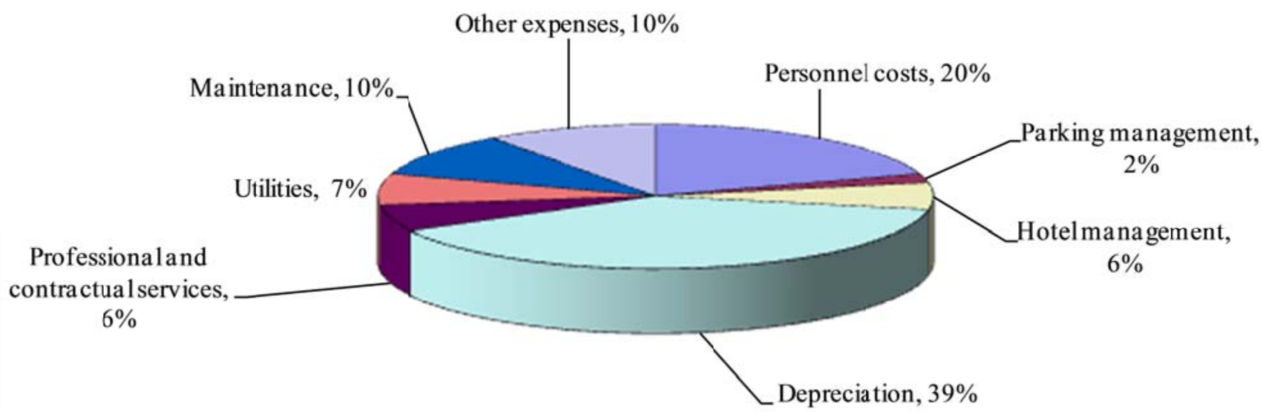
Operating revenues for the Authority increased 4.7 percent to $311 million in 2011 from $297 million in 2010.

Airline Revenues, one of three major categories of Operating Revenues, includes revenues collected from the airlines. The chart above references terminal rentals, landing, facility use and related fees, which are all part of Airline Revenues. Airline Revenues increased 1.5 percent to $151 million in 2011 from $148 million in 2010. Terminal rental fees increased 3.5 percent to $74 million in 2011 from $72 million in 2010. The terminal rental revenues remain 24 percent of total operating revenue in 2011. Landing fee revenues decreased 1.5 percent in 2011 to $69 million from $70 million in 2010. The change in landing rate is a 5 percent decrease over the prior year, with a final Signatory rate of $3.26 per 1,000 pounds landed weight. Another aspect of Airline Revenues is facility use fee revenues, which are driven by international deplaned passengers. International deplanements increased 11 percent in 2011, driving international facility use fee revenue up by 13 percent. The overall increase in Airline Revenues is driven by budgeted increases in operating expenses.

Non-Airline Revenues, another major category of Operating Revenues, includes revenue received that is not collected from airlines. The chart above references parking fees, concession fees, car rentals and other, which are all part of Non-Airline Revenues. In 2011, the Airport outperformed 2010 in terms of passenger traffic, driving even greater performance in non-airline revenue growth. Enplaned passengers increased in 2011 by 2.2 percent compared to 2010. Total non-airline operating revenues increased by 7.9 percent to $160 million compared to $149 million in 2010, due to increases in passenger related revenues such as parking and car rental, which increased $5.8 million and $1.7 million, respectively, as well as an increase in Hotel revenue of $2.5 million.

Operating Expenses:

The chart below illustrates the components of total operating expenses for the year ended September 30, 2011:



Operating expenses for the Authority remained consistent as compared to 2010. Primary areas of operating expense reductions were in the areas of depreciation, utilities, buildings and grounds maintenance and equipment repair and maintenance. Utilities costs were lower than 2010 due to a combination of savings in rates (commodity prices) and reduced consumption. Maintenance costs in 2011 decreased due to a $5.4 million one-time expense charged for certain improvements for Americans with Disabilities Act (ADA) compliance in fiscal year 2010.

Offsets to the reductions in expense were increases in professional and contractual services and hotel management. As described in the financial highlights section, increased expenses related to the capital asset maintenance and replacement program were realized for the first time in 2011, which affects several categories including buildings and grounds and professional and contractual services. Additional increased costs for professional and contractual services are due to cost increases related to a new snow removal contract and a substantial number of snow and ice events during the 2010-2011 snow season. Hotel management expenses increased in 2011; however, the revenue generated during the year outperformed the increased expenses.

Nonoperating Revenues and Expenses and Contributed Capital:

Total nonoperating activities lead to a net Nonoperating Expense of $26.5 million in 2011. A 34.4 percent decrease in interest income was driven by economic conditions during 2011. Interest expense decreased 13.6 percent in 2011 due partially to economic conditions and partially due to the savings realized as a result of bonds that were refunded in December 2010.

Revenue generated from state and federal operating grants increased for the first time in four years. Capital contributions decreased 39.1 percent over the prior year to $17.8 million as the federal government is limiting discretionary grants and award levels.

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Net Assets

September 30, 2011

	Detroit Metropolitan Airport Fund	Willow Run Airport Fund	Airport Hotel Fund	Total
Assets:				
Current assets:				
Unrestricted current assets:				
Cash and investments (note 4)	$ 94,916,506	$ 3,455,737	$ 1,739,006	$ 100,111,249
Accounts receivable, less allowance (note 2)	9,363,700	357,536	1,032,448	10,753,684
Due from other governmental units	12,349,217	474,011	—	12,823,228
Due from other funds	152,369	—	—	152,369
Prepaids and deposits	1,100,675	364,963	213,412	1,679,050
Total current assets	117,882,467	4,652,247	2,984,866	125,519,580
Restricted assets (notes 4 and 5):				
Cash and investments	378,846,492	—	14,564,082	393,410,574
Accounts receivable	10,216,157	—	1,499	10,217,656
Total restricted assets	389,062,649	—	14,565,581	403,628,230
Capital assets (note 6):				
Land and nondepreciable assets	226,569,280	15,926,984	—	242,496,264
Buildings and improvements	1,972,413,546	9,770,038	92,794,713	2,074,978,297
Equipment	64,393,932	6,259,023	686,025	71,338,980
Infrastructure	1,200,014,537	111,348,667	—	1,311,363,204
Construction in progress	34,663,893	531,511	—	35,195,404
Total capital assets	3,498,055,188	143,836,223	93,480,738	3,735,372,149
Less accumulated depreciation	1,428,472,590	93,519,863	44,165,216	1,566,157,669
Net capital assets	2,069,582,598	50,316,360	49,315,522	2,169,214,480
Other assets:				
Bond issuance cost, less amortization (note 2)	18,030,476	—	3,995,675	22,026,151
Net OPEB asset (note 10)	1,768,486	—	—	1,768,486
Total other assets	19,798,962	—	3,995,675	23,794,637
Total assets	$ 2,596,326,676	$ 54,968,607	$ 70,861,644	$ 2,722,156,927

See accompanying notes to basic financial statements.

(Continued)

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Net Assets

September 30, 2011

	Detroit Metropolitan Airport Fund	Willow Run Airport Fund	Airport Hotel Fund	Total
Liabilities:				
Current liabilities:				
Payable from current assets:				
Accounts payable	$ 26,704,182	$ 339,085	$ 1,878,898	$ 28,922,165
Accrued wages and benefits	2,616,138	36,765	—	2,652,903
Due to primary government	248,787	—	—	248,787
Due to other governmental units	1,177,045	—	—	1,177,045
Due to other funds	—	152,369	—	152,369
Deferred revenue	1,058,237	19,563	—	1,077,800
Accrued interest payable	—	—	105,000	105,000
Bonds payable and other debt (note 7)	—	19,476	439,308	458,784
Other accrued liabilities	41,852,000	673,775	—	42,525,775
Total current liabilities	73,656,389	1,241,033	2,423,206	77,320,628
Payable from restricted assets:				
Accrued interest payable	27,020,432	—	1,882,078	28,902,510
Bonds payable and other debt (note 7)	69,600,464	—	1,200,000	70,800,464
Total liabilities payable from restricted assets	96,620,896	—	3,082,078	99,702,974
Long-term liabilities:				
Other accrued liabilities (note 2)	8,162,756	927,750	2,414,643	11,505,149
Bonds payable and other debt, net (note 7)	1,957,944,974	549,889	109,652,481	2,068,147,344
Total long-term liabilities	1,966,107,730	1,477,639	112,067,124	2,079,652,493
Total liabilities	2,136,385,015	2,718,672	117,572,408	2,256,676,095
Net assets (deficit):				
Investment in capital assets, net of related debt	94,274,403	49,746,995	(57,114,812)	86,906,586
Restricted for:				
Capital assets	11,877,073	—	11,136,506	23,013,579
Debt service	264,531,139	—	1,546,997	266,078,136
Operations	31,652,280	—	—	31,652,280
Drug enforcement	1,744,482	—	—	1,744,482
Unrestricted (deficit)	55,862,284	2,502,940	(2,279,455)	56,085,769
Total net assets (deficit)	$ 459,941,661	$ 52,249,935	$ (46,710,764)	$ 465,480,832

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Revenues, Expenses, and Changes in Net Assets

Year ended September 30, 2011

	Detroit Metropolitan Airport Fund	Willow Run Airport Fund	Airport Hotel Fund	Total
Operating revenues:				
Airline revenues:				
Airport landing and related fees	$ 68,473,270	$ 626,308	$ —	$ 69,099,578
Terminal building rentals and related fees	73,652,385	695,526	—	74,347,911
Facility use fees	6,638,180	505,553	—	7,143,733
Nonairline revenues:				
Parking fees	54,145,257	—	—	54,145,257
Concession fees	31,592,316	—	—	31,592,316
Car rental	18,983,532	—	—	18,983,532
Hotel	—	—	29,372,498	29,372,498
Employee shuttle bus	5,869,315	—	—	5,869,315
Ground transportation	4,944,291	—	—	4,944,291
Utility service fees	4,878,725	131,732	—	5,010,457
Rental facilities	2,761,312	1,383,339	—	4,144,651
Other	5,716,300	689,995	—	6,406,295
Total operating revenues	277,654,883	4,032,453	29,372,498	311,059,834
Operating expenses:				
Salaries, wages, and fringe benefits	70,218,197	1,270,819	—	71,489,016
Parking management	6,794,062	—	—	6,794,062
Hotel management	3,500	—	22,640,620	22,644,120
Shuttle bus services	8,750,426	—	—	8,750,426
Janitorial services	11,143,148	21,468	—	11,164,616
Security	2,401,473	—	—	2,401,473
Professional and other contractual services	19,429,702	1,335,010	—	20,764,712
Utilities	24,145,342	740,762	—	24,886,104
Buildings and grounds maintenance	18,141,202	739,065	—	18,880,267
Equipment repair and maintenance	17,217,523	250,656	—	17,468,179
Materials and supplies	6,479,101	109,662	—	6,588,763
Insurance	2,293,599	34,928	—	2,328,527
Other	4,454,963	454,153	—	4,909,116
Depreciation	134,659,744	2,848,181	5,246,511	142,754,436
Total operating expenses	326,131,982	7,804,704	27,887,131	361,823,817
Operating income (loss)	(48,477,099)	(3,772,251)	1,485,367	(50,763,983)
Nonoperating revenues (expenses):				
Passenger facility charges	62,197,495	—	—	62,197,495
Federal and state grants	1,184,593	141,441	—	1,326,034
Net insurance recovery	37,200	—	—	37,200
Interest income	3,190,959	12,741	37,409	3,241,109
Interest expense	(85,321,746)	(37,186)	(6,190,112)	(91,549,044)
Gain (loss) on disposal of assets	112,163	1,800	(2,058)	111,905
Amortization of bond issuance costs	(1,583,286)	—	(319,666)	(1,902,952)
Total nonoperating revenues (expenses)	(20,182,622)	118,796	(6,474,427)	(26,538,253)
Net loss before capital contributions and transfers	(68,659,721)	(3,653,455)	(4,989,060)	(77,302,236)
Capital contributions	15,875,138	1,875,533	—	17,750,671
Transfers in (out)	(1,252,147)	1,252,147	—	—
Changes in net assets	(54,036,730)	(525,775)	(4,989,060)	(59,551,565)
Net assets (deficit) – Beginning of year	513,978,391	52,775,710	(41,721,704)	525,032,397
Net assets (deficit) – End of year	$ 459,941,661	$ 52,249,935	$ (46,710,764)	$ 465,480,832

See accompanying notes to basic financial statements.

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Cash Flows

Year ended September 30, 2011

	Detroit Metropolitan Airport Fund	Willow Run Airport Fund	Airport Hotel Fund	Total
Cash flows from operating activities:				
Receipts from customers and users	$ 278,476,300	$ 3,895,965	$ 29,477,376	$ 311,849,641
Payments to suppliers	(116,297,421)	(3,343,252)	(20,608,647)	(140,249,320)
Payments to employees	(68,611,233)	(1,272,049)	—	(69,883,282)
Payments to Wayne County for services provided	(992,784)	(287)	—	(993,071)
Payments from Wayne County for services provided	2,129	—	—	2,129
Payments (to) from other funds for services provided	1,527,896	(1,527,896)	—	—
Advances (to) from other funds for services provided	(1,857,795)	1,857,795	—	—
Return of customer deposits	(6,739,192)	(55,572)	—	(6,794,764)
Collection of customer deposits	1,155,746	79,547	—	1,235,293
Net cash provided by (used in) operating activities	86,663,646	(365,749)	8,868,729	95,166,626
Cash flows from noncapital financing activities:				
Passenger facility charges received	2,191,629	—	—	2,191,629
Transfers (to) from other funds	(462,743)	462,743	—	—
Grants from federal/state government	638,473	161,133	—	799,606
Net cash provided by noncapital financing activities	2,367,359	623,876	—	2,991,235
Cash flows from capital and related financing activities:				
Capital contributions received	17,451,908	414,819	—	17,866,727
Passenger facility charges received	60,567,200	—	—	60,567,200
Transfers (to) from other funds	(789,404)	789,404	—	—
Proceeds from capital debt	1,738,781	—	—	1,738,781
Principal paid on capital debt	(70,063,902)	(22,514)	(1,385,640)	(71,472,056)
Issuance costs paid on new bond issues	(3,779,390)	—	—	(3,779,390)
Insurance proceeds received from damage to capital assets	37,200	—	—	37,200
Acquisition and construction of capital assets	(53,045,643)	(2,350,402)	(179,353)	(55,575,398)
Proceeds from disposal of capital assets	160,925	1,800	—	162,725
Interest paid on capital debt	(103,476,166)	(37,186)	(6,083,078)	(109,596,430)
Net cash used in capital and related financing activities	(151,198,491)	(1,204,079)	(7,648,071)	(160,050,641)
Cash flows from investing activities:				
Interest and dividends received	3,130,315	12,741	41,606	3,184,662
Purchases of investments	(263,967,120)	—	(12,648,000)	(276,615,120)
Maturities of investments	263,817,884	—	13,550,000	277,367,884
Net cash provided by investing activities	2,981,079	12,741	943,606	3,937,426
Net (decrease) increase in cash and cash equivalents	(59,186,407)	(933,211)	2,164,264	(57,955,354)
Cash and cash equivalents – Beginning of year	422,393,402	4,388,948	13,995,824	440,778,174
Cash and cash equivalents – End of year	$ 363,206,995	$ 3,455,737	$ 16,160,088	$ 382,822,820

(Continued)

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Cash Flows

Year ended September 30, 2011

	Detroit Metropolitan Airport Fund	Willow Run Airport Fund	Airport Hotel Fund	Total
Reconciliation of operating income (loss) to net cash provided by (used in) operating activities				
Operating income (loss)	$ (48,477,099)	$ (3,772,251)	$ 1,485,367	$ (50,763,983)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities				
Depreciation expense	134,659,744	2,848,181	5,246,511	142,754,436
Decrease (increase) in accounts receivable	324,526	(167,417)	110,878	267,987
Increase (decrease) in due from/to other funds	(329,899)	329,899	—	—
(Increase) decrease in prepaids/deposits	9,732	(1,837)	450,947	458,842
Decrease in net OPEB asset	153,357	—	—	153,357
Increase in accounts payable	4,742,123	238,532	1,143,271	6,123,926
Increase in accrued wages and benefits	814,051	141	—	814,192
Increase in due to primary government	16,722	—	—	16,722
Increase (decrease) in deferred revenue	(4,831,424)	7,399	—	(4,824,025)
Increase in due to other governmental units	122,489	—	—	122,489
Increase (decrease) in other accrued liabilities	(540,676)	151,604	431,755	42,683
Total adjustments	135,140,745	3,406,502	7,383,362	145,930,609
Net cash provided by (used in) operating activities	$ 86,663,646	$ (365,749)	$ 8,868,729	$ 95,166,626
Cash and investments at September 30, 2011 consist of:				
Cash and cash equivalents	$ 363,206,995	$ 3,455,737	$ 16,160,088	$ 382,822,820
Investments	110,556,003	—	143,000	110,699,003
Total cash and investments	$ 473,762,998	$ 3,455,737	$ 16,303,088	$ 493,521,823

Noncash capital and related financial activities:

- $2.6 million of Detroit Metropolitan Airport capital assets acquired through contributions from customers.
- The issuance of refunding bonds in Detroit Metropolitan Airport resulted in several noncash activities. The major components are as follows: $838.7 million of principal additions offset by $866.1 million of principal reductions; $20.6 million of bond premium additions; additional deferred refunding charges of $30.8 million offset by $18.4 million of write-offs; bond discount and issuance cost write-offs of $4.5 million and $4.2 million, respectively.
- Interest expense of approximately $1.2 million was capitalized into Detroit Metropolitan Airport capital assets during 2011.
- As a result of the termination of the debt swap agreements in December 2011, $1.2 million of assets and liabilities were eliminated in Detroit Metropolitan Airport.

See accompanying notes to basic financial statements.

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Fiduciary Net Assets

September 30, 2011

		Postemployment Health Benefits Trust Fund
Assets:		
Cash and investments (note 4):		
Commercial paper	$	13,594,250
Money market funds		66,094
Interest receivable		3,732
Total assets	$	13,664,076
Net Assets:		
Held in trust for postemployment health benefits	$	13,664,076

See accompanying notes to basic financial statements.

WAYNE COUNTY AIRPORT AUTHORITY

Statement of Changes in Fiduciary Net Assets

Year Ended September 30, 2011

	Postemployment Health Benefits Trust Fund
Additions:	
Investment income:	
Interest	$ 46,240
Retirement contributions:	
Employer	5,328,594
Total additions	5,374,834
Deductions:	
Health insurance payments	1,828,594
Trustee fees	250
Total deductions	1,828,844
Changes in net assets	3,545,990
Net assets - Beginning of year	10,118,086
Net assets - End of year	$ 13,664,076

See accompanying notes to basic financial statements.

(1) The Reporting Entity

The Wayne County Airport Authority (the Authority) is an independent public benefit agency and considered an agency of the Charter County of Wayne, Michigan (the County) for the purposes of federal and state laws, but is not subject to any County charter requirements or the direction or control of either the Wayne County Executive or Commission. Pursuant to Public Act 90 (the Authority Act), Michigan Public Acts of 2002 (effective March 26, 2002), the Authority has operational jurisdiction of the Detroit Metropolitan Wayne County Airport (Metro Airport), the Willow Run Airport, and the Airport Hotel, with the exclusive right, responsibility, and authority to occupy, operate, control, and use them. The financial statements of the Authority include the operations of Metro Airport, the Willow Run Airport, and the Airport Hotel, and the Authority is included in the County's Comprehensive Annual Financial Report (CAFR) as a discretely presented component unit, in accordance with the provisions of Governmental Accounting Standards Board (GASB) Statement No. 14, *The Reporting Entity*.

The Authority is directed and governed by a board consisting of seven members. The governor of the state appoints two members of the board, one member is appointed by the legislative body of the County that owns Metro Airport, and four members of the board are appointed by the chief executive officer of the County.

Metro Airport has airport use contracts with 13 airlines. These airlines, along with their affiliates, constituted approximately 98 percent of total landed weight in 2011. Metro Airport has agreements with various concessionaires (parking, food service, rental car agencies, etc.) for which Metro Airport pays a management fee or receives a commission.

(2) Summary of Significant Accounting Policies

(a) Basis of Presentation

The Authority reports the following major funds:

Detroit Metropolitan Airport Fund – This fund is used to account for the operations and maintenance of the Detroit Metropolitan Wayne County Airport.

Willow Run Airport Fund – This fund is used to account for the operations and maintenance of the Willow Run Airport.

Airport Hotel Fund – This fund is used to account for the activity associated with the funding, furnishing, and operations of an airport hotel at the McNamara Terminal at the Detroit Metropolitan Wayne County Airport.

The Authority reports the following fiduciary fund type:

Postemployment Health Benefits Trust Fund – This fund is used to account for the postemployment healthcare payments to qualified employees.

(b) Basis of Accounting and Measurement Focus

The financial statements of the Authority are presented on the accrual basis of accounting and are accounted for on the flow-of-economic-resources measurement focus; revenues are recorded when earned, and expenses are recorded as incurred.

As allowed by GASB Statement No. 20, the Authority follows all GASB pronouncements and Financial Accounting Standards Board (FASB) Statements and Interpretations, Accounting Principles Board Opinions, and Accounting Research Bulletins issued on or before November 30, 1989, except those that conflict with GASB pronouncements. The Authority has the option to apply FASB pronouncements issued after November 30, 1989, but has chosen not to do so.

(c) Cash and Investments

Cash resources of the individual funds of the Authority, except as specifically stated by ordinance, are pooled and invested. Interest on pooled investments is allocated monthly among the respective funds based on average investment balances. Interest earned but not received at year end is accrued. Investments are stated at fair market value, which is based on quoted market prices.

(d) Cash Flows

For purposes of the statement of cash flows, the Authority considers all highly liquid investments, including restricted assets, with a maturity of three months or less when purchased to be cash equivalents. All pooled investments qualify as cash equivalents.

(e) Passenger Facility Charges

The Authority assesses passenger facility charges of $4.50 per passenger enplanement. The passenger facility charges are recorded as nonoperating revenues and may only be expended on capital and noncapital projects approved by the federal government. Passenger facility charges are recorded upon receipt from airlines on an accrual basis.

(f) Revenue Recognition

Operating revenues are recorded as revenues at the time services are rendered. Nonexchange transactions, in which the Authority receives value without directly giving equal value in return, include grants and capital contributions. Federal and state grants and capital contributions are recognized as revenues when the eligibility requirements, if any, are met.

(g) Net Assets

Equity is displayed in three components, as follows:

Invested in Capital, Net of Related Debt – This consists of capital assets, net of accumulated depreciation, less the outstanding balances of any bonds, notes, or other borrowings that are attributable to the acquisition, construction, or improvement of those assets.

Restricted – This consists of net assets that are legally restricted by outside parties or by law through constitutional provisions or enabling legislation. When both restricted and unrestricted resources are available for use, generally it is the Authority's policy to use restricted resources first and then unrestricted resources when they are needed.

Unrestricted – This consists of net assets that do not meet the definition of "restricted" or "invested in capital assets, net of related debt."

The Airport Hotel Fund incurred an unrestricted deficit for the year ended September 30, 2011 of $2,279,455. This deficit is expected to be funded by the improvement in future operations of the Hotel.

(h) Classification of Revenues and Expenses

The Authority has classified its revenues and expenses as either operating or nonoperating according to the following criteria:

Operating – Operating revenues and expenses include activities that have the characteristics of exchange transactions, such as revenues from landing and related fees and concession fees, and expenses paid to employees and vendors.

Nonoperating – Nonoperating revenues and expenses include activities that have the characteristics of nonexchange transactions that are defined as nonoperating by GASB No. 9, *Reporting Cash Flows of Proprietary and Nonexpendable Trust Funds and Governmental Entities That Use Proprietary Fund Accounting*, such as revenue from federal and state grants and contributions and investment income, and expenses for capital debt.

(i) Use of Estimates

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

(j) Capital Assets

Capital assets are stated at the estimated historical cost. Depreciation is computed using the straight-line method over the estimated useful lives of the assets as follows:

Buildings and improvements	10 – 50 years
Equipment/Vehicles	3 – 12 years
Infrastructure	10 – 40 years

Expenditures with a cost of $5,000 or more for capital assets and for major renewals and betterments that extend the estimated useful life of the assets are capitalized; routine maintenance and repairs are charged to expense as incurred. All costs relating to the construction of property and equipment owned by the Authority are capitalized, including salaries, employee benefits, and interest costs during construction. At the time capital assets are sold, retired, or disposed of, the costs of such assets and related accumulated depreciation are removed from the accounts, and any gain or loss is reflected in the results of operations.

(k) Compensated Absences

The Authority's employees earn vacation and sick leave benefits based, in part, on length of service. Vacation pay is fully vested when earned, and sick pay vests upon completion of two years of service. Upon separation from service, employees are paid accumulated vacation and sick pay based upon the nature of separation (death, retirement, or termination). Certain limitations have been placed on the hours of vacation and sick leave that employees may accumulate and carry over for payment at termination, retirement, or death. Unused hours exceeding these limitations are forfeited. A liability for accumulated unpaid vacation and sick pay has been recorded in the financial statements as a current "other accrued liability."

Activity for the year ended September 30, 2011 was as follows:

Beginning balance	Increases	Decreases	Ending balance
$ 5,067,985	$ 3,522,376	$ (3,294,190)	$ 5,296,171

(l) Retirement Contributions and Other Postemployment Benefit Costs

Employer and employee contributions are recognized by the Wayne County Employees' Retirement System, which includes the Authority personnel, in the period in which the contributions are due. Prior service costs resulting from benefit improvements, plan amendments, actuarial gains or losses, and other reasons are generally reflected in contributions based upon a 20-year amortization period.

The Authority offers retiree healthcare benefits to retirees. The Authority receives an actuarial valuation to compute the annual required contribution (ARC) necessary to fund the obligation over the remaining amortization period. The Authority reports the full accrual cost equal to the current year required contribution, adjusted for interest and "adjustment to the ARC" on the beginning of year underpaid amount, if any.

(m) Accounts Receivable

Net receivables at September 30, 2011 consist of trade receivables incurred by customers during the normal course of business. The total allowance for uncollectible accounts at September 30, 2011 was $631,400, of which $600,000 was for the Detroit Metropolitan Airport Fund, $25,000 was for the Willow Run Airport Fund, and $6,400 was for the Airport Hotel Fund.

