COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the fiscal years ended September 30, 2009 and 2008

DFW

Dallas/Fort Worth International Airport, Texas

COMPREHENSIVE

ANNUAL FINANCIAL REPORT

FOR THE FISCAL YEARS ENDED

SEPTEMBER 30, 2009 & 2008

(With Independent Auditors' Report Thereon)

Prepared by
Department of Finance

Christopher A. Poinsatte
Executive Vice President and Chief Financial Officer

Dallas/Fort Worth International Airport
Comprehensive Annual Financial Report
For the Fiscal Years Ended September 30, 2009 & 2008

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Comprehensive Annual Financial Report
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INTRODUCTORY SECTION

January 26, 2010

To the Public:

Enclosed herein is the Comprehensive Annual Financial Report (CAFR) of the Dallas/Fort Worth International Airport Board (DFW or the Airport), for the fiscal years ended September 30, 2009 and 2008. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with DFW management. To the best of management's knowledge and belief, the enclosed information is accurate in all material respects and reported in a manner that presents fairly the financial position and results of operations of DFW. All disclosures necessary to enable the reader to gain an understanding of DFW's financial activities have been included.

The Comprehensive Annual Financial Report is presented in three sections: Introductory, Financial, and Statistical. The Introductory Section, which is unaudited, includes this Transmittal Letter, a list of Board Members and Airport Officials, DFW's Organizational Chart, and Award. The Financial Section includes the Independent Auditors' Report, Management's Discussion and Analysis (MD&A), Basic Financial Statements, Required Supplementary Information, and Supplementary Information. The Statistical Section, which is unaudited, includes selected financial trends, revenue capacity, debt capacity, economic and operating activity presented on a multi-year basis.

Generally Accepted Accounting Principles (GAAP) requires that management provide a narrative overview and analysis to accompany the financial statements in the form of MD&A. This Transmittal Letter should be read in conjunction with the MD&A, which can be found immediately following the Independent Auditors' Report in the Financial Section.

DFW Overview

DFW was created by the Contract and Agreement between the Cities of Dallas, Texas, and Fort Worth, Texas (the Cities), on April 15, 1968, for the purpose of developing and operating an airport as a joint venture between the Cities. DFW's Board of Directors (the Board) consists of seven members appointed by the City of Dallas and four members appointed by the City of Fort Worth. Additionally, there is one nonvoting member who rotates on an annual basis between the cities of Coppell, Euless, Grapevine, and Irving.

In addition to this Contract and Agreement, DFW is governed by several other key documents including the 30th Supplemental Bond Ordinance which modified the original 1968 Concurrent Bond Ordinance (collectively called the "Bond Ordinances"); and the Use Agreement between DFW and the signatory airlines signed in 1974. Collectively, these agreements are called the "Controlling Documents." The Use Agreement originally expired on December 31, 2009, but the Board of Directors approved a nine month extension of the Use Agreement through September 30, 2010 at its December 2009 Board meeting. DFW and the airlines are currently engaged in negotiations for a new Use Agreement that would be effective October 1, 2010.

The Controlling Documents define how DFW manages its financial and its business relationship with the airlines. DFW is a residual airport which means that the signatory airlines pay the residual net cost of operating the Airport. DFW does not collect any tax revenue to fund its operations. See the MD&A for a more complete discussion of DFW's Controlling Documents and its impact on DFW's business.

Local Economy

DFW Airport is located between the cities of Dallas and Fort Worth. DFW is the principal air carrier facility serving the North Central region of the State of Texas and the Dallas/Fort Worth metropolitan area. A population estimated at 6.3 million people makes the Metroplex the second fastest growing metropolitan area in the U.S. and the fourth largest by population among U.S. metro markets according to the 2007 to 2008 U.S. Census Bureau. This represents 26 percent of the state's population and 27 percent of the labor force. Population growth and business diversity are significant drivers of the Airport's business.

DFW's central North American location makes it the preeminent U.S. hub and connecting point for the entire continent. DFW's strategic central location, superior air service, and diverse economy are the major reasons that businesses relocate to the area and propel the Metroplex to be one of the fastest-growing and most stable economies in the country. There are 23 Fortune 500 headquarters in the Metroplex with more than 85,000 local employees. The region's diverse economy has enabled it to weather economic downturns in key sectors.

Known as the economic engine for the North Texas region, the Airport has an annual impact on the local economy of $16.6 billion and supports nearly 305,000 jobs, and $7.6 billion in payroll. These jobs