(n) Accounts Payable

Total payables at September 30, 2011 consist of payables due to vendors used during the normal course of business.

(Continued)

(o) Restricted Assets and Liabilities

Restricted assets consist of cash, investments, and accounts receivable that are legally restricted by third parties to certain uses. Capital program funds are restricted to pay the costs of certain capital projects as defined in various bond agreements. PFC program funds are restricted to pay the cost of FAA approved capital projects and any debt incurred to finance those projects. Debt service funds are restricted to make payments for principal and interest as required by the specific bond agreements. Operation and maintenance funds are restricted to pay for operations at Metro Airport as required by the bond ordinance. Public safety funds obtained from seizures are restricted to specified security or public safety uses.

Liabilities payable from restricted assets are the accrued interest and current portion of long-term debt associated with the purchase and construction of the capital projects funded by the restricted assets.

(p) Interfund Balances, Advances, and Transfers

The interfund balances resulted from (1) the time lag between the dates interfund goods and services are provided or reimbursable expenditures occur, (2) the time lag between the dates payment between funds is made, and (3) overdrafts by individual funds of its share of pooled cash. Noncurrent balances arising in connection with interfund loans are reported as advances. *Due from other funds* is an asset account used to record current portions of loans from one fund to another fund within the same reporting entity. Similarly, *due to other funds* is a liability account used to record current portions of debt owed by one fund to another fund within the same reporting entity.

Interfund transfers are used to transfer unrestricted resources from one reporting fund to another to fund operations.

(q) Bond Issuance Costs

Bond issuance costs are amortized over the period the bond is outstanding, based on the ratio of debt outstanding to original debt issued. Accumulated amortization at September 30, 2011 is $16,961,042.

(r) Deferral of Gains and Losses on Refundings

The Authority defers the difference between the reacquisition price and the net carrying amount of the old debt in refundings in accordance with the provisions of GASB Statement No. 23, *Accounting and Financial Reporting for Refundings of Debt Reported by Proprietary Activities*. The deferred amount is amortized and recorded as a component of interest expense in accordance with the standard.

(s) Environmental Matters

Environmental accruals are calculated and recorded using an expected cash flow technique applied to probabilities, ranges, and assumptions developed in response to a potential remediation liability as based on current law and existing technologies. These accruals are evaluated periodically for changes due to additional assessment and remediation efforts, as well as more detailed legal or technical information. Environmental liabilities are included in the statement of net assets as current and long-term “other accrued liabilities.”

In certain instances, environmental remediation costs cannot be reasonably estimated; however, the nature of the matters is disclosed in the notes to the basic financial statements as commitments and contingencies. As components of the remediation efforts are able to be projected, they are calculated using an expected cash flow technique and recorded accordingly.

(t) Self Insurance

During the year ended September 30, 2004, the Authority became self-insured for disability, unemployment, and liability insurance. The Authority charges its departments a specified percentage of the department’s regular biweekly payroll for these liabilities. Claims related to unemployment, disability, claim administration, deductibles, and legal bills are paid out of these funds. Until November 30, 2010, the Authority purchased commercial insurance for liability claims in excess of $50,000. Since September 30, 2004, there have been four losses that have exceeded this $50,000 retention wherein the insurer has been responsible for settlement and legal fees. Beginning December 1, 2010, the maximum amount paid for legal bills and claims paid out of these funds was reduced to $10,000. The Authority now purchases commercial insurance for liability claims in excess of $10,000. Since December 1, 2010, there have been no losses that have exceeded the $10,000 retention.

During the year ended September 30, 2005, the Authority became self-insured for health insurance and workers’ compensation. The Authority charges its departments a specified percentage of the department’s regular biweekly payroll for these liabilities. The funds collected for workers’ compensation are used to pay claims (wages and medical), third-party administration services, and loss control services. The Authority purchases commercial insurance for claims that exceed $1 million. Since September 30, 2005, there has been one claim that has exceeded the $1 million retention wherein the insurer has been responsible for settlement of all future wages, medical, and legal costs. The funds collected for health insurance are used to pay self-insured claims to Blue Cross, the primary health care provider, and premiums for Health Alliance Plan, dental, and life insurance. The Authority, as part of the County’s umbrella, pays Blue Cross an amount quarterly for each participant for additional stop/loss coverage. This aggregate stop/loss coverage would become effective only when a claim would exceed approximately 120 percent of average medical claims experience within the group (which includes the County). This stop/loss threshold has not been met since the Authority became self-insured.

(Continued)

The liability for self-insurance claims has been recorded in the financial statements as a current "other accrued liability." A reconciliation of the Authority's self-insured claims liability at September 30, 2011 follows:

	Health Insurance	Workers' Compensation	Other Claims	Total
Claims liability, September 30, 2009	$ 5,272,448	$ 2,012,638	$ 1,609,712	$ 8,894,798
Claims incurred during fiscal year 2010	19,041,750	3,741,268	1,100,251	23,883,269
Payments on claims	(14,757,400)	(710,043)	(368,108)	(15,835,551)
Decrease in the reserve	(5,000,917)	(116,021)	(925,238)	(6,042,176)
Claims liability, September 30, 2010	4,555,881	4,927,842	1,416,617	10,900,340
Claims incurred during fiscal year 2011	19,795,448	276,471	498,064	20,569,983
Payments on claims	(15,241,489)	(454,344)	(540,055)	(16,235,888)
Decrease in the reserve	(1,642,451)	(1,924,980)	(356,663)	(3,924,094)
Claims liability, September 30, 2011	$ 7,467,389	$ 2,824,989	$ 1,017,963	$ 11,310,341

(3) Major Customer

Delta Air Lines (Delta) accounts for approximately 30 percent of total Authority operating revenues for the year ended September 30, 2011, including 46 percent of landing and related fees, 76 percent of airline rental and related fees, and 76 percent of facility use fees. Approximately 48 percent of total 2011 enplanements are attributable to Delta's operations. In the event that Delta discontinues its operations, there are no assurances that another airline would replace its hub activities.

Existing operating agreements with all Signatory Airlines servicing the Authority require that all remaining airlines would continue to pay the net operating costs and debt service requirements of the Authority. The Authority had approximately $979 thousand in net receivables from Delta at September 30, 2011.

The airlines serving the Airport have been impacted by global events to varying degrees. Delta Air Lines filed for bankruptcy reorganization in 2005 (it has since emerged), and American Airlines filed for bankruptcy reorganization in November 2011. During 2008, Delta Air Lines completed a merger with Northwest Airlines, which was formerly the primary carrier servicing the Airport. This consolidation has affected Detroit Metropolitan Airport positively as Delta has continued to utilize Detroit as a hub and remains the primary carrier.

It is reasonable to assume that any additional financial or operational difficulties incurred by Delta, the predominant airline servicing the Airport, could have a material adverse effect on the Airport. Any financial or operational difficulties by a Signatory Airline may, whether directly or indirectly, have a material adverse impact on Airport operations.

(4) Deposits and Investments

Michigan Compiled Laws, Section 129.9 1 (Public Act 20 of 1943, as amended), authorizes the Authority to make deposits and invest in the accounts of federally insured banks, credit unions, and savings and loan associations that have offices in Michigan. The Authority is allowed to invest in bonds, securities, and other direct obligations of the United States or any agency or instrumentality of the United States; repurchase agreements; bankers' acceptances of United States banks; commercial paper rated within the two highest classifications that matures not more than 270 days after the date of purchase; obligations of the State of Michigan or its political subdivisions, which are rated as investment grade; and mutual funds composed of investment vehicles that are legal for direct investment by local units of government in Michigan.

The investment policy adopted by the Authority in accordance with Public Act 20 of 1943, as amended, authorizes investments in U.S. Treasuries, U.S. agencies and instrumentalities (date-specific maturities only), non-negotiable certificates of deposit, commercial paper (rated A2/P2 or above), bankers' acceptances, repurchase agreements, overnight deposits, or mutual funds. For overnight deposits, the treasurer may invest overnight or short-term liquid assets to cover cash flow requirements in the following types of pools: investment pools organized under the Surplus Funds Investment Pool Act of 1982, PA 367, 1 MCL 129.111 to MCL 129.118, or investment pools organized under the Urban Cooperation Act of 1967, PA 7, and MCL 124.501 to 124.512. For mutual funds, the treasurer may invest in no-load fixed-income mutual funds composed of investment vehicles that are legal for direct investment by local units of government in Michigan, either taxable or tax-exempt. This authorization is limited to mutual funds whose intent is to maintain a net asset value of $1.00 per share.

The Authority's cash and investments are subject to several types of risk, which are examined in more detail below.

Credit risk – In compliance with state law, the Authority's investment policy limits investments of commercial paper to the two top ratings issued by nationally recognized statistical rating organizations. As of year end, the credit quality ratings of investments (other than the U.S. government) are as follows:

Investment		Fair value	Rating	Organization
Primary Government:				
Money market funds	$	24,440,636	AAA	S&P
Commercial paper		154,344,932	A1, P1	S&P, Moody's
Commercial paper		72,646,223	F1, P1	Fitch, Moody's
Commercial paper		3,499,125	A1+, P1	S&P, Moody's
Fiduciary Fund:				
Money market funds		66,094	AAA	S&P
Commercial paper		12,994,280	A1, P1	S&P, Moody's
Commercial paper		499,995	F1, P1	Fitch, Moody's
Commercial paper		99,975	A1+, P1	S&P, Moody's

Custodial credit risk of bank deposits – Custodial credit risk is the risk that in the event of a bank failure, the government's deposits may not be returned to it. The Authority's investment policy requires that deposits over the $250,000 insured limit in a commercial bank shall not equal more than 25 percent of the combined capital and surplus of that bank, and that bank must meet the minimum standards of at least one standard rating service. At year end, the Authority had $37,604,876 of bank deposits (certificates of deposit, checking, and savings accounts) that were largely uninsured and uncollateralized. The Authority believes that due to the dollar amounts of cash deposits and the limits of FDIC insurance, it is impractical to insure all deposits. As a result, the Authority evaluates each financial institution with which it deposits funds and assesses the level of risk of each institution. Only those institutions with an acceptable estimated risk level are used as depositories.

Custodial credit risk of investments – Custodial credit risk is the risk that in the event of the failure of the counterparty, the Authority will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. The Authority's investment policy requires that all investments not purchased directly from an issuer must be held in the name of the Authority, be purchased using the delivery vs. payment procedure, and be held in third-party safekeeping. At year end, none of the Authority's investments were subject to custodial credit risk due to one of the following:

- lnvestments were held by a third-party safe-keeper in the Authority's name.
- lnvestments were held by the Authority's trustee in the Authority's name.
- Investments were part of a mutual fund.

Interest rate risk – Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. The Authority's investment policy addresses this risk by setting limits by investment fund type as follows:

Investment fund	Maturity maximum
General Pool	1 year
Bond Reserve	5 years
Bond Payment and Capital Interest Funds	1 business day prior to bond payment date
Construction Funds	Must match draw schedule or less

Note: All commercial paper is limited by state statute to 270 days maximum.

At year end, the average maturities of investments subject to interest rate risk are as follows:

		Fair value	Average maturity
Primary Government:			
Investments subject to risk:			
Bond reserves:			
U.S. Treasuries	$	57,096,173	3.2 years
Long-term repo		3,629,278	10.2 years
Commercial Paper		95,243,333	11 days
Bond payment funds:			
U.S. Treasuries		71,207,617	62 days
Capital interest funds:			
2003 Construction:			
Commercial Paper		6,999,930	4 days
2005 Construction:			
Commercial Paper		3,299,715	13 days
Construction funds:			
2005 Construction:			
Commercial Paper		23,750,000	5 months
2007 Construction:			
Commercial Paper		13,599,684	6 days
2009 Construction:			
Commercial Paper		7,799,922	4 days
Other construction and operating:			
Commercial paper		68,998,812	5 days
Hotel:			
Commercial paper		10,798,884	15 days
U.S. Treasuries		143,156	2 months
Investments subject to risk		362,566,504	
Deposits/investments not subject to risk:			
Deposits		106,514,683	
Money market funds		24,440,636	
Total Primary Government		493,521,823	
Fiduciary Fund:			
Investments subject to risk:			
Commercial paper		13,594,250	44 days
Deposits/investments not subject to risk:			
Money market funds		66,094	
Total Fiduciary Fund		13,660,344	
Total deposits and investments	$	507,182,167	

Concentration of credit risk – Through its investment policy, the Authority places limits on the amount the Authority may invest in any one issuer, along with the minimal capital strength of those issuers. There are also limits as to use of specific types of instruments, along with limits upon use of a single institution. These limits are as follows:

Limits using capital strength test – Maximum investment is 25 percent of combined capital and surplus position of that financial institution.

Limits based upon use of specific instruments:

Investment type	Limit	Actual at year end
Bankers' acceptances	50%	- %
Repurchase agreements	25	0.7
Certificates of deposit (bank)	50	9.2
Money market funds	50	4.8
Commercial paper	60	48.1
U.S. government	100	25.3

Authority limits based upon use of a single issuer:

Investment type	Limit
Bankers' acceptances	25% of total portfolio
Repurchase agreements	10% of total portfolio
Certificates of deposit (bank)	33% of total portfolio
Certificates of deposit (S&L)	5% of total portfolio

Actual year-end investments in a single issuer exceeding 5 percent of total portfolio are as follows:

Issuer	Investment type	Fair value	Portfolio	Rating
Intesa Funding LLC	Commercial paper	$ 111,189,536	21.92%	A1, P1
Dexia DE LLC	Commercial paper	73,146,218	14.42	F1, P1
HSBC Finance Corp	Commercial paper	32,399,676	6.39	A1, P1

(5) Restricted Assets

In accordance with the terms of applicable ordinances, the Authority is required to restrict assets for various purposes. Net assets have been restricted related to certain of the restricted assets. A summary of the restricted assets at September 30, 2011 is as follows:

Operations and maintenance:		
Cash and investments	$	31,548,869
Accounts receivable		103,411
Total		31,652,280
Replacement and improvements:		
Cash and investments		208,118
Construction:		
Cash and investments		75,037,928
Accounts receivable		4,776
Total		75,042,704
Bond and interest redemption:		
Cash and investments		255,186,083
Accounts receivable		432,289
Total		255,618,372
Passenger facility charges:		
Cash and investments		29,685,094
Accounts receivable		9,677,180
Total		39,362,274
Drug enforcement:		
Cash and investments		1,744,482
Total restricted assets	$	403,628,230

(6) Capital Assets

Capital asset activity for the year ended September 30, 2011 was as follows:

	Beginning balance	Increases	Decreases	Ending balance
Detroit Metropolitan Airport Fund:				
Capital assets not being depreciated:				
Land and nondepreciable assets	$ 226,569,280	$ —	$ —	$ 226,569,280
Construction in progress	68,025,672	25,465,197	(58,826,976)	34,663,893
Total capital assets not being depreciated	294,594,952	25,465,197	(58,826,976)	261,233,173
Capital assets being depreciated:				
Buildings and improvements	1,956,754,685	15,687,211	(28,350)	1,972,413,546
Equipment	61,700,145	4,421,879	(1,728,092)	64,393,932
Infrastructure	1,150,946,407	49,068,130	—	1,200,014,537
Total capital assets being depreciated	3,169,401,237	69,177,220	(1,756,442)	3,236,822,015
Less accumulated depreciation for:				
Buildings and improvements	652,729,305	81,248,829	(17,169)	733,960,965
Equipment	41,211,848	3,908,795	(1,690,511)	43,430,132
Infrastructure	601,579,373	49,502,120	—	651,081,493
Total accumulated depreciation	1,295,520,526	134,659,744	(1,707,680)	1,428,472,590
Total capital assets being depreciated, net	1,873,880,711	(65,482,524)	(48,762)	1,808,349,425
Total Detroit Metropolitan Airport Fund capital assets, net	2,168,475,663	(40,017,327)	(58,875,738)	2,069,582,598

(Continued)

WAYNE COUNTY AIRPORT AUTHORITY

Notes to Basic Financial Statements

September 30, 2011

	Beginning balance	Increases	Decreases	Ending balance
Willow Run Airport Fund:				
Capital assets not being depreciated:				
Land and nondepreciable assets	$ 15,926,984	$ —	$ —	$ 15,926,984
Construction in progress	694,650	2,091,016	(2,254,155)	531,511
Total capital assets not being depreciated	16,621,634	2,091,016	(2,254,155)	16,458,495
Capital assets being depreciated:				
Buildings and improvements	8,455,365	1,381,673	(67,000)	9,770,038
Equipment	6,159,332	133,691	(34,000)	6,259,023
Infrastructure	110,609,876	738,791	—	111,348,667
Total capital assets being depreciated	125,224,573	2,254,155	(101,000)	127,377,728
Less accumulated depreciation for:				
Buildings and improvements	3,682,680	304,984	(67,000)	3,920,664
Equipment	4,212,155	361,140	(34,000)	4,539,295
Infrastructure	82,877,847	2,182,057	—	85,059,904
Total accumulated depreciation	90,772,682	2,848,181	(101,000)	93,519,863
Total capital assets being depreciated, net	34,451,891	(594,026)	—	33,857,865
Total Willow Run Airport Fund capital assets, net	51,073,525	1,496,990	(2,254,155)	50,316,360
Airport Hotel Fund:				
Capital assets being depreciated:				
Buildings and improvements	92,728,076	84,277	(17,640)	92,794,713
Equipment	590,949	95,076	—	686,025
Total capital assets being depreciated	93,319,025	179,353	(17,640)	93,480,738
Less accumulated depreciation for:				
Buildings and improvements	38,508,313	5,159,563	(15,582)	43,652,294
Equipment	425,974	86,948	—	512,922
Total accumulated depreciation	38,934,287	5,246,511	(15,582)	44,165,216
Total capital assets being depreciated, net	54,384,738	(5,067,158)	(2,058)	49,315,522
Total Airport Hotel Fund capital assets, net	54,384,738	(5,067,158)	(2,058)	49,315,522
Total Authority capital assets, net	$ 2,273,933,926	$ (43,587,495)	$ (61,131,951)	$ 2,169,214,480

(Continued)

(7) Long-term Debt

The detail of long-term debt at September 30, 2011 is as follows:

Detroit Metropolitan Airport Fund:	
Airport Revenue Bonds:	
Series 1998A, 4.2% to 5.5%, due 12/1/2028	$ 188,455,000
Series 2002C, 3.0% to 5.375%, due 12/1/2020	25,530,000
Series 2002D, 5.0% to 5.5%, due 12/1/2019	56,855,000
Series 2005, 3.5% to 5.25%, due 12/1/2034	487,465,000
Series 2007A Jr. Lien, 4.85% to 5%, due 12/1/2037	180,390,000
Series 2007B, 4.0% to 5.382%, due 12/1/2028	119,390,000
Series 2008A, 4.0% to 5.75%, due 12/1/2032	129,855,000
Series 2010A, 2.0% to 5.0%, due 12/1/2018	222,490,000
Series 2010B, 4.0% to 5.0%, due 12/1/2013	8,795,000
Series 2010C, 1.5% to 5.5%, due 12/1/2022	188,415,000
Series 2010D, 1.5% to 5.5%, due 12/1/2021	28,045,000
Series 2010E1, variable, current yield at 9/30/11, 0.17%, due 12/1/2028	75,360,000
Series 2010E2, variable, current yield at 9/30/11, 0.16%, due 12/1/2028	75,000,000
Series 2010F, variable, current yield at 9/30/11, 0.15%, due 12/1/2033	124,640,000
Series 2010G, variable, current yield at 9/30/11, 1.12%, due 12/1/2028	116,000,000
Installment purchase contract, 4.33%, due 5/21/2023	3,520,542
Installment purchase contract, 3.7%, due 9/25/2015	178,533
Installment purchase contract, 3.54%, due 11/14/2014	204,356
Installment purchase contract, 4.05%, due 4/8/2018	275,188
Installment purchase contract, 5.31%, due 12/16/2013	175,760
Total Detroit Metropolitan Airport Fund	2,031,039,379
Willow Run Airport Fund:	
Notes payable – Washtenaw County, 0%, due 12/31/2019	160,674
Notes payable – University of Michigan, 8%, due 9/1/2013	408,691
Total Willow Run Airport Fund	569,365
Airport Hotel Fund:	
Airport Hotel Bonds:	
Series 2001A, 5.0% to 5.5%, due 12/1/2030	99,630,000
Series 2001B, 6.0% to 6.6%, due 12/1/2015	8,510,000
Other Hotel debt:	
Capital/FF&E Reserve Loan, 8%, due 11/15/2017	3,361,455
Working Capital Loan, 8%, due 11/15/2017	1,500,000
Total Airport Hotel Fund	113,001,455
Total Authority bonds payable and other debt	2,144,610,199

Add (less):		
Deferred amount on refunding	$	(40,000,476)
Certain bond discounts		(3,274,117)
Certain bond premiums		38,070,986
Total Authority bonds payable and other debt, net		2,139,406,592
Less current portion		71,259,248
Total Authority bonds payable and other debt, noncurrent	$	2,068,147,344

The annual requirements to pay principal and interest on the Authority's debt outstanding at September 30, 2011 are summarized as follows:

	Principal					
	Airport revenue bonds	**Installment purchase contracts**	**Willow Run debt**	**Airport hotel bonds**	**Other Hotel debt**	**Total**
2012	$ 69,200,000	$ 400,464	$ 19,476	$ 1,200,000	$ 439,308	$ 71,259,248
2013	79,200,000	427,864	428,167	1,480,000	475,771	82,011,802
2014	83,505,000	393,187	19,476	1,645,000	515,259	86,077,922
2015	85,905,000	341,666	19,476	1,935,000	558,026	88,759,168
2016	89,660,000	306,851	19,476	2,250,000	604,342	92,840,669
2017 to 2021	452,435,000	1,762,197	63,294	17,110,000	2,268,749	473,639,240
2022 to 2026	479,515,000	722,150	—	32,260,000	—	512,497,150
2027 to 2031	436,490,000	—	—	50,260,000	—	486,750,000
2032 to 2036	227,935,000	—	—	—	—	227,935,000
2037 to 2038	22,840,000	—	—	—	—	22,840,000
Total	$ 2,026,685,000	$ 4,354,379	$ 569,365	$ 108,140,000	$ 4,861,455	$ 2,144,610,199

	Interest					
	Airport revenue bonds	**Installment purchase contracts**	**Willow Run debt**	**Airport hotel bonds**	**Other Hotel debt**	**Total**
2012	$ 85,399,770	$ 178,974	$ 38,044	$ 5,609,035	$ 373,040	$ 91,598,863
2013	82,643,789	161,208	38,044	5,522,995	336,578	88,702,614
2014	79,001,917	143,347	—	5,419,870	297,089	84,862,223
2015	74,868,567	128,206	—	5,301,730	254,323	80,552,826
2016	70,421,839	114,598	—	5,163,625	208,007	75,908,069
2017 to 2021	284,121,466	356,837	—	23,552,588	173,991	308,204,882
2022 to 2026	175,488,381	27,863	—	17,117,263	—	192,633,507
2027 to 2031	92,401,949	—	—	6,695,000	—	99,096,949
2032 to 2036	26,630,925	—	—	—	—	26,630,925
2037 to 2038	1,156,000	—	—	—	—	1,156,000
Total	$ 972,134,603	$ 1,111,033	$ 76,088	$ 74,382,106	$ 1,643,028	$ 1,049,346,858

Pursuant to the Authority Act, the Authority is liable for all of the obligations with respect to the Authority, with the exception of the County's pledge of its limited tax full faith and credit, subject to constitutional, statutory, and charter tax rate limitations, associated with the $110.9 million (original issue amount) Airport Hotel Revenue Bonds, Series 2001A and 2001B, issued by the County. This includes all of the County's obligations on Outstanding Senior Lien Bonds and Junior Lien Bonds issued by the County under the County's Amended and Restated Master Airport Revenue Bond Ordinance No. 319 and its predecessor Ordinance 319, as amended and supplemented by various amending and supplemental ordinances adopted by the County, including the Series Ordinance adopted for each outstanding series of airport revenue bonds issued thereunder by the County (collectively, Ordinance 319). Pursuant to the Authority Act, the Authority is obligated to perform all of the duties, and is bound by all of the covenants, with respect to the Authority under any ordinances (including Ordinance 319), agreements, or other instruments and under law. Under the Authority Act, all airport revenue bonds issued by the Authority may be issued on a parity basis with the outstanding Senior Lien Bonds issued by the County under Ordinance 319 and additional bonds issued by the Authority under the Master Bond Ordinance, and secured by net revenues.

Net revenues (as defined in the various bond ordinances) of Metro Airport have been pledged toward the repayment of the Airport Revenue Bonds and the Installment Purchase Contracts.

The Airport Revenue Bond Ordinances require that Metro Airport restrict assets to provide for the operations, maintenance, and administrative expenses of the subsequent month, the redemption of bond principal and interest, and for other purposes as defined in those ordinances.

In August 1993, the County entered into a $445,801 note payable agreement to purchase the Packard Hangar, located at the Willow Run Airport, from the University of Michigan. The agreement calls for quarterly interest payments of $9,511 commencing on September 1, 1993. Principal payments on the note are required if revenue in excess of $60,000 is generated at the Packard Hangar site during any calendar year. In this situation, half of the revenue generated would be required to be paid to the University of Michigan. On September 1, 2013, any principal and interest remaining unpaid are due.

In June 1999, the County entered into agreements with Northwest to issue approximately $15.2 million in Airport Special Facility Revenue Bonds to finance the construction of an aircraft maintenance facility. All debt service costs will be paid by the airline through a trustee. The County and the Authority are not obligated in any manner to provide debt service in the event of default by Northwest. As these bonds are payable from special facility lease rentals payable in full by Northwest, the related debt has not been reflected in the financial statements of the Authority. An "Event of Default" has occurred as a result of the Northwest Airlines bankruptcy filing on September 14, 2005. Northwest Airlines has since emerged from bankruptcy and affirmed its obligation for the Series 1999 Special Facility Bonds and is no longer in default. Effective December 31, 2009, the FAA issued a single operating certificate for the integrated airline, and on the same date Northwest legally merged into Delta, resulting in a single surviving corporation known as Delta Air Lines, Inc. As a result of the merger, by operation of law, Delta has succeeded to all of the rights and obligations of Northwest.

In March 2001, the County issued $110.9 million in Airport Hotel Revenue Bonds, Series 2001A and Series 2001B. The 2001A Bonds, $99.6 million, were issued for the purpose of paying the cost of acquiring, constructing, equipping, and furnishing an airport hotel (the Airport Hotel) and related improvements at the new McNamara Terminal of Metro Airport to be owned by the County. In addition, these bonds will pay capitalized interest and certain costs of issuance for this series. The 2001B Bonds, $11.3 million, were issued for the purpose of paying the County Credit Enhancement Fee, funding the Operation and Maintenance Reserve Fund, and paying capitalized interest and certain costs of issuance related to this series.

The Authority has pledged all net Airport Hotel revenues solely for the payment of the Bonds and the Parity Obligations, and a statutory first lien has been granted upon all net Airport Hotel revenues for such purpose. In addition, the County has pledged its limited tax full faith and credit as additional security for payment of the principal, premium, if any, and interest on the bonds, subject to constitutional, statutory, and charter tax rate limitations.

In December 2001, the County entered into a $292,133 note payable with Washtenaw County to allow Washtenaw County to use its Michigan Community Development Block Grant to assist Willow Run Airport in renovating Hangar I. The agreement calls for the principal to be paid in quarterly installments commencing March 31, 2005.

In July 2002, the County issued $102.5 million Charter County of Wayne Airport Revenue Refunding Bonds, Series 2002C and 2002D. The Series 2002C Refunding Bonds were issued to refund, on a current basis, at the earliest practicable date, the Series 1990B Bonds and the December 2002 principal amount due on the Series 1998B Bonds. The Series 2002D Refunding Bonds were issued to refund, on a current basis, at the earliest practicable date, the Series 1990A Bonds and the Series 1991B Bonds. The Series 2002 C&D Refunding Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operation of Metro Airport.

The County defeased the Series 1990B Bonds, the Series 1990A Bonds, the Series 1991B Bonds, and the December 2002 principal amount due on the Series 1998B Bonds by placing the proceeds of the Series 2002C and 2002D Bonds in an irrevocable trust to provide for all future debt service payments on the old bonds. The Series 1990B, the Series 1990A, and the Series 1991B Bonds were subsequently called and paid in full in August 2002. The portion of the Series 1998B Bonds was subsequently called and paid in December 2002. The difference between the cash flows required to service the new debt and complete the refunding was approximately $15.3 million. The County estimates its minimum economic gain (difference between the present value of the debt service payments on the old and new debt) was approximately $14.1 million.

In November 2002, the Authority entered into two debt agreements with Westin Management Company East (the Hotel Operator). Both loans were provided for in the Hotel Management and Operating agreement. The Capital/FF&E loan was for $5 million and is to be used solely for future capital improvements to the Airport Hotel. The Working Capital Loan was for $1.5 million and was used to provide initial working capital to operate the Airport Hotel. During 2007, the Capital/FF&E loan was renegotiated with the Hotel Operator and the outstanding interest payable at December 31, 2006 was rolled into the principal amount of the loan.

The net Airport Hotel revenues are pledged solely for the payment of the Airport Hotel Bonds and these loans, and a statutory first lien has been granted upon all net Airport Hotel revenues for such purpose.

(Continued)

In April 2005, the Authority issued $507 million in Wayne County Airport Authority Airport Revenue Bonds to provide funds to pay a portion of the costs of certain capital improvements at Metro Airport. These projects include the North Terminal Redevelopment Project and the completion of the McNamara Terminal Phase II Project. The Series 2005A Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operation of Metro Airport.

In June 2007, the Authority issued $180 million in Wayne County Airport Authority Airport Revenue Bonds to provide funds to pay a portion of the costs of certain capital improvements at Metro Airport. These projects include the reconstruction and rehabilitation of airfield pavement, the design and construction of a centralized luggage screening facility with an in-line explosive detection system for both the McNamara and North Terminals, and improvements to parking facilities and roadways. The Series 2007A Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operation of Metro Airport and available after net revenues have first been set aside as required to pay the principal and interest and redemption price, if any, of Senior Lien Bonds as provided in the Ordinance. The Series 2007A Bonds are "Junior Lien Bonds" under the Ordinance, and a statutory lien subordinate to the prior lien in respect of Senior Lien Bonds has been established under the Ordinance upon and against the net revenues to secure the payment of the Series 2007A Bonds.

In September 2007, the Authority executed a Master Lease Purchase Agreement to finance up to $8 million in major equipment purchases over a three-year period. As of September 2010, the Authority has used $1,511,137 of this agreement and has entered into four Installment Purchase Contracts to pay for equipment at Metro Airport.

In November 2007, the Authority issued $119.4 million in Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2007B. The Series 2007B Bonds were issued to refund a portion of the Series 1998B Bonds which were initially issued to finance the cost of various capital projects at Metro Airport. The Series 2007B Bonds are revenue obligations of the Authority payable solely from the new revenues derived by the Authority from the operation of Metro Airport.

The Authority defeased a portion of the Series 1998B Bonds by placing the proceeds of the Series 2007B Bonds in an irrevocable trust to provide for all future debt service payments. The Series 1998B Bonds were subsequently called and paid in full in December 2008. The difference between the cash flows required to service the new debt and complete the refunding was approximately $6.3 million. The Authority estimates its minimum economic gain (difference between the present value of the debt service payments on the old and new debt) was approximately $7 million.

In May 2008, the Authority entered into an Installment Purchase Contract for $3,886,162 to pay for additional energy conservation improvements at Metro Airport.

During fiscal year 2008, disruption occurred in the auction rate and variable rate demand obligation markets, largely due to the credit rating downgrades of Bond Insurers, which significantly affected the Authority's variable rate hedged and unhedged debt program representing 25.74% of overall authority debt.

Beginning in April 2008, the following refunding actions were taken to mitigate the negative financial impact to Metro Airport including the elimination of all auction rate debt and replacing bond insurance with direct pay letters of credit for all variable rate debt.

In April 2008, the Authority issued $142.3 million in Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2008A. The Series 2008A Fixed Rate Refunding Bonds were issued to refund the Series 2002A Variable Rate Bonds which were initially issued to finance the cost of various capital projects at Metro Airport. The Series 2008A Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operation of Metro Airport.

The Authority defeased the Series 2002A Bonds by placing the proceeds of the Series 2008A Bonds in an irrevocable trust to provide for all future debt service payments. The Series 2002A Bonds were subsequently called and paid in full in May 2008.

In June 2008, the Authority issued $330.4 million in Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2008B, 2008C-1, 2008C-2, 2008C-3, and 2008D. The Series 2008B, 2008C-1, 2008C-2, 2008C-3, and 2008D Bonds were issued to refund certain outstanding indebtedness previously issued to finance or refinance the cost of various capital projects at Metro Airport. The Series 2008B Refunding Bonds were issued to refund the Series 2003A-1 Bonds, 2003A-2 Bonds, and a portion of 2003A-3 Bonds. The Series 2008C-1 Refunding Bonds were issued to refund the Series 2003B Bonds. The Series 2008C-2 Refunding Bonds were issued to refund the Series 2004 Bonds. The Series 2008C-3 Refunding Bonds were issued to refund a portion of the Series 2003A-3 Bonds. The Series 2008D Refunding Bonds were issued to refund the Series 2003C Bonds. The Series 2008B, 2008C-1, 2008C-2, 2008C-3, and 2008D Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operations of Metro Airport.

The Authority defeased the Series 2003A-1 Bonds, Series 2003A-2 Bonds, Series 2003A-3 Bonds, Series 2003B Bonds, Series 2003C Bonds, and Series 2004 Bonds by placing the proceeds of the Series 2008B, 2008C-1, 2008C-2, 2008C-3, and 2008D Bonds in an irrevocable trust to provide for all future debt service payments. The Series 2003A-1 Bonds, Series 2003A-2 Bonds, Series 2003A-3 Bonds, Series 2003B Bonds, Series 2003C Bonds, and Series 2004 Bonds were subsequently called and paid in full in July 2008 and August 2008.

The Series 2008B Bonds, Series 2008C-1 Bonds, Series 2008C-2 Bonds, Series 2008C-3 Bonds, and Series 2008D Bonds are variable-rate bonds. The remarketing agent is responsible under an agreement with Metro Airport to establish the interest rate weekly. The interest rate is determined as the rate of interest which, in the judgment of the remarketing agent, would cause the Series 2008B Bonds, Series 2008C-1 Bonds, Series 2008C-2 Bonds, Series 2008C-3 Bonds, and Series 2008D Bonds to have a market value as of the date of determination equal to the principal amount, taking into account prevailing market provisions.

In October 2008, the Authority issued $74.8 million in Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2008E and 2008F. The Series 2008E and 2008F Bonds were issued to refund certain outstanding indebtedness previously issued to refinance the cost of various capital projects at Metro Airport. The Series 2008E Refunding Bonds were issued to refund the Series 1996A Bonds. The Series 2008F Refunding Bonds were issued to refund the Series 1996B

Bonds. The Series 2008E and 2008F Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operations of Metro Airport.

The Authority defeased the Series 1996A and 1996B Bonds by placing the proceeds of the Series 2008E and 2008F Bonds in an irrevocable trust to provide for all future debt service payments. The Series 1996A and 1996B Bonds were subsequently called and paid in full in October 2008 and December 2008.

The Series 2008E and 2008F Bonds are variable-rate bonds. The remarketing agent is responsible under an agreement with Metro Airport to establish the interest rate weekly. The interest rate is determined as the rate of interest which, in the judgment of the remarketing agent, would cause the Series 2008E and 2008F Bonds to have a market value as of the date of determination equal to the principal amount, taking into account prevailing market provisions.

At September 30, 2010, the Series 2008 C-1, Series 2008 C-2, Series 2008D, Series 2008E, and 2008F Bonds had Swap agreements. These Swap agreements were terminated without penalty on December 1, 2010.

In December 2010, the Authority issued $722.7 million in Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2010A, 2010B, 2010C, 2010D, 2010E-1, 2010E-2, and 2010F. The Series 2010A, 2010B, 2010C, 2010D, 2010E-1, 2010E-2, and 2010F Bonds were issued to refund certain outstanding indebtedness previously issued to finance or refinance the cost of various capital projects at Metro Airport. The Series 2010A Refunding Bonds were issued to refund a portion of the Series 1998A Bonds. The Series 2010B Refunding Bonds were issued to refund a portion of the Series 1998B Bonds. The Series 2010C Refunding Bonds were issued to refund a portion of the Series 2008B Bonds, a portion of the Series 2008C Bonds, the Series 2008E Bonds and the Series 2008F Bonds. The Series 2010D Refunding Bonds were issued to refund the Series 2008D Bonds. The Series 2010E-1 Refunding Bonds were issued to refund a portion of the Series 1998A Bonds. The Series 2010E-2 Refunding Bonds were issued to refund a portion of the Series 1998A Bonds. The Series 2010F Refunding Bonds were issued to refund a portion of the Series 2008B Bonds and a portion of the Series 2008C Bonds. The Series 2010A Bonds, Series 2010B Bonds, Series 2010C Bonds, Series 2010D Bonds, Series 2010E-1 Bonds, Series 2010E-2 Bonds, and Series 2010F Bonds are revenue obligations of the Authority payable solely from the net revenues derived by the Authority from the operations of Metro Airport.

The Authority defeased the refunded portions of the Series 1998A Bonds, Series 1998B Bonds, Series 2008B Bonds, Series 2008C Bonds, Series 2008D Bonds, Series 2008E Bonds, and Series 2008F Bonds by placing the proceeds of the Series 2010A Bonds, Series 2010B Bonds, Series 2010C Bonds, Series 2010D Bonds, Series 2010E-1 Bonds, Series 2010E-2 Bonds, and Series 2010F Bonds in an irrevocable trust to provide for all future debt service payments. The Series 1998A Bonds, Series 1998B Bonds, Series 2008B Bonds, Series 2008C Bonds, Series 2008D Bonds, Series 2008E Bonds, and Series 2008F Bonds were subsequently called and paid in full in January 2011 and February 2011. The difference between the cash flows required to service the new debt and complete the refunding was approximately $52.2 million. The Authority estimates its minimum economic gain (difference between the present value of the debt service payments on the old and new debt) was approximately $25.5 million.

The Series 2010E-1 Bonds, Series 2010E-2 Bonds and Series 2010F Bonds are variable-rate bonds. The remarketing agent is responsible under an agreement with Metro Airport to establish the interest rate weekly. The interest rate is determined as the rate of interest which, in the judgment of the remarketing agent, would cause the Series 2010E-1 Bonds, Series 2010E-2 Bonds, and Series 2010F Bonds to have a market value as of the date of determination equal to the principal amount, taking into account prevailing market provisions.

In December 2010, the Authority issued a $116 million Direct Placement Bond with Wells Fargo Bank, N.A., Series 2010G Bonds. The Series 2010G Bonds were issued to refund a portion of the Series 1998A Bonds which were initially issued to finance the cost of various capital projects at Metro Airport. The Series 2010G Bonds are revenue obligations of the Authority payable solely from the revenues derived by the Authority from the operations of Metro Airport.

The Authority defeased the refunded portions of the Series 1998A Bonds by placing the proceeds of the Series 2010G Bonds in an irrevocable trust to provide for all future debt service payments. The Series 1998A Bonds were subsequently called and paid in full in January 2011. The difference between the cash flows required to service the new debt and complete the refunding was approximately $37.7 million. The Authority estimates its minimum economic gain (difference between the present value of the debt service payments on the old and new debt) was approximately $26.2 million.

The Series 2010G Bonds are variable-rate bonds. Wells Fargo Bank N.A. is responsible under an agreement with Metro Airport to establish the interest rate weekly. The interest rate is determined as the rate of interest which, in the judgment of Wells Fargo Bank N.A., would cause the Series 2010G Bonds to have a market value as of the date of determination equal to the principal amount, taking into account prevailing market provisions.

The Authority capitalizes net financing costs during construction for debt issues specifically related to construction projects. During the year ended September 30, 2011, interest expense incurred on these debt issues totaled $90,294,568. For 2011, net financing costs capitalized were $1,219,994.

In July 2011, the Authority entered into a line of credit agreement with a maximum borrowing amount of $15 million. The borrowings charge interest at a rate equal to 100 basis points over LIBOR. The line of credit agreement expires in June 2012. There were no borrowings on this line during the year ended September 30, 2011.

Long-term debt activity for the year ended September 30, 2011 was as follows:

	Beginning balance	Additions	Reductions	Ending balance	Due within one year
Detroit Metropolitan Airport Fund:					
Airport Revenue Bonds	$ 2,121,835,000	$ 838,745,000	$ (933,895,000)	$ 2,026,685,000	$ 69,200,000
Installment Purchase Contracts	6,608,280	—	(2,253,901)	4,354,379	400,464
Less:					
Deferred amount on refunding	(30,732,745)	21,491,262	(30,758,993)	(40,000,476)	—
Certain bond discounts	(6,288,750)	4,724,299	—	(1,564,451)	—
Add:					
Certain bond premiums	21,667,285	20,619,612	(4,215,911)	38,070,986	—
Total Detroit Metropolitan Airport Fund	2,113,089,070	885,580,173	(971,123,805)	2,027,545,438	69,600,464
Willow Run Airport Fund:					
Notes payable	591,879	—	(22,514)	569,365	19,476
Total Willow Run Airport Fund	591,879	—	(22,514)	569,365	19,476
Airport Hotel Fund:					
Airport Hotel Bonds	109,120,000	—	(980,000)	108,140,000	1,200,000
Other Hotel debt	5,267,095	—	(405,640)	4,861,455	439,308
Less:					
Certain bond discounts	(1,836,790)	127,124	—	(1,709,666)	—
Total Airport Hotel Fund	112,550,305	127,124	(1,385,640)	111,291,789	1,639,308
Total long-term debt	$ 2,226,231,254	$ 885,707,297	$ (972,531,959)	$ 2,139,406,592	$ 71,259,248

Other long-term liability activity for the year ended September 30, 2011 was as follows:

	Beginning balance	Additions	Reductions	Ending balance	Due within one year
Detroit Metropolitan Airport Fund -					
Other accrued liabilities	$ 12,143,401	$ 933,000	$ (994,526)	$ 12,081,875	$ 3,919,119
Hedging derivative instruments	1,152,000	—	(1,152,000)	—	—
Willow Run Airport Fund -					
Other accrued liabilities	654,000	479,000	—	1,133,000	205,250
Airport Hotel Fund -					
Other accrued liabilities	1,982,888	431,755	—	2,414,643	—
Total other long-term liabilities	$ 15,932,289	$ 1,843,755	$ (2,146,526)	$ 15,629,518	$ 4,124,369

(8) Commitments and Contingencies

(a) Litigation

The Authority is a defendant in a number of lawsuits and claims that have resulted from the ordinary course of providing services. The ultimate effect on the Authority's financial statements of the resolution of these matters is, in the opinion of the Authority's counsel, not expected to be material.

(b) Construction

The estimated costs to complete Metro Airport's current capital improvement program totaled $489.7 million at September 30, 2011, which will be funded by previously issued and anticipated debt, federal grants, and passenger facility charges. Unexpended commitments on construction and professional services contracts in connection with Metro Airport's program totaled $41 million at September 30, 2011.

The estimated costs to complete Willow Run Airport's current capital improvement program totaled $154 million at September 30, 2011, which will be funded with federal and state grants. Unexpended commitments on construction and professional services contracts in connection with Willow Run Airport's program totaled $177 thousand at September 30, 2011.

(c) Environmental Matters

Environmental accruals are calculated and recorded using an expected cash flow technique applied to probabilities, ranges, and assumptions developed in response to a potential remediation liability as based on current law and existing technologies. At September 30, 2011, the Authority had accrued obligations of $5.3 million for environmental remediation and restoration costs. This is management's best estimate of the costs with respect to environmental matters; however, these estimates contain inherent uncertainties primarily due to unknown conditions, changing regulations, and developing technologies. In accordance with GASB Statement 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*, the liability has been recorded at the current value estimated using the expected cash flow technique, a probability-weighted approach. A significant portion (54%) of the recorded environmental liability is related to a consent decree and judgment issued during 1994 that identifies the Airport as one of the 14 responsible parties to the improvements to the Wayne County Downriver Sewage Disposal System (the System). Most of the remaining liability is for asbestos remediation estimates. See additional discussion on both below.

Downriver Sewage Disposal System

In 1994, the Environmental Protection Agency (EPA) and Michigan Department of Natural Resources (MDNR), through a federal court ruling, issued a mandate for environmental remediation of the System noting in their Financing Plan and Final Judgment RE: 1994 Court-Ordered Improvements, "Whereas, it is immediately necessary and imperative for the public health and welfare of the present and future residents of Wayne and the Downriver Communities that the improvements for the System required by the Consent Decree be planned, designed, acquired, constructed, and financed to service the Downriver Communities."

The "Downriver Communities" listed as responsible parties to this decree included 13 communities as well as Metro Airport, which utilize the plant for water and sewage disposal. Total project costs were initially estimated at $230 million and financed by Wayne County (the County) through the issuance of bonds and additional State Revolving Fund (SRF) financing. Each responsible party is required to pay their allocated portion of principal and interest on the bonds and SRF bonds, as well as their portion of any subsequent debt issued to pay project costs. In August 2007, a series of completion bonds were issued to finance the estimated final costs of the project. Metro Airport has paid $5.9 million to the City of Romulus for prior year debt service as of September 30, 2011 and an additional $400 thousand to fund a bond reserve. The amounts recorded by the Authority for future debt service payments are believed to materially encompass the remaining obligation.

Asbestos Remediation

It is known that certain Metro Airport and Willow Run Airport buildings hold asbestos-containing materials (ACMs) that will need to be disposed of upon demolition of affected structures. While the pollutant is currently contained due to prior remediation efforts during the late 1980s and early 1990s, the environmental assessments have indicated that remediation will be necessary during the demolition of the affected buildings to ensure containment of the pollutants and proper disposal.

During 2010, the planned demolition of the Smith Terminal building, concourses, and observation deck was consolidated into one project slated to begin in 2017 with the removal of the hazardous material as the first action that will be taken as part of the overall project.

Preliminary assessments of the nature and extent of the material were performed by WCAA Environmental and have provided information to help develop estimated remediation costs expected over time. As of September 30, 2011, the Authority recorded asbestos-related liabilities of $1.5 million and $709 thousand at Detroit Metro and Willow Run Airports, respectively.

National Pollutant Discharge Elimination System Permit Violation

During 2006, the Authority entered into a plea agreement with the United States for a misdemeanor violation of a condition and limitation in a National Pollutant Discharge Elimination System (NPDES) Permit issued by the State of Michigan. This matter pertained to a 2001 failure to report a discharge of turbid and odorous storm water directly to the Frank and Poet Drain, a waterway that flows directly into the Detroit River, near Lake Erie. The sentence prescribed by the Federal Court includes a four-year probationary period ending in 2010 and the construction and use of a force main to connect Pond 3W at the Airport to sanitary sewer lines leading to the Detroit Water and Sewerage Department's (DWSD) treatment plant. In June 2010, the Federal Court sentenced a new probation term of three years ending in 2013. The estimated cost of the project is $10 million and the Authority has incurred $9 million to date. The project is deemed complete upon approval by DWSD that the main can and will be operated in a manner consistent with all state and federal regulatory requirements.

Additional Remediation Matters

General Motors Corporation (GM) and the Authority (as successor in interest to the Board of County Road Commissioners and the County of Wayne) are parties to a Lease of Land, dated October 11, 1985 (the "Lease"). Under the Lease, GM leases certain land at Willow Run Airport (the "Airport") upon which GM constructed and operates a water treatment plant, which it uses as an integral part of its operations of the GM transmission facility next to the Airport (the “GM Plant”).

On June 1, 2009, GM filed for protection under Chapter 11 of the United States Bankruptcy Code (the "Bankruptcy Code") in the United States Bankruptcy Court for the Southern District of New York (the “Bankruptcy Court”), and pursuant to the Bankruptcy Code, GM has the right to assume or reject the Lease. On July 5, 2009, the Bankruptcy Court authorized the sale of substantially all of GM's assets to NGMCO, Inc., a U.S. Treasury-sponsored purchaser (the “Purchaser”), and on July 10, 2009, the transfer of assets to the Purchaser occurred. GM’s name now has been changed to “Motors Liquidation Company” and the Purchaser’s name is now “General Motors Company.”

In July 2009, GM assigned the Lease to the Purchaser. Pursuant to the Assignment and Assumption document between GM and the Purchaser, GM assigned all of its right, title, and interest in the Lease to the Purchaser, and the Purchaser accepted the assignment and assumed GM’s obligations under the Lease, subject to the retention by GM of certain liabilities associated with the Lease. The liabilities to be retained by GM and not assumed by the Purchaser include, among other things, all liabilities for environmental contamination, at, under or emanating from the leased premises, all liabilities for cleanup of environmental contamination, and all liabilities for noncompliance with environmental laws. As such, once the property is returned to the Authority in the winter of 2011 and assuming GM is fully dissolved, to the extent there exists environmental remediation costs, these costs will be the responsibility of the Authority.

The Purchaser operated the facility through the expiration of the Lease agreement on February 28, 2011. On March 5, 2011, Motors Liquidation Company took over operation of the facility from the Purchaser. Motors Liquidation Company then operated the facility until March 31, 2011, at which time it transferred all of its assets to Racer Trust, which continues to occupy and operate the water treatment facility. The Authority and Racer Trust are in negotiations to establish a new agreement governing the occupancy of the facility.

Additional small environmental matters were identified during 2010, including site closure of several Willow Run fuel farms. The Authority recorded liabilities totaling $54 thousand for these items as of September 30, 2011.

(9) Employee Benefits

(a) Plan Description

The Authority provides retirement benefits to its employees through the Wayne County Employees' Retirement System (WCERS), a single-employer public employee retirement system that is governed by the Wayne County Retirement Ordinance as amended. The Retirement System provides four defined benefit retirement options, two of which are contributory and one of which is a hybrid between a defined benefit and a defined contribution (together, the Defined Benefit Plan), and a Defined Contribution Plan. The Retirement System provides retirement, survivor, and disability benefits to substantially all County and Authority employees. The Retirement Board issues separate financial statements annually. Copies of these financial statements for each plan can be obtained at 28 W. Adams, Suite 1900, Detroit, Michigan 48226. The statements are also available on their website at www.wcers.org.

The Defined Benefit Plan consists of Plan Option 1, Plan Option 2, Plan Option 3, and Plan Option 5 (collectively, the Plan) and the Defined Contribution Plan, which consists of Plan Option 4 and Plan Option 5.

In 1983, the County closed the Plan 1 option of the WCERS to new hires and added two new options under the Defined Benefit Plan, which resulted in a lower final benefit to the participant.

Effective October 1, 2001, WCERS established the Wayne County Hybrid Retirement Plan #5 (Plan Option 5), which contains both a defined benefit component and a defined contribution component. Participants in the plan options previously in existence (Plan Option 1, Plan Option 2, and Plan Option 3) could elect to transfer their account balances to Plan Option 5 between October 1, 2001 and June 30, 2002. New employees could elect to participate in Plan Option 4 through September 30, 2001. Effective October 1, 2001, only Plan Option 5 is available to new employees, except for new executives who may continue to elect participation in Plan Option 4; Plan Options 1, 2, and 3 are closed to new hires.

(b) Contributions

Participants in Plan Option 1 contribute 2.00 percent to 6.58 percent of annual compensation, depending on years of credited service. The Sheriff's command officers and deputies contribute 5.0 percent of annual compensation. Participants in Plan Option 2 do not make plan contributions, but receive a lower final benefit. Plan Option 3 participants make contributions of 3.0 percent of covered compensation and receive a lower final benefit. Participants in Plan Option 5 with 1.25/1.5 percent multiplier contribute 0 percent of covered compensation depending on the collective bargaining agreement; individuals with 2 percent multiplier contribute 0, 1, or 5 percent of pay, depending on the collective bargaining agreement.

The obligation to contribute and to maintain the Plan for these employees was established by negotiations with the County's collective bargaining units. Total Authority employer and employee contributions during the year ended September 30, 2011 were $3,357,849 and $201,466, respectively.

The following represents the Authority's annual pension costs as of September 30, 2011:

		Three-year trend information			
		Annual pension cost (APC)	**Percentage of APC contributed**		**Net pension obligation**
Year ended September 30:					
2009	$	3,114,227	100%	$	—
2010		2,905,248	100		—
2011		3,357,849	100		—

(c) Pension Benefits

Benefits are paid monthly over the member's or survivor's lifetime, after meeting normal retirement or duty disability retirement requirements, which vary by option, based on the following percentages of average final compensation, for each year of credited service:

Plan Option 1 – 2.65 percent for each year of service. Maximum Authority-financed portion is 75 percent of average final compensation (less workers' compensation payments). Minimum monthly pension is $5 times years of service.

Plan Option 2 – 1 percent for each year up to 20 years and 1.25 percent for each year over 20 years. Maximum Authority-financed portion is 75 percent of average final compensation.

Plan Option 3 – 1.5 percent for each year up to 20 years, 2 percent for each year between 20 and 25 years, and 2.5 percent for each year over 25 years. Maximum Authority-financed portion is 75 percent of average final compensation (less workers' compensation payments).

Plan Option 5 – 1.25 percent for each year up to 20 years and 1.5 percent for each year over 20 years. Maximum pension is 75 percent of average final compensation (less workers' compensation payments).

Death and disability benefits – The Plan also provides nonduty death and disability benefits to members after 10 years of credited service for Plan Options 1 and 5, along with nonduty disability for Plan Option 2 and nonduty death benefits for Plan Option 3. The 10-year service provision is waived for duty disability and death benefits for Plan Options 1 and 5 and duty disability for Plan Option 2.

(Continued)

(d) Wayne County Employees' Retirement System Defined Contribution Plan

The Wayne County Employees' Retirement System instituted a Defined Contribution Plan (Plan Option 4 and Plan Option 5) under the County's Enrolled Ordinance No. 86-486 (November 20, 1986), as amended. The Plan was established to provide retirement, survivor, and disability benefits to County and Authority employees. The administration, management, and responsibility for the proper operation of the Plan are vested in the trustees of the Wayne County Retirement Commission.

Under Plan Option 4, the Authority contributes \$4.00 for every \$1.00 contributed by each member or, for eligible executives, \$5.00 for every \$1.00 contributed by each member, with the member contributions ranging from 1.0 percent to 2.5 percent (3 percent for employees with 20 or more years of service and 3 percent for eligible executives with 10 or more years of service) of base compensation. Employees hired prior to July 1, 1984 are eligible to transfer from the WCERS Defined Benefit Plan to the Plan through September 30, 2002.

Classified employees are vested as to employer contributions after three years of service, and executive members are vested after two years of service.

In Plan Option 4, members are able to receive loans from the Defined Contribution Plan. Only active employees with a vested account balance of \$2,000 or more are eligible. Interest on the loans is at the rate of five-year Treasury notes plus 300 basis points (3 percent), rounded to the nearest quarter of a percent.

Participants in Plan Option 5 contribute 3 percent of gross pay. The Authority makes matching contributions at a rate equal to the amount contributed by each employee. Classified employees are vested at 50 percent after one year of service, 75 percent after two years of service, and 100 percent after three years of service. All full-time, permanent Authority employees are eligible to join the Plan. Those employees hired prior to July 1, 1984 were eligible to transfer from the WCERS Defined Benefit Plan to the Plan through September 30, 2002. Effective October 1, 2001, the County closed Plan Option 4 to new hires. Plan Option 5 is available to all persons hired after September 30, 2001.

The obligation to contribute and to maintain the Plan for these employees was established by negotiations with the Authority's collective bargaining units. Total Authority employer and employee contributions to the Plan during 2011 were \$3,069,378 and \$1,416,298, respectively.

(10) Other Postemployment Benefits

Wayne County Airport Authority Act 149 Health Care Fund

(a) *Plan Description*

As provided for in the Authority Act, the Authority, through the County, provides hospitalization and other health insurance for retirees pursuant to agreements with various collective bargaining units or other actions of the Wayne County Board of Commissioners, the Wayne County Retirement Board, or the Authority Board. Benefits are provided to retirees under the age of 65 and their eligible dependents, and the cost of federal Medicare premiums and supplemental hospitalization is paid for retirees over 65 and their eligible dependents, as these costs are incurred by the retirees. The County also pays the cost of basic retiree life insurance, up to $5,000 per employee, on a pay-as-you-go basis. Currently, the plan has 633 members (including 485 Authority employees in active service and 148 retired Authority employees and beneficiaries currently receiving benefits who retired after September 1, 2002).

This is a single employer defined benefit plan administered by the County. The plan does not issue a separate stand-alone financial statement.

(b) *Funding Policy*

In accordance with GASB Statement No. 43, *Financial Reporting for Postemployment Benefit Plans Other than Pension Plans* and GASB No. 45, *Accounting and Financial Reporting by Employers for Postemployment Benefits Other Than Pensions*, the Authority created in September 2008 an Act 149 Health Care Trust. This trust provides a funding mechanism for post-2002 retiree health, dental, and life insurance coverage and other postemployment benefits other than pensions. The Authority began funding the trust and fully implemented GASB Statements No. 43 and No. 45 in September 2008. Employees in Executive Service, GAA Executive, Local 502 and Local 3317 bargaining units are required to contribute 10 percent of the Blue Cross Blue Shield illustrative rate or 10 percent of the HAP premium. The Authority has no obligation to make contributions in advance of when the costs are incurred; however, the Authority's financial plan is to fund these obligations annually based upon the actuarial recommended contribution. Administrative costs of the trust are paid with employer contributions to the trust.

(Continued)

(c) ***Funding Progress***

For the year ended September 30, 2011, the Authority has estimated the cost of providing retiree health care benefits through an actuarial valuation as of October 1, 2009. The valuation computes an annual required contribution which 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 over a period not to exceed 30 years. This valuation's computed contribution and actual funding are summarized as follows:

Annual required contribution (recommended)	$	5,571,393
Interest on the prior year's net OPEB asset		(153,748)
Add adjustment to the annual required contribution		64,306
Annual OPEB cost		5,481,951
Amounts contributed:		
Payments of current premiums		(1,828,594)
Advance funding		(3,500,000)
Decrease in net OPEB asset		153,357
OPEB asset - beginning of year		(1,921,843)
OPEB asset - end of year	$	(1,768,486)

The annual OPEB costs, the percentage contributed to the plan, and the net OPEB asset for the current and two preceding years were as follows:

	Fiscal Year Ended September 30		
	2009	2010	2011
Annual OPEB costs	$ 5,357,505	$ 4,803,647	$ 5,481,951
Percentage contributed	127.8%	119.1%	97.2%
Net OPEB asset	$ (1,005,153)	$ (1,921,843)	$ (1,768,486)

The funding progress of the plan as of the most recent valuation date is as follows:

Valuation as of October 1, 2009

Actuarial value of assets	$	6,612,088
Actuarial accrued liability (AAL)	$	65,674,083
Unfunded AAL (UAAL)	$	59,061,995
Funded ratio		10.1%
Annual covered payroll		N/A
Ratio of UAAL to covered payroll		N/A

(d) ***Actuarial Methods and Assumptions***

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 the healthcare cost trend. 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.

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 to 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 of assets, consistent with the long-term perspective of the calculations.

In the October 1, 2009 actuarial valuation, the projected unit credit method was used. The actuarial assumptions included an 8 percent investment rate of return, which is the expected long-term investment return on plan assets, a projected 3 percent salary increase, and an annual healthcare cost trend rate of 8.5 percent initially, reduced to an ultimate rate of 5 percent after seven years. The UAAL is being amortized on an open basis using the straight-line method (level percent of pay amortized annually) over 30 years.

Wayne County Health and Welfare Plan (Pre-2002)

(a) Plan Description

As provided for in the Authority Act, the Authority, through the County, provides hospitalization and other health insurance for retirees pursuant to agreements with various collective bargaining units or other actions of the Wayne County Board of Commissioners, the Wayne County Retirement Board, or the Authority Board. Benefits are provided to retirees under the age of 65 and their eligible dependents, and the cost of federal Medicare premiums and supplemental hospitalization is paid for retirees over 65 and their eligible dependents, as these costs are incurred by the retirees. The County also pays the cost of basic retiree life insurance, up to $5,000 per employee, on a pay-as-you-go basis. Currently, the plan has 3,833 members, which includes retirees for the County and the Authority who retired before September 1, 2002. The plan is closed to new members.

This is a cost-sharing, multiple-employer, defined benefit plan administered by the County. The plan does not issue a separate stand-alone financial statement.

(b) Funding Policy

The benefits of the plan are established by the various collective bargaining agreements. Employees are not required to contribute to the plan. The Authority is required to contribute 11.25 percent of incurred costs to the plan. The required and actual contributions for the current and two preceding years were as follows:

	Fiscal Year Ended September 30		
	2009	2010	2011
Required contribution	$ 3,095,546	$ 3,313,630	$ 3,180,914
Actual contribution	$ 3,095,546	$ 3,313,630	$ 3,180,914
% of required contribution made	100.0%	100.0%	100.0%

(11) Subsequent Events

On November 30, 2011, the Authority issued $169.4 million in Wayne County Airport Authority Revenue Refunding Bonds in the following amounts: Series 2011A - $152.5 million and Series 2011B - $16.9 million.

The Series 2011A Fixed Rate Refunding Bonds were issued to refund a portion of the Series 1998A Bonds. The Series 2011B Fixed Rate Refunding Bonds were issued to refund a portion of the Series 2002C Bonds.

(12) Upcoming Reporting Changes

In December 2010, the GASB issued Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements*. This statement incorporates into GASB literature certain accounting and financial reporting guidance issued on or before November 30, 1989 that is included in FASB Statements and Interpretations, APB Opinions, and Accounting Research Bulletins of the AICPA Committee on Accounting Procedure.

In June 2011, the GASB issued Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*. The statement incorporates deferred outflows of resources and deferred inflows of resources, as defined by GASB Concepts Statement No. 4, into the definitions of the required components of the residual measure of net position, formerly net assets. This statement also provides a new statement of net position format to report all assets, deferred outflows of resources, liabilities, deferred inflows of resources, and net position. Once implemented, this statement will impact the format and reporting of the balance sheet.

The Authority is currently evaluating the impact these standards will have on the financial statements when adopted, during the Authority’s 2013 fiscal year.

REQUIRED SUPPLEMENTARY INFORMATION

Wayne County Airport Authority Act 149 Health Care Fund

The schedule of funding progress is as follows (in millions):

Actuarial Valuation Date	Actuarial Value of Assets (a)	Actuarial Accrued Liability (AAL) (b)	Unfunded AAL (UAAL) (b-a)	Funded Ratio (a/b)	Covered Payroll (c)	UAAL as a Percentage of Covered Payroll
10/1/2006	$ -	$ 46.9	$ 46.9	0.0%	N/A	N/A
10/1/2007	$ -	$ 54.6	$ 54.6	0.0%	N/A	N/A
10/1/2008	$ 3.1	$ 52.9	$ 49.8	5.9%	N/A	N/A
10/1/2009	$ 6.6	$ 65.7	$ 59.1	10.1%	N/A	N/A

The schedule of employer contributions is as follows:

Year Ended September 30	Actuarial Valuation Date	Annual Required Contribution	Percentage Contributed
2008	10/1/2006	$ 4,454,663	89.2%
2009	10/1/2007	$ 5,318,912	128.7%
2010	10/1/2008	$ 4,914,922	116.4%
2011	10/1/2009	$ 5,571,393	95.6%

The information presented above was determined as part of the actuarial valuations at the dates indicated. Additional information as of October 1, 2009 the latest actuarial valuation follows:

Actuarial cost method	Projected unit credit
Amortization method	Level percent of pay amortized annually
Amortization period (open)	30 years
Asset valuation method	Market value
Actuarial assumptions:	
Investment rate of return	8.00%
Projected salary increases	3.00%

STATISTICAL SECTION
(UNAUDITED)

STATISTICAL SECTION

This section of the Wayne County Airport Authority's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the Authority's overall financial health.

CONTENTS

Financial Trends – *Exhibits S-1, S-2*

These exhibits contain trend information to help the reader understand how the Authority's financial performance and well-being have changed over time.

Revenue Capacity – *Exhibits S-2 to S-5*

These exhibits contain information to help the reader assess the factors affecting the Authority's ability to generate revenue.

Debt Capacity – *Exhibits S-6 to S-8*

These exhibits present information to help the reader assess the affordability of the Authority's current levels of outstanding debt and the Authority's ability to issue additional debt in the future.

Demographic & Economic Information – *Exhibits S-10 series*

These exhibits offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place and to help make comparisons over time with other entities. In certain instances, due to the nature of the Authority's operations, 10 years of data may not be necessary for readers to understand the Authority's environment or to make comparisons with other entities. In these instances, less than 10 years of data may be presented.

Operating Information – *Exhibits S-4, S-5, S-9, S-11, S-12*

These exhibits contain information about the Authority's operations and resources to help the reader understand how the Authority's financial information relates to the services the Authority provides and the activities it performs. In the case of *S-11* and *S-12* , due to the nature of the Authority's operations, 10 years of data may not be necessary for readers to understand the Authority's environment or to make comparisons with other entities. In these instances, less than 10 years of data may be presented.

Sources: Unless otherwise noted, the information in these exhibits is derived from the comprehensive annual financial reports of the relevant year.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-1

Annual Revenues, Expenses, and Changes in Net Assets

(Unaudited)

	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Operating revenues:										
Airport landing and related fees	$ 69,099,578	70,172,024	60,059,740	84,607,837	59,512,753	60,738,124	73,872,334	89,178,691	82,583,060	81,393,972
Concession fees	50,575,848	47,974,977	48,424,882	51,851,089	50,242,144	47,350,937	44,496,491	42,569,958	41,654,131	36,672,705
Parking fees	54,145,257	48,309,486	49,911,261	58,682,741	58,858,882	53,026,292	46,003,468	38,842,280	32,806,472	29,857,939
Hotel	29,372,498	26,828,936	23,246,792	31,496,580	33,382,432	30,535,204	29,213,232	24,834,017	10,834,274	—
Rental facilities	96,449,901	91,822,952	90,110,146	53,748,737	53,145,882	48,582,712	46,009,056	39,266,093	40,225,929	32,819,038
Expense recoveries	5,010,457	4,445,747	4,535,773	4,721,175	4,249,853	3,729,632	3,821,869	3,484,448	2,937,840	7,218,512
Other	6,406,295	7,542,765	4,470,468	5,603,796	7,121,369	9,041,090	7,971,371	5,615,349	9,906,586	1,583,487
Total operating revenues	311,059,834	297,096,887	280,759,062	290,711,955	266,513,315	253,003,991	251,387,821	243,790,836	220,948,292	189,545,653
Nonoperating revenues:										
Passenger facility charges	62,197,495	60,305,754	59,711,453	68,202,594	70,754,074	67,831,365	70,694,871	67,901,716	63,370,379	61,055,997
Federal and state grants	1,326,034	1,264,891	1,089,499	2,192,613	5,962,547	12,110,868	15,673,226	10,065,228	8,478,808	6,318,972
Interest income and other	3,390,214	5,021,589	7,310,241	28,603,234	46,903,106	43,339,574	19,695,210	7,174,260	6,520,467	10,490,990
Total nonoperating revenues	66,913,743	66,592,234	68,111,193	98,998,441	123,619,727	123,281,807	106,063,307	85,141,204	78,369,654	77,865,959
Total revenues	377,973,577	363,689,121	348,870,255	389,710,396	390,133,042	376,285,798	357,451,128	328,932,040	299,317,946	267,411,612
Operating expenses:										
Salaries, wages, and fringe benefits	71,489,016	70,060,439	75,098,962	77,942,240	72,396,333	68,648,870	66,623,493	62,191,329	61,418,718	60,681,158
Parking management	6,794,062	6,504,949	7,082,235	8,905,534	10,325,232	9,754,453	10,647,259	9,726,476	15,757,657	15,594,154
Hotel management	22,644,120	20,032,541	18,693,537	23,032,852	24,054,417	22,271,550	21,870,313	19,671,787	12,687,714	—
Janitorial services	11,164,616	10,988,244	10,599,304	2,422,889	2,433,551	2,047,401	2,010,248	3,436,194	5,483,889	5,353,722
Security	2,401,473	2,293,067	2,657,120	2,757,886	3,433,065	3,501,437	3,462,682	3,324,401	3,770,824	3,524,907
Utilities	24,886,104	26,691,836	27,700,377	30,429,231	26,570,574	23,021,456	21,827,924	20,303,099	19,947,988	14,097,712
Repairs, professional services, and other	79,689,990	74,617,012	69,556,874	84,887,031	75,042,299	78,310,637	83,477,087	89,905,438	71,012,644	61,713,586
Depreciation	142,754,436	146,151,075	146,151,805	129,574,853	121,087,982	115,853,648	103,631,906	100,235,010	96,882,107	62,288,793
Total operating expenses	361,823,817	357,339,163	357,540,214	359,952,516	335,343,453	323,409,452	313,550,912	308,793,734	286,961,541	223,254,032
Nonoperating expenses:										
Interest expense	91,549,044	105,913,828	116,392,802	94,925,971	105,855,656	106,822,360	92,389,419	83,572,858	87,293,710	63,677,112
Loss on disposal of assets	—	—	1,104,513	6,214,429	317,452	42,544	—	—	—	—
Amortization of bond issuance costs	1,902,952	2,161,678	1,942,959	2,315,453	2,267,001	2,294,476	2,105,484	1,857,822	1,582,619	1,821,609
Total nonoperating expenses	93,451,996	108,075,506	119,440,274	103,455,853	108,440,109	109,159,380	94,494,903	85,430,680	88,876,329	65,498,721
Total expenses	455,275,813	465,414,669	476,980,488	463,408,369	443,783,562	432,568,832	408,045,815	394,224,414	375,837,870	288,752,753
Capital contributions	17,750,671	29,137,352	36,318,566	54,816,676	66,212,355	39,806,394	39,938,986	60,334,091	26,386,612	40,240,519
Change in net assets	$ (59,551,565)	(72,588,196)	(91,791,667)	(18,881,297)	12,561,835	(16,476,640)	(10,655,701)	(4,958,283)	(50,133,312)	18,899,378
Net assets at year end composed of:										
Invested in capital assets, net of related debt	86,906,586	120,302,294	151,759,863	170,385,938	131,815,887	180,192,710	235,042,203	369,007,593	439,424,598	485,901,921
Restricted	322,488,477	358,386,114	405,007,255	430,322,283	471,545,803	384,747,891	386,024,617	273,179,286	217,328,386	212,937,645
Unrestricted	56,085,769	46,343,989	40,853,475	37,745,179	53,973,007	79,832,261	99,185,995	88,721,637	79,113,815	87,160,545
Total net assets	$ 465,480,832	525,032,397 [2]	597,620,593	638,453,400	657,334,697	644,772,862 [1]	720,252,815	730,908,516	735,866,799	786,000,111

[1] In 2006, the Authority restated beginning net assets to $661,249,502. This amount less the 2006 decrease in net assets is used to arrive at ending net assets.

[2] In 2010, the Authority restated beginning net assets by $50,958,860. This amount less the increase/decrease in net assets is used to arrive at ending net assets.

Source: Audited Financial Statements of the Wayne County Airport Authority.

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-2

Principal Revenue Sources and Revenues per Enplaned Passenger

(Unaudited)

	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Airline revenues:										
Airport landing and related fees	$ 69,099,578	$ 70,172,024	$ 60,059,740	$ 84,607,837	$ 59,512,753	$ 60,738,124	$ 73,872,334	$ 89,178,691	$ 82,583,060	$ 81,249,265
Terminal building rentals and fees	74,347,911	71,852,635	67,703,125	28,972,704	28,621,629	26,992,072	25,831,713	24,992,399	26,155,830	20,197,400
Facility use fees	7,143,733	6,302,145	6,468,964	8,159,193	7,962,948	7,073,579	7,568,033	6,460,040	6,269,348	6,286,812
Total airline revenues	150,591,222	148,326,804	134,231,829	121,739,734	96,097,330	94,803,775	107,272,080	120,631,130	115,008,238	107,733,477
Percentage of total revenues	39.8%	40.8%	38.5%	31.2%	24.6%	25.2%	30.0%	36.7%	38.4%	40.3%
Non-Airline revenues:										
Parking fees	54,145,257	48,309,486	49,911,261	58,682,741	58,858,882	53,026,292	46,003,468	38,842,280	32,806,472	29,857,939
Concession fees	31,592,316	30,702,401	30,885,107	30,358,313	29,382,953	28,175,773	26,415,027	25,846,018	25,893,985	19,946,606
Car rental	18,983,532	17,272,576	17,539,775	21,492,776	20,859,191	19,175,164	18,081,464	16,723,940	15,760,146	16,210,970
Hotel	29,372,498	26,828,936	23,246,792	31,496,580	33,382,432	30,535,204	29,213,232	24,834,017	10,834,274	—
Employee shuttle bus	5,869,315	5,467,240	5,655,355	5,773,430	5,253,731	4,959,535	5,331,254	4,544,805	5,860,035	3,300,585
Ground transportation	4,944,291	4,738,700	6,510,045	7,055,550	7,394,349	5,911,719	4,134,289	1,110,046	504,500	409,044
Utility service fees	5,010,457	4,445,747	4,535,773	4,721,175	4,249,853	3,729,632	3,821,869	3,484,448	2,937,840	2,490,199
Rental facilities	4,144,651	3,462,232	3,772,657	3,787,860	3,913,225	3,645,807	3,143,767	2,819,528	1,940,716	3,127,795
Other	6,406,295	7,542,765	4,470,468	5,603,796	7,121,369	9,041,090	7,971,371	4,954,624	9,402,086	6,469,038
Total non-airline revenues	160,468,612	148,770,083	146,527,233	168,972,221	170,415,985	158,200,216	144,115,741	123,159,706	105,940,054	81,812,176
Percentage of total revenues	42.5%	40.9%	42.0%	43.4%	43.7%	42.0%	40.3%	37.4%	35.4%	30.6%
Nonoperating revenues:										
Passenger facility charges	62,197,495	60,305,754	59,711,453	68,202,594	70,754,074	67,831,365	70,694,871	67,901,716	63,370,379	61,055,997
Federal and state grants	1,326,034	1,264,891	1,089,499	2,192,613	5,962,547	12,110,868	15,673,226	10,065,228	8,478,808	6,318,972
Interest	3,241,109	4,941,344	7,310,241	28,082,306	45,948,105	43,328,283	19,194,846	7,174,260	6,520,467	10,490,990
Other	149,105	80,245	—	520,928	955,001	11,291	500,364	—	—	—
Total nonoperating revenues	66,913,743	66,592,234	68,111,193	98,998,441	123,619,727	123,281,807	106,063,307	85,141,204	78,369,654	77,865,959
Percentage of total revenues	17.7%	18.3%	19.5%	25.4%	31.7%	32.8%	29.7%	25.9%	26.2%	29.1%
Total revenues	$ 377,973,577	363,689,121	$ 348,870,255	$ 389,710,396	$ 390,133,042	$ 376,285,798	$ 357,451,128	$ 328,932,040	$ 299,317,946	$ 267,411,612
Enplaned passengers	16,226,201	15,876,381	15,941,132	17,831,231	18,108,090	17,799,932	18,286,282	17,316,780	16,278,233	15,592,557
Total revenue per enplaned passenger	$ 23.29	22.91	21.88	21.86	21.54	21.14	19.55	18.99	18.39	17.15
Airline revenue per enplaned passenger	9.28	9.34	8.42	6.83	5.31	5.33	5.87	6.97	7.07	6.91

Source: Audited Financial Statements of the Wayne County Airport Authority.

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-3

Airlines Rates and Charges **

(Unaudited)

		2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Landing Fees:											
Signatory Airlines [1]	$	3.26	3.44	2.83	3.58	2.37	2.49	2.74	3.74	3.44	3.32
Non-Signatory Airlines [2]		4.08	4.30	3.39	3.79	3.01	4.21	3.97	4.64	4.08	4.13
General Aviation [3]		1.50	1.50	1.50	1.50	1.50	1.50	1.38	1.00	0.75	0.50
Facility Use Fees:											
South Terminal	$	5.00	5.00	5.00	4.50	4.50	4.50	4.50	4.50	4.50	4.50
North Terminal		5.00	5.00	5.00	—	—	—	—	—	—	—
Smith/Berry Terminals		—	—	—	3.50	3.50	3.50	3.50	3.50	3.50	3.50
Terminal Rental Rates (per SF per year):											
Office Space – Airline	$	—	—	—	19.71	19.71	19.71	19.71	19.71	17.92	17.92
South Terminal - Signatory Airlines [1]		57.70	54.51	52.00	—	—	—	—	—	—	—
South Terminal - Non-Signatory Airlines		69.00	68.00	60.00	—	—	—	—	—	—	—
North Terminal - Signatory Airlines [1]		51.20	65.17	61.00	—	—	—	—	—	—	—
North Terminal - Non-Signatory Airlines		78.00	88.00	71.00	—	—	—	—	—	—	—
Cargo Building/Warehouse		8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	8.00	7.00
Aircraft Ramp		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	1.00	0.88
Unimproved Land		0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.32	0.29
Electric		4.67	4.67	1.24	1.24	1.24	1.24	1.24	1.24	1.20	1.17

** The revenue bases to which these rates are applied and their principal payers can be found in Schedules S-2 and S-4.

[1] Calculated pursuant to the formulas set forth in the Airport Use and Lease Agreement. The agreement provides the calculation of the annual landing fee and terminal rental rates, with rate adjustments at mid-year, if required.

[2] Average billed rate per 1,000 lbs. MGLW.

[3] General aviation rates are charged at Willow Run Airport only and represent an average of the tiered rates applied per 1,000 lbs. MGLW.

Note: Beginning in 2010, the airlines' rates and charges are presented based on the rates effective at year end.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-4

Airline Landed Weights

(in thousands of pounds)

(Unaudited)

Detroit Metropolitan Airport

	2011		2010		2009		2008	
Airline [1]	**Landed weights**	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**
Northwest/Delta Air Lines[2]	10,153,498	48.5%	10,369,432	51.4%	11,333,666	54.0%	13,604,011	58.2%
Pinnacle	2,743,336	13.1	2,817,713	14.0	2,616,584	12.5	2,516,756	10.8
Northwest/Delta (Comair)[2]	1,115,580	5.3	669,929	3.3	187,696	0.9	125,020	0.5
Mesaba	872,731	4.2	1,202,839	6.0	1,484,510	7.1	1,118,993	4.8
Northwest/Delta (Atlantic Southeast)[2]	795,381	3.8	104,058	0.5	1,474	0.0	64,185	0.3
Spirit Airlines	752,623	3.6	637,083	3.2	690,048	3.3	925,981	4.0
Southwest Airlines	732,074	3.5	668,576	3.3	706,040	3.4	833,750	3.6
US Airways	422,444	2.0	380,154	1.9	377,506	1.8	397,966	1.7
Federal Express	409,567	2.0	361,807	1.8	374,202	1.8	477,212	2.0
Northwest/Delta (Compass)[2]	371,436	1.8	438,616	2.2	596,054	2.8	173,768	0.7
American Airlines	318,885	1.5	312,306	1.5	399,070	1.9	506,633	2.2
AirTran Airways	241,608	1.2	225,504	1.1	240,496	1.1	240,128	1.0
American (American Eagle	180,815	0.9	193,235	1.0	155,625	0.7	107,737	0.5
United Parcel Service	171,832	0.8	171,234	0.8	171,687	0.8	195,473	0.8
Continental Airlines	168,642	0.8	174,752	0.9	233,049	1.1	254,628	1.1
Lufthansa	147,477	0.7	142,243	0.7	174,062	0.8	243,753	1.0
Air France	146,476	0.7	138,582	0.7	122,641	0.6	114,617	0.5
Frontier	143,844	0.7	126,776	0.6	140,742	0.7	147,774	0.6
United Airlines	73,693	0.4	64,056	0.3	161,068	0.8	317,477	1.4
Continental Express	70,638	0.3	93,195	0.5	76,524	0.4	85,836	0.4
KLM	—	—	—	—	74,970	0.4	80,214	0.3
British Airways	—	—	—	—	—	—	107,202	0.5
United (Air Canada)	—	—	—	—	—	—	28,994	0.1
Aeromexico	—	—	—	—	—	—	9,432	0.0
Independence Air	—	—	—	—	—	—	—	—
American Trans Air	—	—	—	—	—	—	—	—
Trans World Airlines	—	—	—	—	—	—	—	—
Atlantic Coast Air	—	—	—	—	—	—	—	—
Other [3]	891,133	4.2	875,175	4.3	686,932	3.1	681,370	3.0
Total	20,923,713	100.0%	20,167,265	100.0%	21,004,646	100.0%	23,358,910	100.0%

[1] Signatory Affiliate Airlines are associated based on 2011 affiliations and shown in parentheses to major carrier name.
All historical landed weights for these affiliates are shown on one line regardless of prior affiliation

[2] Northwest Airlines merged with and into Delta Air Lines on December 31, 2009 and for comparative purposes, are shown as one on this repo

[3] Includes airlines no longer serving Detroit Metro or carriers with insignificant activity.

Source: WCAA Finance Department Records

See accompanying independent auditor's report. (Continued)

Detroit Metropolitan Airport											
2007		2006		2005		2004		2003		2002	
Landed weights	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**	**Landed weights**	**Share**
14,856,034	61.0%	14,723,198	61.1%	16,766,206	64.8%	16,892,256	66.7%	16,247,175	66.0%	16,640,170	67.1%
2,402,170	9.9	2,227,894	9.2	2,186,581	8.4	1,757,142	6.9	1,246,064	5.0	661,337	2.7
137,273	0.6	137,285	0.6	191,421	0.7	189,889	0.8	185,601	0.8	141,658	0.6
679,531	2.8	1,371,475	5.7	1,818,552	7.0	1,583,408	6.3	1,805,442	7.3	2,209,367	8.9
44,137	0.2	40,937	0.2	12,220	—	21,929	0.1	10,951	0.1	30,691	0.1
1,116,697	4.6	952,127	3.9	877,491	3.4	937,300	3.7	943,670	3.8	761,410	3.1
883,222	3.6	656,164	2.7	648,992	2.5	658,960	2.6	662,963	2.7	720,982	2.9
435,733	1.8	393,666	1.6	454,692	1.8	548,455	2.2	637,774	2.5	684,677	2.7
525,479	2.2	482,405	2.0	479,467	1.9	493,409	1.9	480,983	1.9	488,667	2.0
—	—	—	—	—	—	—	—	—	—	—	—
538,336	2.2	548,634	2.3	621,399	2.4	701,026	2.8	805,564	3.3	804,060	3.2
302,472	1.2	237,816	1.0	—	—	—	—	—	—	—	—
116,715	0.5	93,732	0.4	43,656	0.2	—	—	—	—	—	—
204,976	0.8	211,295	0.9	195,519	0.8	193,016	0.8	183,217	0.7	185,364	0.7
259,645	1.1	276,009	1.1	286,972	1.1	298,145	1.2	373,464	1.5	387,994	1.6
229,272	0.9	150,863	0.6	151,089	0.6	155,152	0.6	147,460	0.6	10,650	—
116,552	0.5	119,720	0.5	44,044	0.2	—	—	—	—	—	—
152,353	0.6	116,166	0.5	36,220	0.1	—	—	—	—	—	—
339,795	1.4	335,201	1.4	334,306	1.3	491,974	1.9	496,162	2.0	480,179	1.9
93,465	0.4	96,004	0.4	92,214	0.4	96,519	0.4	81,539	0.3	80,754	0.3
—	—	—	—	—	—	—	—	115,368	0.5	75,124	0.3
209,479	0.9	118,431	0.5	153,285	0.6	150,523	0.6	107,573	0.4	111,439	0.4
28,960	0.1	29,070	0.1	27,443	0.1	33,957	0.1	29,908	0.1	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	16,262	0.1	105,750	0.4	14,570	0.1	—	—	—	—
—	—	—	—	—	—	10,396	0.0	68,727	0.3	126,537	0.5
—	—	—	—	—	—	—	—	—	—	61,860	0.2
—	—	—	—	—	—	60,511	0.2	75,159	0.2	73,309	0.3
684,407	2.7	775,286	3.2	359,736	1.3	19,173	0.1	—	—	46,668	0.5
24,356,703	100.0%	24,109,640	100.0%	25,887,255	100.0%	25,307,710	100.0%	24,704,764	100.0%	24,782,897	100.0%

Exhibit S-5

Enplaned Passengers

(Unaudited)

Detroit Metropolitan Airport

Airline [1]	2011 Passenger enplanements	2011 Share	2010 Passenger enplanements	2010 Share	2009 Passenger enplanements	2009 Share	2008 Passenger enplanements	2008 Share	2007 Passenger enplanements	2007 Share
Domestic:										
AirTran Airways	202,162	1.25%	201,664	1.27%	219,085	1.37%	216,149	1.21%	239,410	1.32%
America West	—	—	—	—	—	—	—	—	241,961	1.34
American (AA Eagle)	154,136	0.95	161,692	1.02	125,766	0.79	85,637	0.48	91,529	0.51
American Airlines	275,990	1.70	284,813	1.79	346,775	2.18	442,012	2.48	443,530	2.45
American Trans Air (ATA)	—	—	—	—	—	—	—	—	—	—
Champion Air	—	—	—	—	—	—	—	—	34,462	0.19
Continental (ExpressJet)	59,888	0.37	86,581	0.55	63,765	0.40	63,856	0.36	70,559	0.39
Continental Airlines	150,106	0.93	150,053	0.95	193,026	1.21	210,747	1.18	219,751	1.21
Northwest/Delta (Atlantic Southeast) [2]	650,836	4.01	83,690	0.53	1,289	0.01	58,351	0.33	37,242	0.21
Northwest/Delta (Comair) [2]	945,095	5.82	540,781	3.41	145,990	0.92	90,839	0.51	94,044	0.52
Northwest/Delta (Compass) [2]	312,578	1.93	340,262	2.14	439,785	2.76	144,644	0.81	—	—
Northwest/Delta (Mesaba Aviation) [2]	721,808	4.45	949,610	5.98	1,042,785	6.54	811,681	4.55	457,948	2.53
Northwest/Delta (Pinnacle) [2]	2,254,208	13.89	2,186,627	13.77	2,066,229	12.96	2,043,385	11.46	1,915,685	10.58
Northwest/Delta (Shuttle America) [2]	85,863	0.53	4,462	0.03	10,599	0.07	36,813	0.21	—	—
Northwest/Delta Airlines [2]	6,651,576	40.98	7,328,799	46.15	7,894,790	49.52	9,555,525	53.59	10,324,808	57.02
Frontier	140,291	0.86	117,044	0.74	117,396	0.74	126,580	0.71	121,456	0.67
Independence Air	—	—	—	—	—	—	—	—	—	—
Ryan International	—	—	—	—	—	—	—	—	—	—
Southwest Airlines	611,582	3.77	553,612	3.49	523,304	3.28	595,944	3.34	606,113	3.35
Spirit Airlines	703,335	4.33	558,596	3.52	591,150	3.71	802,424	4.50	933,029	5.15
Trans Meridian	—	—	—	—	—	—	—	—	—	—
Trans World Airlines	—	—	—	—	—	—	—	—	—	—
United (Atlantic Coast)	—	—	—	—	—	—	—	—	—	—
United (GoJet)	57,089	0.35	66,206	0.42	56,837	0.36	—	—	—	—
United (Mesa)	19,733	0.12	29,999	0.19	47,908	0.30	43,380	0.24	57,546	0.32
United (Skywest)	25,264	0.16	68,400	0.43	31,407	0.20	24,640	0.14	36,475	0.20
United Airlines	45,605	0.28	36,467	0.23	94,542	0.59	239,332	1.34	263,054	1.45
US Airways	340,664	2.10	303,451	1.91	313,774	1.97	331,934	1.86	100,860	0.56
US Airways (Air Wisconsin)	81,860	0.50	76,414	0.48	95,658	0.60	104,993	0.59	83,203	0.46
US Airways (Mesa)	19,074	0.12	22,387	0.14	22,640	0.14	47,464	0.27	—	—
US Airways (PSA)	5,990	0.04	5,860	0.04	15,747	0.10	38,059	0.21	17,035	0.09
US Airways (Republic)	111,361	0.69	112,838	0.71	74,785	0.47	23,992	0.13	—	—
USA 3000	153	—	2,226	0.01	19,823	0.12	79,304	0.44	67,516	0.37
Other [3]	286,285	1.76	341,511	2.15	67,536	0.43	53,443	0.31	124,106	0.68
Total Domestic	14,912,532	91.89	14,614,045	92.05	14,622,391	91.74	16,271,128	91.25	16,581,322	91.57
International:										
Aeromexico	—	—	—	—	2,053	0.01	5,942	0.03	—	—
Air Canada	12,340	0.08	6,875	0.04	5,956	0.04	13,678	0.08	13,085	0.07
Air France	76,568	0.47	70,685	0.45	55,233	0.35	45,947	0.26	48,355	0.27
Airtran	11,436	0.07	5,849	0.04	271	—	—	—	—	—
British Airways	—	—	—	—	—	—	20,491	0.11	47,472	0.26
Compass	—	—	13,301	0.08	26,608	0.17	—	—	—	—
KLM-Royal Dutch Airlines	—	—	—	—	40,196	0.25	41,753	0.23	—	—
Lufthansa	67,952	0.42	65,568	0.41	72,884	0.46	102,121	0.57	98,008	0.54
Mesaba Aviation	67	—	19,583	0.12	45,248	0.28	37,906	0.21	37,538	0.21
Northwest/Delta Air Lines	1,065,984	6.57	921,973	5.81	1,009,773	6.33	1,204,927	6.76	1,174,843	6.49
Northwest/Delta (Comair)	—	—	20,851	0.13	—	—	—	—	—	—
Northwest/Delta (Pinnacle)	44,711	0.28	97,518	0.61	—	—	—	—	—	—
Royal Jordanian Airlines	14,051	0.09	15,258	0.10	14,822	0.09	16,434	0.09	14,150	0.08
Spirit Airlines	15,579	0.10	12,274	0.08	16,928	0.11	19,464	0.11	20,146	0.11
US Airways	1,493	0.01	1,997	0.01	1,853	0.01	—	—	—	—
Other [3]	3,488	0.02	10,604	0.07	26,916	0.16	51,440	0.30	73,171	0.40
Total International	1,313,669	8.11	1,262,336	7.95	1,318,741	8.26	1,560,103	8.75	1,526,768	8.43
Grand Total	16,226,201	100.00%	15,876,381	100.00%	15,941,132	100.00%	17,831,231	100.00%	18,108,090	100.00%

[1] Signatory Affiliate Airlines are associated based on 2011 affiliations and shown in parentheses to major carrier name.

All historical enplanements for these affiliates are shown on one line regardless of prior affiliations.

[2] Northwest Airlines merged with and into Delta Air Lines on December 31, 2009 and for comparative purposes, are shown as one in this report.

[3] Includes airlines no longer serving Detroit Metro or carriers with insignificant activity.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

(Continued)

Detroit Metropolitan Airport

2006		2005		2004		2003		2002	
Passenger enplanements	Share	Passenger enplanements	Share	Passenger enplanements	Share	Passenger enplanements	Share	Passenger enplanements	Share
182,972	1.03%	—	—	—	—	—	—	—	—
259,600	1.46	267,776	1.46%	215,539	1.24%	217,906	1.34%	199,768	1.28%
73,918	0.42	32,203	0.18	—	—	—	—	—	—
440,680	2.48	471,863	2.58	446,589	2.58	497,564	3.06	475,390	3.05
—	—	—	—	8,027	0.05	39,887	0.25	48,937	0.31
34,055	0.19	31,283	0.17	31,195	0.18	35,235	0.22	80,880	0.52
73,606	0.41	62,265	0.34	63,440	0.37	52,790	0.32	49,349	0.32
226,707	1.27	226,260	1.24	234,109	1.35	259,989	1.60	290,999	1.87
32,646	0.18	8,316	0.05	4,867	0.03	5,324	0.03	16,689	0.11
91,216	0.51	108,322	0.59	103,012	0.59	115,244	0.71	97,492	0.63
—	—	—	—	—	—	—	—	—	—
900,785	5.06	1,108,615	6.06	973,875	5.62	1,032,906	6.35	1,149,931	7.37
1,663,236	9.34	1,477,582	8.08	1,201,651	6.94	798,915	4.91	415,887	2.67
33,902	0.19	4,385	0.02	—	—	—	—	—	—
10,207,929	57.35	10,915,338	59.69	10,654,864	61.53	9,951,780	61.11	9,711,699	62.28
91,097	0.51	28,184	0.15	—	—	—	—	—	—
13,445	0.08	74,496	0.41	6,378	0.04	—	—	—	—
372	—	—	—	11,400	0.07	1,037	0.01	528	—
496,693	2.79	461,535	2.52	449,778	2.60	414,123	2.54	442,169	2.84
781,652	4.39	793,510	4.34	854,526	4.93	873,055	5.36	664,250	4.26
—	—	25,488	0.14	14,958	0.09	—	—	—	—
—	—	—	—	—	—	—	—	27,932	0.18
—	—	—	—	44,199	0.26	56,463	0.35	50,636	0.32
—	—	—	—	—	—	—	—	—	—
55,148	0.31	70,388	0.38	—	—	—	—	—	—
39,041	0.22	11,609	0.06	—	—	—	—	—	—
275,380	1.55	266,825	1.46	354,429	2.05	340,115	2.09	322,979	2.07
56,900	0.32	91,892	0.50	193,798	1.12	224,041	1.38	262,968	1.69
89,264	0.50	748	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
66,631	0.37	53,283	0.29	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
66,277	0.37	52,788	0.29	34,099	0.20	432	—	—	—
68,660	0.40	113,467	0.64	14,149	0.06	335	—	19,373	0.12
16,321,812	91.70	16,758,421	91.64	15,914,882	91.90	14,917,141	91.63	14,327,856	91.89
—	—	—	—	—	—	—	—	—	—
14,899	0.08	13,921	0.08	13,746	0.08	13,996	0.09	17,285	0.11
50,466	0.28	19,174	0.10	—	—	—	—	—	—
—	—	—	—	1,684	0.01	20,928	0.13	47,633	0.31
55,403	0.31	59,658	0.33	59,507	0.34	51,600	0.32	51,164	0.33
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	60,897	0.37	42,444	0.27
67,305	0.38	70,372	0.38	74,608	0.43	70,087	0.43	63,576	0.41
32,103	0.18	36,362	0.20	22,787	0.13	16,987	0.10	19,369	0.12
1,138,025	6.39	1,199,496	6.56	1,100,843	6.36	1,037,952	6.38	973,201	6.24
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
16,028	0.09	14,581	0.08	10,369	0.06	6,220	0.04	3,398	0.02
16,671	0.09	—	—	—	—	1,276	0.01	—	—
—	—	—	—	—	—	—	—	—	—
87,220	0.50	114,297	0.63	118,354	0.69	81,149	0.50	46,631	0.30
1,478,120	8.30	1,527,861	8.36	1,401,898	8.10	1,361,092	8.37	1,264,701	8.11
17,799,932	100.00%	18,286,282	100.00%	17,316,780	100.00%	16,278,233	100.00%	15,592,557	100.00%

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-6

Debt Service Detail

(Unaudited)

Detroit Metropolitan and Willow Run Airports

	2011		2010		2009		2008		2007	
	Principal	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**
Airport Revenue Bonds:										
Series 1990A	$ —	—	—	—	—	—	—	—	—	—
Series 1990B	—	—	—	—	—	—	—	—	—	—
Series 1991A	—	—	—	—	—	—	—	—	—	—
Series 1991B	—	—	—	—	—	—	—	—	—	—
Series 1993A	—	—	—	—	—	—	—	—	—	—
Series 1993B	—	—	—	—	—	—	—	—	—	—
Series 1993C	—	—	—	—	—	—	—	—	—	—
Series 1994A	—	—	—	—	2,975,000	29,131	3,020,000	204,352	3,070,000	381,627
Series 1994B	—	—	—	—	—	—	—	—	—	—
Series 1996A	—	—	—	—	39,710,000	—	3,300,000	3,026,299	3,100,000	2,258,438
Series 1996B	—	—	—	—	39,710,000	—	3,300,000	3,075,232	3,100,000	2,265,728
Series 1998A	523,050,000	13,903,092	21,400,000	36,492,050	20,280,000	37,614,200	19,195,000	38,719,655	18,195,000	39,756,688
Series 1998B	13,885,000	119,395	4,085,000	752,119	3,890,000	960,013	124,705,000	1,133,787	3,560,000	7,386,740
Series 2001 Jr. Lien	—	—	—	—	—	8,956,732	52,965,000	743,403	18,580,000	2,080,789
Series 2002A	—	—	—	—	—	—	141,720,000	843,758	—	5,285,612
Series 2002C	130,000	1,357,673	125,000	1,362,839	120,000	1,367,806	115,000	1,372,573	110,000	1,377,139
Series 2002D	4,005,000	3,089,613	3,800,000	3,289,738	3,630,000	3,487,750	3,435,000	3,676,619	3,270,000	3,855,513
Series 2003A-1	—	—	—	—	—	—	75,000,000	3,048,146	—	2,840,173
Series 2003A-2	—	—	—	—	—	—	75,000,000	2,859,421	—	2,838,896
Series 2003A-3	—	—	—	—	—	—	64,975,000	2,314,922	—	2,467,024
Series 2003B	—	—	—	—	—	—	65,000,000	2,440,830	3,450,000	2,354,989
Series 2003C	—	—	—	—	—	—	44,375,000	1,594,832	3,425,000	1,506,226
Series 2004	—	—	—	—	—	—	10,800,000	465,882	400,000	439,732
Series 2005	10,080,000	24,835,425	9,590,000	25,332,592	—	25,718,425	—	25,718,425	—	25,718,425
Series 2007A Jr. Lien	—	8,956,733	—	8,956,733	—	8,956,733	—	8,920,544	—	2,549,050
Series 2007B	—	5,742,850	—	5,742,850	—	5,742,850	—	5,152,612	—	—
Series 2008A	4,955,000	7,108,292	4,895,000	7,355,542	2,580,000	7,796,648	—	2,994,129	—	—
Series 2008B	196,450,000	105,706	4,800,000	658,931	—	2,884,226	—	1,323,247	—	—
Series 2008C	81,250,000	453,996	4,715,000	2,336,011	3,470,000	3,629,604	—	980,225	—	—
Series 2008D	33,375,000	222,333	3,800,000	1,154,563	2,500,000	1,708,255	—	495,441	—	—
Series 2008E	33,340,000	267,251	3,725,000	1,736,496	300,000	2,317,172	—	—	—	—
Series 2008F	33,375,000	266,992	3,730,000	1,705,727	300,000	2,280,328	—	—	—	—
Series 2009A	—	—	9,000,000	36,125	—	1,559	—	—	—	—
Series 2010A	—	7,631,310	—	—	—	—	—	—	—	—
Series 2010B	—	316,509	—	—	—	—	—	—	—	—
Series 2010C	—	7,088,049	—	—	—	—	—	—	—	—
Series 2010D	—	997,163	—	—	—	—	—	—	—	—
Series 2010E-1	—	128,462	—	—	—	—	—	—	—	—
Series 2010E-2	—	121,786	—	—	—	—	—	—	—	—
Series 2010F	—	192,729	—	—	—	—	—	—	—	—
Series 2010G	—	1,031,784	—	—	—	—	—	—	—	—
Installment Purchase Contracts	2,253,902	257,251	2,245,693	378,987	2,018,534	490,406	1,724,791	452,981	1,540,000	455,531
Willow Run Notes Payable:										
Washtenaw County	19,476	—	19,475	—	19,475	—	19,475	—	19,476	—
University of Michigan	3,038	37,186	8,144	32,081	5,492	34,733	7,162	33,064	5,352	34,872
Less: Bond Refundings [2]	(866,085,000)	—	—	—	(74,770,000)	—	(590,355,000)	—	—	—
Totals	$ 70,086,416	84,231,580	75,938,312	97,323,384	46,738,501	113,976,571	98,301,428	111,590,379	61,824,828	105,853,192

Airport Hotel

	2011		2010		2009		2008		2007	
	Principal	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**	**Principal**	**Interest [1]**
Airport Hotel Bonds:										
Series 2001A	$ —	5,089,375	—	5,089,375	—	5,089,375	—	5,089,375	—	5,089,375
Series 2001B	980,000	566,905	765,000	624,908	590,000	669,745	210,000	701,590	135,000	713,440
Other Hotel Debt:										
Capital/FF&E Reserve Loan	405,640	286,708	374,553	317,796	345,848	346,501	319,342	373,006	223,341	361,738
Working Capital Loan	—	120,000	—	120,000	—	120,000	—	120,000	—	120,467
Totals	$ 1,385,640	6,062,988	1,139,553	6,152,079	935,848	6,225,621	529,342	6,283,971	358,341	6,285,020

[1] Interest does not include adjustments for capitalized interest, amortization of issuance costs, discount, premium, or refunding costs, and arbitrage.

[2] Amount of debt service paid through issuance of refunding bonds.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

(Continued)

Detroit Metropolitan and Willow Run Airports

2006 Principal	2006 Interest [1]	2005 Principal	2005 Interest [1]	2004 Principal	2004 Interest [1]	2003 Principal	2003 Interest [1]	2002 Principal	2002 Interest [1]
—	—	—	—	—	—	—	—	41,815,000	1,937,341
—	—	—	—	—	—	—	—	24,830,000	993,200
—	—	—	—	—	—	—	—	945,000	10,080
—	—	—	—	—	—	—	—	36,605,000	1,619,193
—	—	—	—	11,340,000	99,362	545,000	600,484	520,000	626,045
—	—	—	—	63,110,000	562,305	1,930,000	3,389,104	1,845,000	3,479,645
—	—	—	—	54,690,000	469,965	2,535,000	2,839,220	1,465,000	2,947,382
3,120,000	558,111	3,165,000	734,288	3,215,000	909,872	4,245,000	1,093,737	4,175,000	1,319,525
—	—	11,260,000	58,337	265,000	686,444	255,000	701,281	240,000	715,254
3,000,000	2,398,779	2,800,000	2,575,422	2,700,000	2,844,177	2,500,000	3,021,847	2,400,000	3,219,432
3,000,000	2,398,963	2,800,000	2,572,463	2,700,000	2,834,116	2,500,000	3,004,723	2,400,000	3,199,812
17,275,000	40,692,075	16,415,000	41,574,274	15,670,000	42,370,697	15,020,000	43,037,345	—	43,563,045
3,410,000	7,540,969	3,265,000	7,686,289	3,130,000	7,823,442	390,000	7,897,963	2,615,000	8,054,241
17,635,000	2,441,237	18,200,000	1,978,673	17,300,000	1,166,125	17,220,000	1,577,534	—	2,198,957
—	4,710,152	—	3,090,894	—	1,519,173	—	1,277,561	—	1,255,096
105,000	1,381,331	100,000	1,384,456	100,000	1,387,456	—	1,390,138	—	254,644
1,035,000	4,007,631	—	4,052,913	—	4,052,913	—	4,053,441	—	742,506
—	2,510,843	—	1,614,219	—	663,417	—	—	—	—
—	2,533,444	—	1,620,687	—	662,635	—	—	—	—
—	2,182,817	—	1,437,901	—	619,013	—	—	—	—
3,125,000	2,472,482	3,475,000	2,600,251	—	2,125,829	—	—	—	—
3,150,000	1,615,689	3,350,000	1,735,027	—	1,439,799	—	—	—	—
375,000	453,099	—	398,552	—	—	—	—	—	—
—	26,861,465	—	10,858,891	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—		—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
1,495,000	540,680	1,395,000	621,493	1,300,000	696,843	1,270,000	769,708	270,000	865,670
19,476	—	14,606	—	—	—	—	—	—	—
3,931	36,294	3,460	36,767	531	39,693	—	40,223	—	77,222
—	—	(10,980,000)	—	(123,890,000)	—	—	—	(104,015,000)	—
56,748,407	105,336,061	55,263,066	86,631,797	51,630,531	72,973,276	48,410,000	74,694,309	16,110,000	77,078,290

Airport Hotel

2006 Principal	2006 Interest [1]	2005 Principal	2005 Interest [1]	2004 Principal	2004 Interest [1]	2003 Principal	2003 Interest [1]	2002 Principal	2002 Interest [1]
—	5,089,375	—	5,089,375	—	5,089,375	—	5,089,375	—	6,785,833
100,000	721,190	—	726,190	—	726,190	—	726,190	—	968,253
—	482,131	—	358,049	—	431,945	—	364,363	—	—
—	126,067	—	126,333	—	125,733	—	105,000	—	—
100,000	6,418,763	—	6,299,947	—	6,373,243	—	6,284,928	—	7,754,086

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-7

Revenue Coverage

(Unaudited)

	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002
Detroit Metro and Willow Run Airports										
Net revenues:										
Operating revenues	$ 281,687,336	$ 270,267,951	$ 257,512,270	$ 259,215,375	$ 233,130,883	$ 222,468,787	$ 222,174,589	$ 218,956,819	$ 210,114,018	$ 189,545,653
Interest income and other	3,354,863	4,992,574	7,143,858	28,101,968	46,264,411	42,905,863	19,469,004	7,075,748	6,231,047	8,289,769
Federal and state grants	1,326,034	1,264,891	1,089,499	2,192,613	5,962,547	12,110,868	15,673,226	10,065,228	8,478,808	6,318,972
Passenger facility charges	62,197,495	60,305,754	59,711,453	68,202,594	70,754,074	67,831,365	70,694,871	67,901,716	63,370,379	61,055,997
Total revenues	348,565,728	336,831,170	325,457,080	357,712,550	356,111,915	345,316,883	328,011,690	303,999,511	288,194,252	265,210,391
Less operating expenses, not including depreciation	(196,428,761)	(191,159,047)	(192,698,372)	(207,318,908)	(190,201,421)	(185,283,254)	(187,799,946)	(188,883,437)	(177,391,720)	(160,965,239)
Net revenues	152,136,967	145,672,123	132,758,708	150,393,642	165,910,494	160,033,629	140,211,744	115,116,074	110,802,532	104,245,152
Net debt service:										
Principal [3]	70,086,416	75,938,312	46,738,501	98,301,428	61,824,828	56,748,407	55,263,066	51,630,531	48,410,000	16,110,000
Interest [1]	84,231,580	97,323,384	105,019,840	111,590,379	105,853,192	105,336,061	86,631,797	72,973,276	74,694,309	77,078,290
Net debt service	154,317,996	173,261,696	151,758,341	209,891,807	167,678,020	162,084,468	141,894,863	124,603,807	123,104,309	93,188,290
Debt Service Coverage [2]	0.99	0.84	0.87	0.72	0.99	0.99	0.99	0.92	0.90	1.12
Pledged Revenue Coverage – Airport Hotel										
Net revenues:										
Operating revenues	29,372,498	26,828,936	23,246,792	31,496,580	33,382,432	30,535,204	29,213,232	24,834,017	10,834,274	—
Interest income and other	35,351	29,015	166,383	501,266	638,695	433,711	226,206	98,512	289,420	2,201,221
Total revenues	29,407,849	26,857,951	23,413,175	31,997,846	34,021,127	30,968,915	29,439,438	24,932,529	11,123,694	2,201,221
Less operating expenses, not including depreciation	(22,640,620)	(20,029,041)	(18,690,037)	(23,058,755)	(24,054,050)	(22,272,550)	(22,119,060)	(19,675,287)	(12,687,714)	—
Net revenues	6,767,229	6,828,910	4,723,138	8,939,091	9,967,077	8,696,365	7,320,378	5,257,242	(1,564,020)	2,201,221
Net debt service:										
Principal	1,385,640	1,139,553	935,848	529,342	358,341	100,000	—	—	—	—
Interest [1]	6,062,988	6,152,079	6,225,621	6,283,971	6,285,020	6,418,763	6,299,947	6,373,243	6,284,928	7,754,086
Net debt service	7,448,628	7,291,632	7,161,469	6,813,313	6,643,361	6,518,763	6,299,947	6,373,243	6,284,928	7,754,086
Debt Service Coverage [2]	0.91	0.94	0.66	1.31	1.50	1.33	1.16	0.82	(0.25)	n/a
Combined net debt service:										
Principal	71,472,056	77,077,865	47,674,349	98,830,770	62,183,169	56,848,407	55,263,066	51,630,531	48,410,000	16,110,000
Interest [1]	90,294,568	103,475,463	111,245,461	117,874,350	112,138,212	111,754,824	92,931,744	79,346,519	80,979,237	84,832,376
Total combined net debt service	$ 161,766,624	$ 180,553,328	$ 158,919,810	$ 216,705,120	$ 174,321,381	$ 168,603,231	$ 148,194,810	$ 130,977,050	$ 129,389,237	$ 100,942,376

Notes: The Authority has pledged all net Airport Hotel revenues solely for the payment of the Bonds and the Parity Obligations, and a statutory first lien has been granted upon all net Airport Hotel Revenues for such purpose. In addition, the County has pledged its limited tax full faith and credit as additional security for payment of the principal, premium, if any, and interest on the Bonds, subject to constitutional, statutory, and charter tax rate limitations.

[1] Interest does not include adjustments for capitalized interest, amortization of issuance costs, discount, premium, or refunding costs, and arbitrage.

[2] Coverage calculations presented in this schedule differ from those required by the Master Bond Ordinance and all series ordinances as shown in the Continuing Disclosures.

[3] Principal payments do not include bond refunding payoffs.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-8

Ratios of Outstanding Debt

(Unaudited)

Outstanding Debt per Enplaned Passenger	**2011**	**2010**	**2009**	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**	**2002**
Outstanding debt by type: [1]										
Airport revenue bonds	$ 2,026,685,000	$ 2,121,835,000	$ 2,188,500,000	$ 2,231,195,000	$ 2,326,065,000	$ 2,205,935,000	$ 2,261,165,000	$ 1,807,285,000	$ 1,637,180,000	$ 1,684,320,000
Installment purchase contracts	4,354,379	6,608,280	8,853,973	10,508,525	7,532,539	8,740,000	10,235,000	11,630,000	12,930,000	14,200,000
Willow Run notes payable	569,365	591,879	619,498	644,465	671,102	695,930	719,337	737,403	—	—
Airport hotel bonds	108,140,000	109,120,000	109,885,000	110,475,000	110,685,000	110,820,000	110,920,000	110,920,000	110,920,000	110,920,000
Other hotel debt	4,861,455	5,267,095	5,641,648	5,987,496	6,306,838	6,500,000	6,500,000	6,500,000	6,500,000	—
Total outstanding debt	$ 2,144,610,199	$ 2,243,422,254	$ 2,313,500,119	$ 2,358,810,486	$ 2,451,260,479	$ 2,332,690,930	$ 2,389,539,337	$ 1,937,072,403	$ 1,767,530,000	$ 1,809,440,000
Enplaned passengers	16,226,201	15,876,381	15,941,132	17,831,231	18,108,090	17,799,932	18,286,282	17,316,780	16,278,233	15,592,557
Outstanding debt per enplaned passenger	$ 132.17	$ 141.31	$ 145.13	$ 132.29	$ 135.37	$ 131.05	$ 130.67	$ 111.86	$ 108.58	$ 116.05

Combined net debt service per enplaned passenger	**2011**	**2010**	**2009**	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**	**2002**
Combined net debt service [2]	$ 161,766,624	$ 180,553,328	$ 158,919,810	$ 216,705,120	$ 174,321,381	$ 168,603,231	$ 148,194,810	$ 130,977,050	$ 129,389,237	$ 100,942,376
Enplaned passengers	16,226,201	15,876,381	15,941,132	17,831,231	18,108,090	17,799,932	18,286,282	17,316,780	16,278,233	15,592,557
Net debt service per enplaned passenger	$ 9.97	$ 11.37	$ 9.97	$ 12.15	$ 9.63	$ 9.47	$ 8.10	$ 7.56	$ 7.95	$ 6.47

[1] Outstanding Debt amounts do not include refundings, discounts, or premiums.

[2] Combined Net Debt Service does not include adjustments for capitalized interest, amortization of issuance costs, discount, premium, or refunding costs, and arbitrage

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-9

Authority Employees

Last Nine Fiscal Years **

(Unaudited)

	Authority Full-Time Positions *								
	2011	**2010**	**2009**	**2008**	**2007**	**2006**	**2005**	**2004**	**2003**
Administration	16	11	15	18	20	20	20	20	19
Internal Audit	3	2	2	3	3	3	2	2	2
Legal	5	5	5	7	7	7	7	7	7
North Terminal Development Team	—	—	—	4	6	6	5	9	1
Finance	34	35	31	36	37	37	36	32	29
Information Technology/Telecommunications	13	14	14	14	16	13	7	7	6
Procurement & Compliance	18	24	20	25	25	24	21	19	14
Human Resources	14	12	14	15	15	15	18	22	17
Maintenance/Facilities	206	204	203	223	228	228	238	239	240
Airfield Operations	44	44	44	47	47	46	49	48	45
Public Safety	209	207	207	247	248	241	270	270	270
Planning & Development	19	17	16	14	15	15	22	22	17
Business Development	34	35	37	52	56	54	44	49	38
Willow	11	11	11	27	27	27	23	23	26
Central Communications [1]	—	—	—	—	—	8	27	28	29
Totals	626	621	619	732	750	744	789	797	760

* Represents both filled and budget-approved full-time positions as of each fiscal year end. Headcount actuals are lower due to employee turnover and amount of available positions at different times during the year.

** This schedule shows nine years of employee data as the Authority was still a part of Wayne County for a large part of fiscal year 2002 and thus employee levels are not comparative.

[1] As of 9/30/2007, staff were reallocated to other divisions at the Authority or returned to Wayne County.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

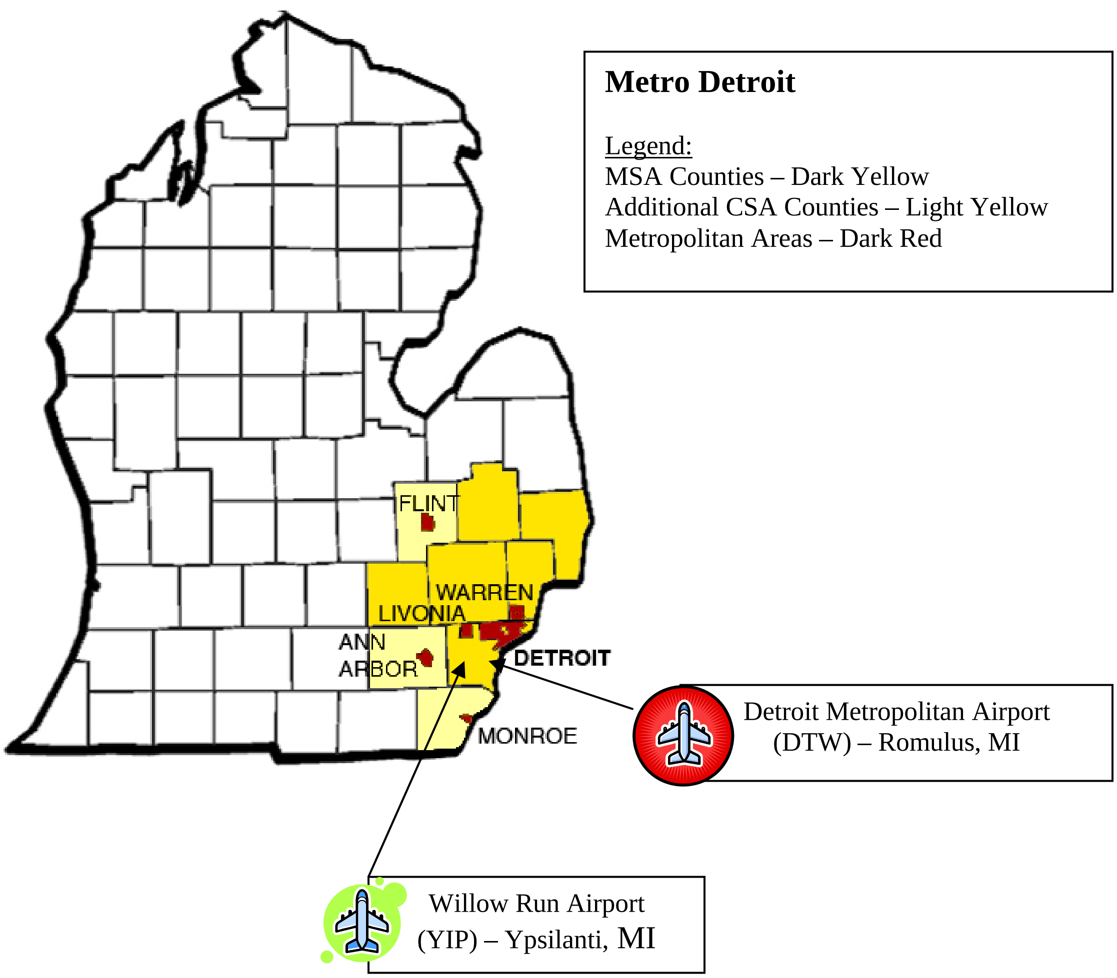
Exhibit S-10: Demographic and Economic Information

Wayne County Airport Authority (the Authority) is a regional entity that spans multiple jurisdictions. The Authority has operational jurisdiction of Detroit Metropolitan Wayne County Airport (DTW) and Willow Run Airport (YIP), as well as an Airport Hotel.

Detroit Metropolitan Wayne County Airport is a major commercial airport located in Romulus, Michigan classified a large hub by the FAA with 1% or more of total U.S. passengers enplaned. As of 2010, Detroit Metro Airport is the tenth busiest airport in the United States and the fourteenth busiest airport in the world. Nearby to DTW is the smaller non-commercial airport Willow Run that serves freight, corporate, and general aviation clients. Together, these airports serve a Primary Air Trade Area commonly referred to as Metropolitan Detroit (Metro Detroit).

The United States Office of Management and Budget (OMB) defines the six counties of Lapeer, Livingston, Macomb, Oakland, St. Clair, and Wayne the *Detroit-Warren-Livonia Metropolitan Statistical Area (MSA)*. Further, the larger OMB designated *Detroit-Warren-Flint Combined Statistical Area (CSA)* incorporates both the above MSA and the metropolitan areas of Flint, Ann Arbor, and Monroe. This area is defined based on commuting patterns and results in the nine-county labor market region of Metro Detroit with a population of 5.2 million as of the 2010 census.

Detroit Metro Airport also serves the Toledo, Ohio, area, which is located approximately 47 miles south of the airport, and the city of Windsor, Ontario in nearby Canada. The Total Air Trade Area incorporates these regions along with the Primary Air Trade Area of Metro Detroit.



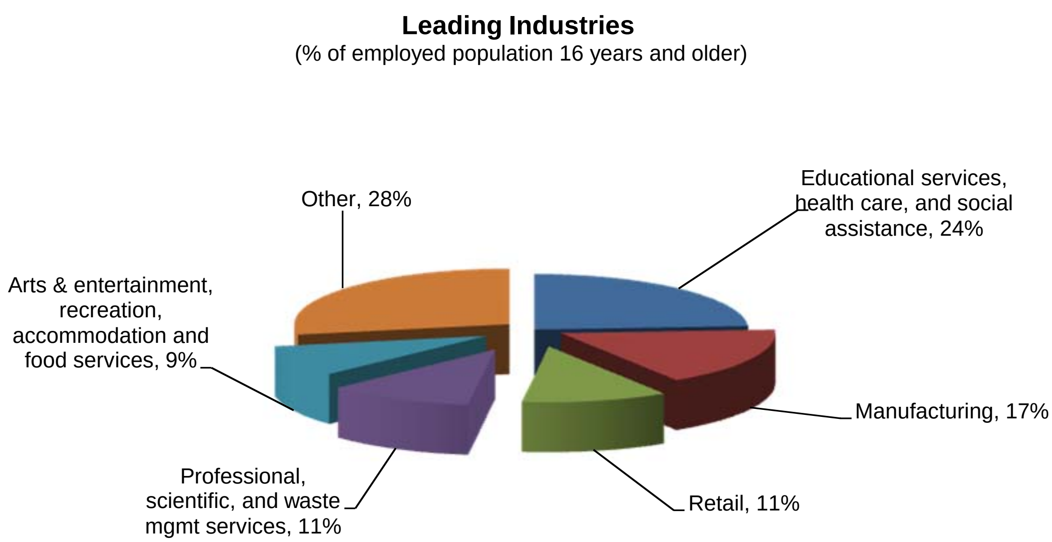
WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-10 A

Selected Demographic and Economic Information for the Primary Air Trade Area

(Unaudited)

Population (2010) Est.	5,213,991
Population (2000)	5,357,538
Population (1990)	5,095,695
Percentage Increase in Population - 2000 to 2010	-2.7%
Percentage Female	51.5%
Percentage Male	48.5%
Personal Income (millions) (2010)	$201,907
Percent of U.S. Total	1.8%
Per Capita Personal Income (2009)	$37,927
Per Capita Personal Income (2009) - U.S.	$41,223
Unemployment Rate (2011 September)	11.7%
Unemployment Rate (2010 Annual)	13.5%
Unemployment Rate (2009 Annual)	14.9%
Total Households (millions)	2.0
Average Household Size (people)	2.6



Sources: U.S. Census Bureau, U.S. Bureau of Economic Analysis, and Bureau of Labor Statistics

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-10 B

Principal Employers in Primary Air Trade Area

(Unaudited)

Employer	City	Metro Employees 2011 *	Metro Employees 2010 *	Percentage (%) change	Type of business
Ford Motor Co.	Dearborn	38,000	38,000	—%	Automobile Manufacturer
University of Michigan	Ann Arbor	27,754	27,145	2.2	Public University & Health Care System
General Motors Corp.	Detroit	24,867	25,903	(4.0)	Automobile Manufacturer
Chrysler L.L.C.	Auburn Hills	21,927	22,448	(2.3)	Automobile Manufacturer
Henry Ford Health System	Detroit	19,951	18,388	8.5	Health Care System
U.S. Government	Detroit	18,900	18,197	3.9	Federal Government
Trinity Health	Novi	13,123	12,563	4.5	Health Care System
St. John Health	Warren	13,004	12,866	1.1	Health Care System
Beaumont Hospitals	Royal Oak	12,437	14,495	(14.2)	Health Care System
Detroit Medical Center	Detroit	12,121	11,820	2.5	Health Care System

* Calendar year basis

Source: Crain’s Detroit Business, November 14, 2011

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-11

Airport Information

(Unaudited)

Detroit Metropolitan Airport

Location:	20 miles southwest of Detroit in the city of Romulus			
Area:	7,072 acres			
Airport Code:	DTW			
Runways:	3R/21L 3L/21R 9R/27L 9L/27R 4R/22L 4L/22R			
Terminal:	McNamara Terminal Airlines	913,904	sq ft	
	North Terminal Airlines	241,077	sq ft	
	Tenants/Concessionaires	207,337	sq ft	
	TSA/FIS	185,434	sq ft	
	Public/Common	1,603,768	sq ft	
	Number of In-Service Passenger Gates	147		
	Number of Concessionaires	32		
	Number of Rental Car Agencies On-Airport	6		
Airfield:	Runways	14,181,140	sq ft	(a)
	Taxiways	21,422,889	sq ft	(a)
	Aprons	19,723,284	sq ft	(a)
Parking:	Spaces Available:			
	McNamara Parking Structure	10,117		
	Big Blue Deck and Short-Term	5,842		
	Yellow Economy Lot	1,095		
	Green Lot	1,670		
		18,724	spaces	
Cargo:	Cargo/Hangar Buildings	1,386,110	sq ft	
International:	Customs/Immigration F.I.S. Facility			
Tower(s):	AIR TRAFFIC CONTROL TOWER 24/ 7/ 365 Operations Control Tower			
FBOs:	ASIG (Aircraft Service International Group) Metro Flight Services			

(a) These totals have decreased from prior year due to physical inventory reconciliation.

Source: WCAA Finance Department Records

See accompanying independent auditor's report.

WAYNE COUNTY AIRPORT AUTHORITY

Exhibit S-12

Airport Information

(Unaudited)

Willow Run Airport

Location:	7 miles west of Detroit Metropolitan Airport bordering on Wayne and Washtenaw Counties			
Area:	2,367 acres			
Airport Code:	YIP			
Runways:	5L/23R			
	5R/23L			
	9/27			
	14/32			
Airfield:	Runways	5,286,425	sq ft	(b)
	Taxiways	4,425,210	sq ft	(a)
	Ramps/Aprons	5,093,764	sq ft	
Corporate/Private Space:	Hangar/Arrivals Buildings	224,900	sq ft	
	Tenants Other	126,600	sq ft	
	T-Hangars (qty. 110)	175,000	sq ft	
	Number of Rental Car Agencies On-Airport	2		
Cargo & Additional Space:	Hangar/Office/Shop	359,600	sq ft	
	WCAA Admin, Maintenance, Ops, Public Safety	128,500	sq ft	
	Yankee Air Museum	53,400	sq ft	
	Educational & Flight Training	22,000	sq ft	
	FAA	41,500	sq ft	
	Common	10,000	sq ft	
International:	U.S. Customs (user fee airport)			
Tower:	FAA 24/7			
FBOs:	Active Aero Service			
	Avflight			

(a) This total increased from the prior year due to converting Runway 9R/27L to Taxiway Hotel

(b) This total increased from the prior year due to the construction of runway safety areas and decreased due to converting Runway 9R/27L to Taxiway Hotel

See accompanying independent auditor's report.

CONTINUING DISCLOSURE SECTION
(UNAUDITED)

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Documents Incorporated By Reference

Operating Years Ended September 30, 2011

Portions of the following documents are incorporated herein by reference into sections of the Comprehensive Annual Financial Report (CAFR) as indicated:

Document	Part of CAFR into which incorporated
Official Statement, $169,430,000 Wayne County Airport Authority Airport Revenue Refunding Bonds, Series 2011A-B	Continuing Disclosures

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #1

Debt Service Requirements and Coverage

Operating Year 2011

(Unaudited)

	Net revenues, revenue fund balance, and other available monies (thousands)	Total debt service requirements (thousands)	Debt service coverage	Airline cost per enplaned passenger
Senior Lien	$ 240,512	$ 150,360	1.60	$ 9.17
Total Senior Lien and Junior Lien	$ 240,512	$ 162,079	1.48	$ 9.17

Source: Wayne County Airport Authority

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #2

Operation and Maintenance Expenses

Operating years ending September 30

(In thousands of dollars, except as noted)

(Unaudited)

		Historical				
Description		**2011**	**2010**	**2009**	**2008**	**2007**
Salaries and wages	$	44,225	43,166	46,274	47,323	46,151
Employee benefits		25,840	27,555	26,422	27,891	23,725
		70,065	70,721	72,696	75,214	69,876
Contractual services:						
Parking management		6,794	6,505	7,082	8,905	10,325
Security expenses		2,401	2,293	2,657	2,758	3,433
Janitorial services		11,143	10,972	10,577	2,403	2,417
Shuttle bus		8,750	8,495	8,483	9,221	8,251
Other services		19,228	14,025	14,481	13,369	9,107
Total contractual services		48,316	42,290	43,280	36,656	33,533
Wayne County administrative services		126	141	163	150	127
Repairs and maintenance		35,334	36,383	28,445	35,529	33,311
Supplies and other operating expenses		9,312	7,896	9,272	10,016	6,157
Insurance		2,294	2,532	2,710	2,593	2,826
Utilities		24,524	26,198	26,933	29,558	25,586
Rentals		665	679	66	146	166
Interest expense and paying agent fees		197	360	556	2,388	2,328
Capital expenses		7,444	2,774	1,500	2,086	1,942
		79,896	76,963	69,645	82,466	72,443
Total O&M expenses	$	198,277	189,974	185,621	194,336	175,852

Source: Wayne County Airport Authority

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #3

Operating Revenues

Operating years ending September 30

(In thousands of dollars, except as noted)

(Unaudited)

Description		Historical				
		2011	2010	2009	2008	2007
Airline revenues:						
Rental and use fees:						
Terminal building rentals and fees	$	58,393	56,611	49,318	22,254	22,034
Common-use/shared-use area rentals		17,553	18,778	16,381	2,852	2,781
Debt service recapture		1,828	1,828	1,828	1,828	1,828
Facilities use fees		6,638	5,950	6,320	7,885	7,525
Add (less) rental fee adjustment		(4,122)	(7,156)	(1,550)	—	—
Total rental and use fees		80,290	76,011	72,297	34,819	34,168
Activity fees:						
Signatory airlines		76,562	68,489	58,584	69,567	57,265
Nonsignatory airlines		1,688	1,505	1,610	1,595	1,790
Add (less) activity fee adjustment		(9,776)	(343)	(471)	12,860	(315)
Total activity fees		68,474	69,651	59,723	84,022	58,740
Total airline revenues		148,764	145,662	132,020	118,841	92,908
Nonairline revenues:						
Concessions:						
Automobile parking		54,145	48,309	49,911	58,683	58,859
Rental car		18,984	17,273	17,540	21,493	20,859
Food and beverage		13,057	13,107	12,872	12,628	12,486
Retail		12,210	11,103	12,565	11,855	8,633
Marketing and communications		2,106	1,977	1,490	2,295	752
Other concessions		3,887	4,240	3,636	3,264	7,207
Total concessions		104,389	96,009	98,014	110,218	108,796
Rentals		2,761	3,454	3,767	3,783	3,906
Utility fees		4,879	4,332	4,320	4,498	4,078
Interest income		255	234	730	1,498	2,100
Ground transportation		4,944	4,739	6,510	7,056	5,136
Other (a)		13,197	10,080	9,540	10,468	11,047
Total nonairline revenues		130,425	118,848	122,881	137,521	135,063
Total operating revenues	$	279,189	264,510	254,901	256,362	227,971

(a) Includes shuttle bus revenue, badging fees, miscellaneous fees, chargebacks, and state and federal grants

Source: Wayne County Airport Authority

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #4

Application of Revenues

Operating years ending September 30

(In thousands of dollars, except as noted)

(Unaudited)

		2011	2010	2009	2008	2007
	Revenues:					
	Airline revenues	$ 148,764	145,662	132,020	118,841	92,908
	Nonairline revenues	130,425	118,848	122,881	137,521	135,063
	Interest income generated in bond funds and reserves	3,496	2,192	8,069	22,802	9,385
	Other available monies:					
	PFC contributions	87,576	99,207	97,862	78,589	63,013
	Letter of intent	—	—	605	18,281	19,745
	Capitalized interest contribution	438	1,846	3,852	30,470	25,564
	Other	1,943	1,064	2,308	1,475	5,450
	Transfer credit from Airport funds (a)	—	—	—	782	1,300
	Total revenues	$ 372,642	368,819	367,597	408,761	352,428
Priority						
	Application of revenues:					
1	Operation and Maintenance Fund	$ 202,456	194,014	190,098	194,336	175,852
2	Bond Fund	150,798	158,179	160,873	155,005	145,189
3	Junior Lien Bond Fund	11,719	8,957	8,957	52,467	24,691
4	Operation and Maintenance Reserve Fund	—	—	—	—	—
5	Renewal and Replacement Fund	500	500	500	500	500
6	County Discretionary Fund	350	350	350	350	350
7	Airport Development Fund	6,819	6,819	6,819	6,103	5,846
	Total application of revenues	$ 372,642	368,819	367,597	408,761	352,428

(a) Represents a credit given to the Airlines, which was paid from the Airport Authority’s Airport Development Fund.

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #5

Net Revenues and Debt Service Coverage

Operating year ending September 30, 2011

(In thousands of dollars, except as noted)

(Unaudited)

Revenues:			
Revenues		$	279,189
Revenue fund balance at beginning of year			70,764
Other available monies:			
PFC contributions			87,576
Other			1,943
Interest income generated in bond funds and reserves			3,496
Total revenues	[A]		442,968
Operation and maintenance expenses	[B]		202,456
Net revenues available for Sr. Lien debt service	[A - B] = [C]		240,512
Bond debt service - Senior Lien	[D]		150,360
Net revenues available for Jr. Lien debt service	[C - D] = [E]		90,152
Bond debt service - Junior Lien	[F]		11,719
Net revenues remaining in revenue fund			78,433
Debt service coverage:			
Senior Lien bonds	[C]/[D]		1.60
Senior Lien and Junior Lien bonds	[C]/[D + F]		1.48
Rate covenant elements:			
Operation and maintenance expenses		$	202,456
125% debt service – Bonds	[(1.25 x D) + F]		199,669
Other fund requirements			7,669
Total rate covenant elements		$	409,794

Source: Wayne County Airport Authority

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #6

Historical Airline Passenger Enplanements

Operating years ending September 30

(Unaudited)

Operating year	Domestic	International	Total	Percent increase (decrease)
2011	14,912,532	1,313,669	16,226,201	2.2%
2010	14,614,045	1,262,336	15,876,381	(0.4)
2009	14,622,391	1,318,741	15,941,132	(10.6)
2008	16,271,128	1,560,103	17,831,231	(1.5)
2007	16,581,322	1,526,768	18,108,090	1.7

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #7

Historical Comparative Total Enplanements

Calendar years ending December 31

(Unaudited)

	Detroit Metro		United States		
Calendar year	**Number of passengers**	**Percent increase (decrease)**	**Number of passengers**	**Percent increase (decrease)**	**Detroit as a percentage of U.S. total**
2011	14,968,498	(3.3)	673,093,740	(0.7)	2.2
2010	15,483,222	(0.7)	677,624,234	(2.9)	2.3
2009	15,593,075	(6.9)	697,998,338	(0.2)	2.2
2008	16,751,796	(2.9)	699,164,160	(2.6)	2.4
2007	17,246,272	(0.3)	717,920,039	2.1	2.4

Note: 2011 estimate based on six months of data

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Airport Activity Statistics of Certificated Route Air Carriers, Form 41, Schedule T3

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #8

Historical Airline Departures

Calendar years ending December 31

(Unaudited)

Calendar year	Departures by carrier type			Total departures	
	Majors	Nationals	Regionals	Total (a)	Percent increase (decrease)
2011	77,782	127,770	4,694	210,246	(3.6)%
2010	107,976	101,613	8,455	218,044	4.7
2009	103,617	95,697	8,920	208,234	(5.5)
2008	118,470	94,130	7,660	220,260	(0.3)
2007	133,628	86,206	1,068	220,902	(2.9)

(a) Total does not include departures by commuters or charters.

Note: 2011 estimate based on six months of data

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Airport Activity Statistics of Certificated Route Air Carriers, Form 41, Schedule T3

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #9

Historical Domestic Originations and Connections

Calendar years ending December 31

(Unaudited)

Calendar year	Domestic originations Number	Domestic originations Percent of total	Domestic connections Number	Domestic connections Percent of total
2011	6,619,112	44.2%	8,349,797	55.8%
2010	6,566,987	44.1	8,310,099	55.9
2009	6,671,730	46.4	7,718,609	53.6
2008	7,386,420	46.2	8,591,640	53.8
2007	7,721,720	47.2	8,629,815	52.8

Note: 2011 estimate based on six months of data

Source: U.S. Department of Transportation Origin and Destination Passenger Ticket Survey, 298c Commuter Data, Airport Activity Statistics of Certificated Route Air Carriers, and Wayne County Airport Authority records.

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #10

Historical Airline Market Shares

Operating years ending September 30

(Unaudited)

	OY 2011		OY 2010		OY 2009	
Airline	**Enplaned passengers**	**Percent of market**	**Enplaned passengers**	**Percent of market**	**Enplaned passengers**	**Percent of market**
Domestic:						
Air Tran Airways	202,162	1.4%	201,664	1.4%	219,085	1.5%
America West Airlines	—	—	—	—	—	—
American (AA Eagle)	154,136	1.0	161,692	1.1	125,766	0.9
American Airlines	275,990	1.9	284,813	1.9	346,775	2.4
Champion Air	—	—	—	—	—	—
Continental (Atlantic Southeast)	3,112	—	—	—	—	—
Continental (Chautauqua)	—	—	—	—	—	—
Continental (CommutAir)	—	—	—	—	—	—
Continental (ExpressJet)	59,888	0.4	86,581	0.6	63,765	0.4
Continental (Shuttle America)	15,559	0.1	—	—	—	—
Continental (SkyWest)	4,525	—	—	—	—	—
Continental Airlines	150,106	1.0	150,053	1.0	193,026	1.3
Northwest/Delta (Atlantic Southeast) [1]	650,836	4.4	83,690	0.6	1,289	—
Northwest/Delta (Chautauqua) [1]	168,194	1.1	95,086	0.7	4,798	—
Northwest/Delta (Comair) [1]	945,095	6.3	540,781	3.7	145,990	1.0
Northwest/Delta (Compass) [1]	312,578	2.1	340,262	2.3	439,785	3.0
Northwest/Delta (Freedom) [1]	—	—	191,445	1.3	19,912	0.1
Northwest/Delta (Mesaba Aviation) [1]	721,808	4.8	949,610	6.5	1,042,785	7.1
Northwest/Delta (Pinnacle) [1]	2,254,208	15.1	2,186,627	15.0	2,066,229	14.1
Northwest/Delta (Shuttle America) [1]	85,863	0.6	4,462	—	10,599	0.1
Northwest/Delta (SkyWest) [1]	4,058	—	—	—	4,681	—
Northwest/Delta Air Lines [1]	6,651,576	44.6	7,328,799	50.1	7,894,790	54.0
Frontier	140,291	0.9	117,044	0.8	117,396	0.8
Southwest Airlines	611,582	4.1	553,612	3.8	523,304	3.6
Spirit Airlines	703,335	4.7	558,596	3.8	591,150	4.0
United (Atlantic Southeast)	22,672	0.2	17,044	0.1	—	—
United (ExpressJet)	26,730	0.2	14,376	0.1	—	—
United (GoJet)	57,089	0.4	66,206	0.5	56,837	0.4
United (Mesa)	19,733	0.1	29,999	0.2	47,908	0.3
United (Shuttle America)	14,842	0.1	—	—	—	—
United (SkyWest)	25,264	0.2	68,400	0.5	31,407	0.2
United (TransStates)	16,380	0.1	16,133	0.1	32,140	0.2
United Airlines	45,605	0.3	36,467	0.2	94,542	0.6
US Airways	340,664	2.3	303,451	2.1	313,774	2.1
US Airways (Air Wisconsin)	81,860	0.5	76,414	0.5	95,658	0.7
US Airways (Chautauqua)	7,948	0.1	3,881	—	—	—
US Airways (Mesa)	19,074	0.1	22,387	0.2	22,640	0.2
US Airways (PSA)	5,990	—	5,860	—	15,747	0.1
US Airways (Republic)	111,361	0.7	112,838	0.8	74,785	0.5
USA 3000	153	—	2,226	—	19,823	0.1
Other [2]	2,265	—	3,546	—	6,005	—
Subtotal – Domestic	14,912,532	100.0%	14,614,045	100.0%	14,622,391	100.0%
International:						
Aeromexico	—	—	—	—	2,053	0.2
Air Canada	12,340	0.9	6,875	0.5	5,956	0.5
Air France	76,568	5.8	70,685	5.6	55,233	4.2
Airtran	11,436	0.9	5,849	0.5	271	—
British Airways	—	—	—	—	—	—
Compass	—	—	13,301	1.1	26,608	2.0
KLM-Royal Dutch Airlines	—	—	—	—	40,196	3.0
Lufthansa	67,952	5.2	65,568	5.2	72,884	5.5
Northwest/Delta (Mesaba Aviation) [1]	67	—	19,583	1.6	45,248	3.4
Northwest/Delta Air Lines [1]	1,065,984	81.1	921,973	73.0	1,009,773	76.6
Northwest/Delta (Atlantic Southeast) [1]	2,534	0.2	—	—	—	—
Northwest/Delta (Comair) [1]	—	—	20,851	1.7	—	—
Northwest/Delta (Pinnacle) [1]	44,711	3.4	97,518	7.7	—	—
Royal Jordanian Airlines	14,051	1.1	15,258	1.2	14,822	1.1
Spirit	15,579	1.2	12,274	1.0	16,928	1.3
US Airways	1,493	0.1	1,997	0.2	1,853	0.1
Other [2]	954	0.1	10,604	0.8	26,916	2.0
Subtotal – International	1,313,669	100.0%	1,262,336	100.0%	1,318,741	100.0%
Total – All Markets	16,226,201		15,876,381		15,941,132	

[1] Northwest Airlines merged with and into Delta Airlines on December 31, 2009 and for comparative purposes, are shown as one in this report.

[2] Includes airlines with minimal market share or that may not operate at the Airport as of Operating Year 2011

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #10

Historical Airline Market Shares

Operating years ending September 30

(Unaudited)

Airline	OY 2008 Enplaned passengers	OY 2008 Percent of market	OY 2007 Enplaned passengers	OY 2007 Percent of market
Domestic:				
Air Tran Airways	216,149	1.3%	239,410	1.4%
America West Airlines	—	—	241,961	1.5
American (AA Eagle)	85,637	0.5	91,529	0.6
American Airlines	442,012	2.7	443,530	2.7
Champion Air	—	—	34,462	0.2
Continental (Atlantic Southeast)	—	—	—	—
Continental (Chautauqua)	824	—	—	—
Continental (CommutAir)	13,181	0.1	9,371	0.1
Continental (ExpressJet)	63,856	0.4	70,559	0.4
Continental (Shuttle America)	—	—	—	—
Continental (SkyWest)	—	—	—	—
Continental Airlines	210,747	1.3	219,751	1.3
Northwest/Delta (Atlantic Southeast) (1)	58,351	0.4	37,242	0.2
Northwest/Delta (Chautauqua) (1)	9,211	0.1	—	—
Northwest/Delta (Comair) (1)	90,839	0.6	94,044	0.6
Northwest/Delta (Compass) (1)	144,644	0.9	—	—
Northwest/Delta (Freedom) (1)	6,142	—	—	—
Northwest/Delta (Mesaba Aviation) (1)	811,681	5.0	457,948	2.8
Northwest/Delta (Pinnacle) (1)	2,043,385	12.6	1,915,685	11.6
Northwest/Delta (Shuttle America) (1)	36,813	0.2	—	—
Northwest/Delta (SkyWest) (1)	3,362	—	6,676	—
Northwest/Delta Air Lines (1)	9,555,525	58.7	10,324,808	62.3
Frontier	126,580	0.8	121,456	0.7
Southwest Airlines	595,944	3.7	606,113	3.7
Spirit Airlines	802,424	4.9	933,029	5.6
United (Atlantic Southeast)	—	—	—	—
United (ExpressJet)	—	—	—	—
United (GoJet)	—	—	—	—
United (Mesa)	43,380	0.3	57,546	0.3
United (Shuttle America)	—	—	—	—
United (SkyWest)	24,640	0.2	36,475	0.2
United (TransStates)	14,916	0.1	—	—
United Airlines	239,332	1.5	263,054	1.6
US Airways	331,934	2.0	100,860	0.6
US Airways (Air Wisconsin)	104,993	0.6	83,203	0.5
US Airways (Chautauqua)	1,260	—	1,928	—
US Airways (Mesa)	47,464	0.3	71,535	0.4
US Airways (PSA)	38,059	0.2	17,035	0.1
US Airways (Republic)	23,992	0.1	29,729	0.2
USA 3000	79,304	0.5	67,516	0.4
Other (1)	4,547	—	4,867	—
Subtotal – Domestic	16,271,128	100.0%	16,581,322	100.0%
International:				
Aeromexico	5,942	0.4	—	—
Air Canada	13,678	0.9	13,085	0.9
Air France	45,947	2.9	48,355	3.2
Airtran	—	—	—	—
British Airways	20,491	1.3	47,472	3.1
Compass	—	—	—	—
KLM-Royal Dutch Airlines	41,753	2.7	—	—
Lufthansa	102,121	6.5	98,008	6.4
Northwest/Delta (Mesaba Aviation) (1)	37,906	2.4	37,538	2.5
Northwest/Delta Airlines (1)	1,204,927	77.3	1,174,843	76.9
Northwest/Delta (Atlantic Southeast) (1)	—	—	—	—
Northwest/Delta (Comair) (1)	—	—	—	—
Northwest/Delta (Pinnacle) (1)	—	—	—	—
Royal Jordanian Airlines	16,434	1.1	14,150	0.9
Spirit	19,464	1.2	20,146	1.3
US Airways	—	—	—	—
Other (1)	51,440	3.3	73,171	4.8
Subtotal – International	1,560,103	100.0%	1,526,768	100.0%
Total – All Markets	17,831,231		18,108,090	

(1) Northwest Airlines merged with and into Delta Air Lines on December 31, 2009 and for comparative purposes, are shown as one in this report.

(2) Includes airlines with minimal market share or that may not operate at the Airport as of Operating Year 2011

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #11

Historical Airline Cargo

Operating years ending September 30

(Unaudited)

	Cargo by type (metric tons)				Total Cargo	
	Freight and Express (a)		Mail			Percent increase
Operating year	Enplaned	Deplaned	Enplaned	Deplaned	Total Cargo	(decrease)
2011	77,756	117,993	6,973	3,623	206,345	11.6%
2010	71,409	105,269	4,950	3,306	184,934	14.6
2009	68,021	85,235	4,264	3,849	161,369	(28.6)
2008	99,578	117,636	4,225	4,415	225,854	(1.8)
2007 (b)	94,226	130,901	2,253	2,582	229,962	6.5

(a) Includes small packages

(b) Lufthansa Airlines' cargo was reported for the first time in October 2007 covering the period from February 2007 to September 2007. Prior year data is unavailable for comparison.

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #12

Historical Aircraft Landed Weight

Operating years ending September 30

(Unaudited)

	OY 2011		OY 2010		OY 2009	
Airline	**Landed Weight (per 1,000 lbs.)**	**Percent of Market**	**Landed Weight (per 1,000 lbs.)**	**Percent of Market**	**Landed Weight (per 1,000 lbs.)**	**Percent of Market**
Aeromexico	—	—%	—	—%	4,352	—%
Air Canada	13,594	0.1	14,506	0.1	21,049	0.1
Air Canada (Air Georgian)	6,740	—	—	—	—	—
Air France	146,476	0.7	138,582	0.7	122,641	0.6
Air Tran Airways	241,608	1.2	225,504	1.1	240,496	1.1
America West Airlines	—	—	—	—	—	—
American (AA Eagle)	180,815	0.9	193,235	1.0	155,625	0.7
American Airlines	318,885	1.5	312,306	1.5	399,070	1.9
British Airways	—	—	—	—	—	—
Champion Air	—	—	—	—	—	—
Continental (CommutAir)	—	—	—	—	35	—
Continental (Chautauqua)	—	—	—	—	—	—
Continental (ExpressJet)	70,638	0.3	93,195	0.5	76,524	0.4
Continental (Shuttle America)	35,649	0.2	—	—	—	—
Continental (SkyWest)	6,046	—	—	—	—	—
Continental Airlines	168,642	0.8	174,752	0.9	233,049	1.1
Delta (Atlantic Southeast)	795,381	3.8	104,058	0.5	1,474	—
Delta (Chautauqua)	169,065	0.8	94,308	0.4	6,200	—
Delta (Comair)	1,115,580	5.3	669,929	3.3	187,696	0.9
Delta (Compass)	371,436	1.8	438,616	2.2	—	—
Delta (Freedom)	—	—	196,138	1.0	23,702	—
Delta (Mesaba Aviation)	872,731	4.2	1,202,839	6.0	—	—
Delta (Pinnacle)	2,743,336	13.1	2,817,713	14.0	—	—
Delta (Shuttle America)	97,147	0.5	5,238	—	13,437	0.1
Delta (SkyWest)	4,136	—	—	—	5,100	—
Delta Air Lines	10,153,495	48.6	10,369,432	51.4	548,594	2.6
DHL/ABX	—	—	—	—	67,939	0.3
Federal Express	409,567	2.0	361,807	1.8	374,202	1.8
Frontier	143,844	0.7	126,776	0.6	140,742	0.7
KLM-Royal Dutch Airlines	—	—	—	—	74,970	0.4
Lufthansa	147,477	0.7	142,243	0.7	174,062	0.8
Northwest (Compass)	—	—	—	—	596,054	2.8
Northwest (Mesaba Aviation)	—	—	—	—	1,484,510	7.1
Northwest (Pinnacle)	—	—	—	—	2,616,584	12.5
Northwest Airlines	—	—	—	—	10,785,072	51.1
Royal Jordanian Airlines	40,698	0.2	41,097	0.2	42,294	0.2
Ryan International	—	—	—	—	480	—
Southwest Airlines	732,074	3.5	668,576	3.3	706,040	3.4
Spirit Airlines	752,623	3.6	637,083	3.2	690,048	3.3
United (Atlantic Southeast)	27,777	0.1	20,304	0.1	—	—
United (ExpressJet)	28,198	0.1	15,341	0.1	—	—
United (GoJet)	66,531	0.3	79,931	0.4	69,077	0.3
United (Mesa)	22,981	0.1	34,400	0.2	54,058	0.3
United (Shuttle America)	23,862	0.1	—	—	—	—
United (SkyWest)	29,405	0.1	75,208	0.4	34,341	0.2
United (TransStates)	18,424	0.1	19,147	0.1	36,379	0.2
United Airlines	73,693	0.4	64,056	0.3	161,068	0.8
United Parcel Service	171,832	0.8	171,234	0.8	171,687	0.8
US Airways	422,444	2.0	380,154	1.9	377,507	1.8
US Airways (Air Wisconsin)	97,431	0.5	87,467	0.4	113,082	0.5
US Airways (Chautauqua)	9,276	—	4,255	—	—	—
US Airways (Colgan)	86	—	—	—	—	—
US Airways (Mesa)	19,845	0.1	21,536	0.1	21,261	0.1
US Airways (Mesaba)	285	—	—	—	—	—
US Airways (PSA)	7,110	—	6,655	—	15,835	0.1
US Airways (Republic)	112,275	0.5	116,510	0.6	78,548	0.4
USA 3000	437	—	13,357	0.1	53,149	0.3
Other (1)	54,138	0.3	29,777	0.1	26,613	0.3
Total	20,923,713	100.0%	20,167,265	100.0%	21,004,646	100.0%

(1) Includes airlines with minimal market share or that may not operate at the Airport as of Operating Year 2011

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #12

Historical Aircraft Landed Weight

Operating years ending September 30

(Unaudited)

	OY 2008		OY 2007	
Airline	**Landed Weight (per 1,000 lbs.)**	**Percent of Market**	**Landed Weight (per 1,000 lbs.)**	**Percent of Market**
Aeromexico	9,432	—%	—	—%
Air Canada	28,994	0.1	28,960	0.1
Air Canada (Air Georgian)	—	—	—	—
Air France	114,617	0.5	116,552	0.5
Air Tran Airways	240,128	1.0	302,472	1.2
America West Airlines	—	—	265,091	1.1
American (AA Eagle)	107,737	0.5	116,715	0.5
American Airlines	506,633	2.2	538,336	2.2
British Airways	107,202	0.5	209,479	0.9
Champion Air	900	—	45,900	0.2
Continental (CommutAir)	27,894	0.1	14,392	0.1
Continental (Chautauqua)	1,610	—	—	—
Continental (ExpressJet)	85,836	0.4	93,465	0.4
Continental (Shuttle America)	—	—	—	—
Continental (SkyWest)	—	—	—	—
Continental Airlines	254,629	1.1	259,645	1.1
Delta (Atlantic Southeast)	64,185	0.3	44,137	0.2
Delta (Chautauqua)	11,052	—	—	—
Delta (Comair)	125,020	0.5	137,273	0.6
Delta (Compass)	—	—	—	—
Delta (Freedom)	8,617	—	—	—
Delta (Mesaba Aviation)	—	—	—	—
Delta (Pinnacle)	—	—	—	—
Delta (Shuttle America)	49,342	0.2	—	—
Delta (SkyWest)	4,425	—	8,617	—
Delta Air Lines	218,996	0.9	263,257	1.1
DHL/ABX	64,605	0.3	68,865	0.3
Federal Express	477,212	2.0	525,479	2.2
Frontier	147,774	0.6	152,353	0.6
KLM-Royal Dutch Airlines	80,214	0.3	—	—
Lufthansa	243,753	1.0	229,272	0.9
Northwest (Compass)	173,768	0.7	—	—
Northwest (Mesaba Aviation)	1,118,993	4.8	679,531	2.8
Northwest (Pinnacle)	2,516,756	10.8	2,402,170	9.9
Northwest Airlines	13,385,015	57.3	14,592,777	59.6
Royal Jordanian Airlines	41,895	0.2	40,698	0.2
Ryan International	7,811	—	21,883	0.1
Southwest Airlines	833,750	3.6	883,222	3.6
Spirit Airlines	925,981	4.0	1,116,697	4.6
United (Atlantic Southeast)	—	—	—	—
United (ExpressJet)	—	—	—	—
United (GoJet)	—	—	—	—
United (Mesa)	45,532	0.2	67,597	0.3
United (Shuttle America)	—	—	—	—
United (SkyWest)	25,976	0.1	44,048	0.2
United (TransStates)	15,998	0.1	—	—
United Airlines	317,477	1.4	339,795	1.4
United Parcel Service	195,473	0.8	204,976	0.8
US Airways	397,966	1.7	170,642	0.7
US Airways (Air Wisconsin)	121,072	0.5	104,763	0.4
US Airways (Chautauqua)	1,447	—	2,085	—
US Airways (Colgan)	—	—	—	—
US Airways (Mesa)	41,942	0.2	63,181	0.3
US Airways (Mesaba)	—	—	—	—
US Airways (PSA)	38,762	0.2	17,219	0.1
US Airways (Republic)	28,519	0.1	37,006	0.2
USA 3000	117,801	0.5	116,664	0.5
Other [(1)]	26,169	0.3	31,489	0.1
Total	23,358,910	100.0%	24,356,703	100.0%

[(1)] Includes airlines with minimal market share or that may not operate at the Airport as of Operating Year 2011

Source: Wayne County Airport Authority records
See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #13

Historical Aircraft Operations

Operating years ending September 30

(Unaudited)

Operating year	Operations by class of carrier: Air carrier	Air taxi and commuter	General aviation	Military	Total operations: Total	Percent increase (decrease)
2011	191,893	248,390	6,662	100	447,045	0.3%
2010	195,916	242,697	6,777	110	445,500	1.9
2009	211,998	218,172	7,006	140	437,316	(6.4)
2008	253,024	203,629	10,580	153	467,386	(1.1)
2007	280,062	181,025	11,335	100	472,522	(2.6)

Source: Wayne County Airport Authority records

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #14

Historical Aviation Demand Statistics

Operating years ending September 30

(Unaudited)

	Historical				
	2011	2010	2009	2008	2007
Enplaned passengers:					
Domestic:					
Scheduled:					
Originating (a)	6,593,113	6,448,329	6,767,341	6,969,007	7,702,170
Connecting (a)	8,317,001	8,159,944	7,829,222	9,218,270	8,772,307
Subtotal – scheduled	14,910,114	14,608,273	14,596,563	16,187,277	16,474,477
Percentage connecting	55.8%	55.9%	53.6%	56.9%	53.2%
Charter	2,418	5,772	25,828	83,851	106,845
Subtotal – domestic	14,912,532	14,614,045	14,622,391	16,271,128	16,581,322
International:					
Scheduled:					
U.S. airlines	1,141,804	1,093,595	1,100,681	1,262,297	1,232,527
Foreign flag	170,911	158,386	191,144	246,366	221,070
Subtotal – scheduled	1,312,715	1,251,981	1,291,825	1,508,663	1,453,597
Charter	954	10,355	26,916	51,440	73,171
Subtotal – international	1,313,669	1,262,336	1,318,741	1,560,103	1,526,768
Total enplaned passengers	16,226,201	15,876,381	15,941,132	17,831,231	18,108,090
Enplaned cargo (tons):					
Freight	77,756	71,409	68,021	99,578	94,226
Mail	6,973	4,950	4,264	4,225	2,253
Total cargo	84,729	76,359	72,285	103,803	96,479
Aircraft departures (b):					
Domestic	203,790	202,934	199,105	206,716	209,880
International	13,527	13,215	13,275	15,785	15,268
Total aircraft departures	217,317	216,149	212,380	222,501	225,148
Aircraft operations:					
Air carrier	191,893	195,916	211,998	253,024	280,062
Air taxi and commuter	248,390	242,697	218,172	203,629	181,025
General aviation	6,662	6,777	7,006	10,580	11,335
Military	100	110	140	153	100
Total aircraft operations	447,045	445,500	437,316	467,386	472,522
Landed weight (1,000-pound units):					
Passenger:					
U.S. carriers:					
Major/national	13,010,737	12,977,875	14,339,238	17,359,185	19,070,127
Commuter/regional	6,925,445	6,296,021	5,589,520	4,614,483	3,832,199
Subtotal – U.S. carriers	19,936,182	19,273,896	19,928,758	21,973,668	22,902,326
Foreign flag	354,984	336,429	439,368	626,107	624,960
Subtotal – passenger	20,291,166	19,610,325	20,368,126	22,599,775	23,527,286
All cargo	632,547	556,940	636,520	759,135	829,417
Total landed weight	20,923,713	20,167,265	21,004,646	23,358,910	24,356,703

(a) 2011 originating and connecting activity statistics are estimated based on calendar-year percentages.

(b) 2011 departures are estimated based on both actual and scheduled data.

Sources: Wayne County Airport Authority records, U.S. Department of Transportation T100 and Commuter (298c) data, the Origin and Destination Passenger Ticket Survey, the BACK Aviation Database (2007-2010), and the OAG Aviation Database (2011)

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #15

Nonstop International Destinations Added and Dropped

Calendar years ending December 31

(Unaudited)

Year	Cities added	Cities dropped	Net change
2011	Beijing, China Tokyo (Haneda), Japan		2
2010	Sao Paulo, Brazil Hong Kong, China Seoul, Rep of Korea	Osaka, Japan London (Gatwick), England Kitchener/Waterloo, Canada Winnipeg (Manitoba), Canada Charlottetown, Canada	(2)
2009	Rome, Italy Shanghai (Pu Dong), China	Dusseldorf, Germany Ixtapa/Zihuatanejo, Mexico	—
2008	Monterrey, Mexico	Acapulco, Mexico Aruba, Aruba Brussels, Belgium Mazatlan, Mexico	(3)
2007	Acapulco, Mexico Aruba, Aruba Brussels, Belgium Dusseldorf, Germany		4

Notes: Data reflect new and discontinued nonstop international destinations served from DTW during the entire calendar year.

Source: OAG Aviation Database

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #16

Historical Operating Results

Operating Years Ended September 30

(Unaudited)

		OY 2011	OY 2010	OY 2009	OY 2008	OY 2007
Operating revenues:						
Airport landing and related fees	$	68,473	69,652	59,723	84,022	58,741
Concession fees		50,576	47,975	48,425	51,851	50,242
Parking fees		54,145	48,309	49,911	58,683	58,859
Rental facilities		93,866	89,671	88,230	51,431	50,722
Utility service fees		4,879	4,332	4,320	4,498	4,078
Other		5,716	6,935	4,100	5,024	6,371
Total operating revenues		277,655	266,874	254,709	255,509	229,013
Operating expenses:						
Salaries, wages, and fringe benefits		70,218	68,799	72,696	75,214	69,877
Parking management		6,794	6,505	7,082	8,905	10,325
Janitorial services		11,143	10,972	10,584	2,403	2,418
Security		2,402	2,293	2,657	2,758	3,433
Utilities		24,145	25,789	26,499	29,166	25,143
Repairs, professional services, and other		76,770	72,172	67,310	80,699	73,020
Depreciation		134,660	136,688	135,777	120,145	111,942
Total operating expenses		326,132	323,218	322,605	319,290	296,158
Operating loss		(48,477)	(56,344)	(67,896)	(63,781)	(67,145)
Nonoperating revenues (expenses):						
Passenger facility charges		62,197	60,306	59,712	68,203	70,754
Federal and state grants		1,185	1,231	999	1,969	5,867
Interest income and other		3,340	4,948	7,070	27,970	44,897
Interest expense and other		(85,322)	(99,602)	(111,113)	(94,695)	(99,406)
Amortization of bond issuance costs		(1,583)	(1,837)	(1,615)	(1,985)	(1,936)
Total nonoperating revenue (expenses)		(20,183)	(34,954)	(44,947)	1,462	20,176
Net loss before capital contributions and transfers		(68,660)	(91,298)	(112,843)	(62,319)	(46,969)
Capital contributions		15,875	25,869	27,431	52,218	58,787
Transfers out		(1,252)	(1,490)	(8,178)	(2,813)	(1,419)
Changes in net assets		(54,037)	(66,919)	(93,590)	(12,914)	10,399
Net assets – beginning of year		513,978	580,897 [1]	623,528	636,442	626,043
Net assets – end of year	$	459,941	513,978	529,938	623,528	636,442

[1] In 2010, Detroit Metro Airport restated beginning net assets to $580,897 (see Note 2 of 2010 financial statements for additional discussion).
This amount less the 2006 decrease in net assets is used to arrive at ending net assets.

Source: Audited Financial Statements of the Wayne County Airport Authority.

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #17

Top 20 Domestic O&D Markets

Calendar year ended December 31, 2010

(Unaudited)

Rank	Market	Total O&D Passengers	Percentage of O&D Passengers	Primary Carrier	Market Share	Secondary Carrier	Market Share	Non-Stop Service
1	New York	884	6.7%	Delta	64.8%	Spirit	15.0%	●
2	Orlando	826	6.3%	Delta	67.4%	Spirit	14.9%	●
3	Baltimore/Wash Intl	698	5.3%	Delta	70.9%	Southwest	24.5%	●
4	Las Vegas	681	5.2%	Delta	67.0%	Spirit	25.0%	●
5	Florida South	652	5.0%	Delta	64.3%	Spirit	33.0%	●
6	Los Angeles	648	4.9%	Delta	64.0%	Spirit	9.3%	●
7	Chicago	515	3.9%	Delta	49.2%	Southwest	25.3%	●
8	Atlanta	490	3.7%	Delta	71.2%	AirTran	27.0%	●
9	Tampa	445	3.4%	Delta	69.4%	Spirit	25.1%	●
10	Phoenix	405	3.1%	Delta	62.2%	US Airways	20.2%	●
11	Fort Meyers	393	3.0%	Delta	63.5%	Spirit	40.3%	●
12	San Francisco	381	2.9%	Delta	68.8%	Southwest	11.8%	●
13	Denver	343	2.6%	Delta	48.4%	Frontier	28.6%	●
14	Dallas	326	2.5%	American	54.1%	Delta	37.7%	●
15	Boston	262	2.0%	Delta	84.2%	US Airways	13.0%	●
16	Philadelphia	232	1.8%	Delta	49.7%	US Airways	49.6%	●
17	Houston	232	1.8%	Continental	43.3%	Delta	35.5%	●
18	Minneapolis/St. Paul	213	1.6%	Delta	92.2%	Southwest	5.9%	●
19	Seattle	207	1.6%	Delta	79.7%	Southwest	5.8%	●
20	St. Louis	194	1.5%	Delta	65.7%	Southwest	36.8%	●
Other O&D Markets		4,109	31.2%					
Domestic O&D Passengers		13,136						
O&D % of Domestic Passengers		44%						

Note: Figures may not add due to rounding

Source: Wayne County Airport Authority records; U.S. Department of Transportation, Origin & Destination Survey of Airline Passenger Traffic, Domestic

See accompanying independent auditor's report.

DETROIT METROPOLITAN WAYNE COUNTY AIRPORT

Continuing Disclosure Table #18

Top 20 International O&D Markets

Calendar year ended December 31, 2010

(Unaudited)

Rank	Market	Total O&D Passengers	Non-Stop Service
1	Cancun	86,548	●
2	Montego Bay	32,380	●
3	London (Heathrow)	31,936	●
4	Mexico City	30,663	●
5	Shanghai	27,179	●
6	Frankfurt	26,442	●
7	Tokyo	22,005	●
8	Seoul	20,390	●
9	Rome	17,647	●
10	Los Cabos	16,823	●
11	Puerto Vallarta	16,426	●
12	Amsterdam	16,164	●
13	Punta Cana	15,895	●
14	Nassau	13,558	●
15	Monterrey	13,374	●
16	San Jose	12,789	
17	Montreal	12,747	●
18	Aruba	12,069	
19	Nagoya	10,755	●
20	Paris	10,413	●

Source: US DOT Origin & Destination Survey of Airline Passenger Traffic, Domestic via Sabre ADI, Adjusted for Foreign Flag Carriers

See accompanying independent auditor's report.

COMPLIANCE SECTION

Plante & Moran, PLLC
27400 Northwestern Highway
P.O. Box 307
Southfield, MI 48037-0307
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

Independent Auditor's Report

To the Wayne County Airport Authority Board
Wayne County Airport Authority

We have audited the financial statements of each major fund and the aggregate remaining fund of Wayne County Airport Authority as of and for the year ended September 30, 2011, which collectively comprise Wayne County Airport Authority's basic financial statements, and have issued our report thereon dated January 20, 2012. These basic financial statements are the responsibility of the Wayne County Airport Authority's management. Our responsibility is to express opinions on these basic financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic 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 audit provides a reasonable basis for our opinions.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise Wayne County Airport Authority's basic financial statements. The accompanying schedule of expenditures of federal awards and schedule of passenger facility charge revenues and expenditures are presented for the purpose of additional analysis and are not a required part of the basic financial statements. The information in these schedules has been subjected to the auditing procedures applied in the audit 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.

Plante & Moran, PLLC

January 20, 2012

plante moran

Plante & Moran, PLLC
27400 Northwestern Highway
P.O. Box 307
Southfield, MI 48037-0307
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Independent Auditor's Report

To the Wayne County Airport Authority Board
Wayne County Airport Authority

We have audited the financial statements of each major fund and the aggregate remaining fund of Wayne County Airport Authority as of and for the year ended September 30, 2011, which collectively comprise Wayne County Airport Authority's basic financial statements, and have issued our report thereon dated January 20, 2012. We have conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered Wayne County Airport Authority's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the entity's internal control over financial reporting.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Wayne County Airport Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

This report is intended solely for the information and use of management, the Wayne County Airport Authority Board, others within the entity, management officials of the State of Michigan, the U.S Department of Transportation, the Federal Aviation Administration, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Plante & Moran, PLLC

January 20, 2012

plante moran

Plante & Moran, PLLC
27400 Northwestern Highway
P.O. Box 307
Southfield, MI 48037-0307
Tel: 248.352.2500
Fax: 248.352.0018
plantemoran.com

Report on Compliance with Requirements That Could Have a
Direct and Material Effect on the Major Program and on
Internal Control Over Compliance in Accordance with OMB Circular A-133

Independent Auditor's Report

To the Wayne County Airport Authority Board
Wayne County Airport Authority

Compliance

We have audited the compliance of Wayne County Airport Authority (the "Authority") with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) Circular A-133 Compliance Supplement that could have a direct and material effect on its major federal program for the year ended September 30, 2011. In addition, we audited compliance with the applicable requirements described in the *Passenger Facility Charge Audit Guide for Public Agencies*, issued by the Federal Aviation Administration (the "Guide") for the year ended September 30, 2011. The major federal program of the Authority is identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. The passenger facility charge program is identified in the passenger facility charge revenue and expenditures schedule. Compliance with the requirements of laws, regulations, contracts, and grants applicable to its major federal program and the passenger facility charge program is the responsibility of the Authority's management. Our responsibility is to express an opinion on the Authority's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*; and the Guide. Those standards, OMB Circular A-133, and the Guide require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Wayne County Airport Authority's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination on the Authority's compliance with those requirements.

In our opinion, the Authority complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on its major federal program and its passenger facility charge program for the year ended September 30, 2011.

To the Wayne County Airport Authority Board
Wayne County Airport Authority

Internal Control Over Compliance

The management of the Authority is responsible for establishing and maintaining effective internal control over compliance with requirements of laws, regulations, contracts, and grants applicable to federal programs and the passenger facility charge program. In planning and performing our audit, we considered the Authority's internal control over compliance with requirements that could have a direct and material effect on a major federal program or the passenger facility charge program in order to determine our auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133 and the Guide, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the entity's internal control over compliance.

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct noncompliance with a type of compliance requirement of a federal program or the passenger facility charge on a timely basis. A material weakness in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program or the passenger facility charge will not be prevented or detected and corrected on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above.

This report is intended solely for the information and use of management, the Wayne County Airport Authority Board, others within the entity, management officials of the State of Michigan, the U.S Department of Transportation, the Federal Aviation Administration, federal awarding agencies, and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Plante & Moran, PLLC

January 20, 2012

Wayne County Airport Authority

Schedule of Expenditures of Federal Awards
Year Ended June 30, 2011

Federal Agency/Pass-through Entity/Program Title	Federal CFDA Number	Contract/Grant Number	Award Amount	Federal Expenditures
METRO AIRPORT				
U.S. Department of Transportation:				
Federal Aviation Administration - Direct Program -				
Airport Improvement Program (major program):				
RUNWAY 3R/21L, TAXIWAY W	20.106	3-23-0026-7806	$ 11,868,906	$ 1,108
RUNWAY 3R/21L, TAXIWAYS F & V	20.106	3-26-0026-8107	22,107,995	101,866
DEICING FACILITY PHASE 2A	20.106	3-26-0026-8708	3,800,000	2,514,507
RUNWAY 9L/27R (DESIGN)	20.106	3-26-0026-8808	2,207,046	1
DEICING FACILITY PHASE 2B1	20.106	3-26-0026-9109	1,889,237	(8,617)
RUNWAY 3L/21R (southern 4,700')	20.106	3-26-0026-9309	13,746,583	713,211
RUNWAY 4R/22L	20.106	3-26-0026-9609	1,136,250	2
TAXIWAYS G, U, W, F, H, & V	20.106	3-26-0026-9810	8,000,000	303,398
GROUND RUN-UP ENCLOSURE	20.106	3-26-0026-9910	8,353,065	1,704,403
RUNWAY 9L/27R (east of R/W 3L/27R)	20.106	3-26-0026-10010	1,822,781	(1)
RUNWAY 9L/27R (east of R/W 3L/21R)	20.106	3-26-0026-10110	932,480	321,064
RUNWAY 9L/27R (east of R/W 3L/21R), Extend Taxiway G	20.106	3-26-0026-10211	3,037,434	2,322,574
RUNWAY 4R/22L-Phase I-Taxiway Z	20.106	3-26-0026-10311	13,198,322	5,052,443
ARRA - RUNWAY 9L/27R (west of R/W 4R/22L)	20.106	3-26-0026-9209	15,000,000	195,611
Subtotal Airport Improvement Program			107,100,099	13,221,570
U.S. Department of Homeland Security:				
Passed through County of Oakland, Michigan-				
2008 Homeland Security Grant Program - Homeland Security Cluster	97.067	S07-267A	55,809	55,809
Total U.S. Department of Homeland Security			55,809	55,809
U.S. Department of Justice:				
Asset Forfeiture Equitable Sharing Program	21.xxx	MI-8293900	-	202,680
Passed through Michigan Department of Community Health -				
ARRA - Recovery Act Byrne Jag 2009- JAG Program Cluster	16.803	2009-SU-B9-0017	12,000	2,341
Total U.S. Department of Justice			12,000	205,021
U.S. Department of Treasury:				
U.S. Immigration and Customs Enforcement	21.xxx	N/A	-	4,777
Total Metro Airport			107,167,908	13,487,177
WILLOW RUN AIRPORT				
U.S. Department of Transportation -				
Federal Aviation Administration - Direct Program -				
Airport Improvement Program (major program):				
NOISE STUDY 1	20.106	3-26-0024-2506	500,000	19,951
NOISE STUDY 2	20.106	3-26-0024-2707	163,463	134,953
PERIMETER FENCING	20.106	3-26-0024-2907	499,287	(4)
LAND ACQUISITION & RUNWAY SAFETY IMPROVEMENTS 3	20.106	3-26-0024-3007	3,675,541	7,383
RUNWAY SAFETY IMPROVEMENTS 3 (RW 5R SAFETY AREA, ETC.)	20.106	3-26-0024-3108	8,540,464	212,157
NOISE STUDY 3	20.106	3-26-0024-3409	85,990	(13,463)
Total Willow Run Airport			13,464,745	360,977
Total expenditures of federal awards			**$ 120,632,653**	**$ 13,848,154**

WAYNE COUNTY AIRPORT AUTHORITY

Note to Schedule of Expenditures of Federal Awards

September 30, 2011

(1) Summary of Significant Accounting Policies

A. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) summarizes the expenditures of Wayne County Airport Authority (the Authority) under programs of the federal government and is presented in accordance with the requirements of OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. The Authority's reporting entity is defined in the notes to the Authority's basic financial statements.

For the purposes of the Schedule, federal awards include all grants, contracts, and similar agreements entered into between the Authority and agencies and departments of the federal government and all sub-awards to the Authority by nonfederal organizations pursuant to federal grants, contracts, and similar agreements.

Federal CFDA numbers are obtained from the Catalog of Federal Domestic Assistance published by the Office of Management and Budget and the General Services Administration. Programs without a CFDA number are presented with only the federal agency's two-digit prefix in place of a CFDA number.

Federal awards are reported in the Authority's Statement of Revenues, Expenses, and Changes in Net Assets included with federal and state grants as well as capital contributions.

B. Basis of Accounting

The accompanying Schedule is presented on the accrual basis of accounting. Expenditures are recorded, accordingly, when incurred rather than when paid.

C. American Recovery and Reinvestment Act of 2009 (ARRA) Reporting

During 2009, the Authority received a Federal Award under the American Recovery and Reinvestment Act of 2009 (ARRA). Funding of $15 million was authorized for the reconstruction of two portions of runway 9L/27R. Expenditures of $195.6 thousand were incurred during 2011.

During 2010, the Authority received an additional Federal Award under the American Recovery and Reinvestment Act of 2009 (ARRA). Funding of $12 thousand was authorized for the implementation of a covert video surveillance system. Expenditures of $2.3 thousand were incurred during 2011.

All ARRA grants are shown on the attached Schedule identified with the prefix "ARRA" as required under OMB Circular A-133.

Schedule of Findings and Questioned Costs
Year Ended September 30, 2011

Section I - Summary of Auditor's Results

Financial Statements

Type of auditor's report issued: Unqualified

Internal control over financial reporting:

- Material weakness(es) identified? ______ Yes __X__ No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? ______ Yes __X__ None reported

Noncompliance material to financial statements noted? ______ Yes __X__ No

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? ______ Yes __X__ No
- Significant deficiency(ies) identified that are not considered to be material weaknesses? ______ Yes __X__ None reported

Type of auditor's report issued on compliance for major programs: Unqualified

Any audit findings disclosed that are required to be reported in accordance with Section 510(a) of Circular A-133? ______ Yes __X__ No

Identification of major program:

CFDA Number	Name of Federal Program or Cluster
20.106	Airport Improvement Program

Dollar threshold used to distinguish between type A and type B programs: $415,445

Auditee qualified as low-risk auditee? __X__ Yes ______ No

Section II - Financial Statement Audit Findings

None

Section III - Federal Program Audit Findings

None

WAYNE COUNTY AIRPORT AUTHORITY
Schedule of Passenger Facility Charge Revenues and Expenditures
Year ended September 30, 2011

	Amended Amount Approved	Cumulative Total October 1, 2010	Quarter Ended December 31, 2010	Quarter Ended March 31, 2011	Quarter Ended June 30, 2011	Quarter Ended September 30, 2011	Total FY 2011	Cumulative Total September 30, 2011
Passenger Facility Charges Collected	$ 3,164,332,836	925,717,794	16,081,517	14,648,635	16,822,674	15,206,003	62,758,829	988,476,623
Interest Earned	N/A	73,094,403	28,113	21,797	10,772	37,837	98,519	73,192,922
Total Revenues	$ 3,164,332,836	998,812,197	16,109,630	14,670,432	16,833,446	15,243,840	62,857,348	1,061,669,545
Passenger Facility Charges Expended for Approved Projects:								
APPLICATION NO. 1								
South Airport Access Road Construction	$ 38,620,000	28,664,340					-	28,664,340
Storm Water Retention & Drainage Facilities Constructior	4,980,000	4,169,572					-	4,169,572
Noise Berm Construction	225,000	224,927					-	224,927
Noise Mitigation Program	104,084,000	23,055,072	620,322	(4,220,964)	662,009	107,311	(2,831,322)	20,223,750
Willow Run Airport Layout Plan Update	5,000	5,000					-	5,000
APPLICATION NO. 2								
Land Acquisition and Preliminary Design for Fourth Parallel Runway	6,391,000	4,989,573	714,215	628,898	447,726	500,272	2,291,111	7,280,684
Perimeter Property Fencing and Removal of Airport Hazard - Willow Run	52,000	16,665					-	16,665
APPLICATION NO. 3								
Midfield Domestic and International Terminal Facilities Constructior	1,370,450,360	602,754,540	10,485,658	9,171,026	6,365,664	7,860,045	33,882,393	636,636,933
Reconstruction of Existing Terminals and Concourses	673,408,000	81,568,789	7,237,278	7,886,300	7,270,111	5,601,296	27,994,985	109,563,774
Concourse C Expansion & Domestic Terminals Facilities Construction (Interim Improvement	22,967,000	21,693,389					-	21,693,389
International Passenger Processing Facilities Expansion (Interim Improvemen	32,000,000	31,800,730					-	31,800,730
APPLICATION NO. 4								
Runway 21C/3C Keel Section Replacement	16,991,000	5,746,712	138,027	120,837	83,829	103,510	446,203	6,192,915
Runway 4R/22L Design and Constructior	169,274,000	45,674,660	459,506	454,313	422,754		1,336,573	47,011,233
Rebuild Outfall Structures at Ponds 3 and 4	2,413,000	817,865	19,605	17,166	11,908	14,704	63,383	881,248
21C Remote Primary Deicing	23,958,000	9,302,418	179,873	157,468	109,246	134,891	581,478	9,883,896
Grade/Pave Taxiway "K" Islands	704,000	238,560	5,722	5,011	3,476	4,291	18,500	257,060
APPLICATION NO. 5								
North Terminal Apron	59,574,000	6,717,757	909,327	1,008,015	946,516		2,863,858	9,581,615
McNamara Terminal Phase II Program	277,941,000	46,549,743	2,684,463	3,220,158	2,875,831	1,764,117	10,544,569	57,094,312
Third Aircraft Rescue and Firefighting Facility	1,315,000	99,036	7,585	10,497	9,196		27,278	126,314
West Airfield Improvements	31,906,000	8,505,256	185,076	182,983	170,272		538,331	9,043,587
Interconnect Re-route	1,441,000	369,055		-			-	369,055
Taxiway Q Construction	4,153,000	1,342,756	56,971	68,529	61,003		186,503	1,529,259
Runway 4R/22L Shoulders/Overburden (fka 3L/21R	2,090,000	648,270	26,687	26,388	24,553		77,628	725,898
Deicing Pad at Runway 22L	18,123,000	5,607,523	302,851	300,692		279,212	882,755	6,490,278
Deicing Pads at Runway 4R and 3L	39,941,000	9,628,871			279,212	(279,212)	-	9,628,871
Perimeter Fencing and Other Security Enhancement	710,000	-					-	-
Surface Movement Guidance Control System	1,310,000	-					-	-
Runway 3L/21R Planning	700,000	-					-	-
Runway 3R/21L Design and Pavement Evaluatior	1,200,000	-					-	-
Part 150 Study Update	386,156	326,095					-	326,095
APPLICATION NO. 7								
Airfield Snow Removal Vehicles & Equipmen	16,873,119	1,016,371	249,107	246,099	229,094		724,300	1,740,671
McNamara Terminal In-Line Explosive Detectior	110,328,130	4,277,033	799,644	974,643	898,050		2,672,337	6,949,370
Infill Island at Taxiway Y-10	811,236	62,726	5,880	7,166	6,603		19,649	82,375
Master Plan Update	946,500	61,463	6,868	8,370	7,713		22,951	84,414
Runway Surface Monitor System for RW 4L/22R	1,000,000	-					-	-
Runway and Taxiway Improvements	97,694,583	2,864,866	251,764	306,853	282,740		841,357	3,706,223
Reconstruct Runway 4R/22L (Impose Only	29,366,752	-					-	-
Total Amount Approved	$ 3,164,332,836							
Total Expenditures		$ 948,799,633	$ 25,346,429	$ 20,580,448	$ 21,167,506	$ 16,090,437	$ 83,184,820	$ 1,031,984,453
Unexpended Passenger Facility Charges		$ 50,012,564						$ 29,685,092

See accompanying independent auditors' report and the notes to schedule of passenger facility charge revenues and expenditures

(1) General

The Aviation Safety and Capacity Expansion Act of 1990 (Public Law 101-508, Title II, Subtitle B) authorized domestic airports to impose a Passenger Facility Charge (PFC) on enplaning passengers. PFCs may be used for airport projects which meet at least one of the following criteria: (1) preserve or enhance safety, security, or capacity of the national air transportation system; (2) reduce noise or mitigate noise impacts resulting from an airport; or (3) furnish opportunities for enhanced competition between or among carriers.

Since 1992, the Federal Aviation Administration (FAA) has approved six PFC applications and amendments submitted by Wayne County Airport Authority (the Authority). The most recent application was approved during fiscal year 2008 and resulted in an additional $.3 billion of collection authority from the FAA. The Authority is currently authorized to collect PFCs in the amount of $4.50 per enplaned passenger up to a total for approved collections of $3.2 billion. Project expenditures may include amounts for the payment of principal, interest, and other financing costs on bonds for which the proceeds are used to pay PFC-eligible costs on approved projects.

As of September 30, 2011, the Authority had received approximately $988.5 million of PFC revenue and interest earnings of approximately $73.2 million. The Authority had expended approximately $1.03 billion on approved projects.

(2) Basis of Accounting

The accompanying Schedule of Passenger Facility Charge Revenues and Expenditures (the Schedule) has been prepared on the cash basis of accounting, which is a comprehensive basis of accounting other than U.S. generally accepted accounting principles (GAAP).

PFC charges collected, expended, and interest earned represent amounts reported to the FAA on the Passenger Facility Charge Quarterly Status Reports and total $62.8 million, $83.2 million, and $.1 million, respectively, for the year ended September 30, 2011. The Authority also maintained a receivable of approximately $9.7 million for PFCs collected by the airlines but not remitted to the Authority as of September 30, 2011.

(3) Interest Earned

Interest income is allocated to the PFC program (the Program) based on a ratio of the Program’s cash and investments to the total Authority cash and investments included in the pooled cash funds, with the exception of funds for the Revenue Account, which are held in a separate interest-bearing account and credited directly to the Program.

DETROIT METRO • WILLOW RUN

WAYNE COUNTY AIRPORT AUTHORITY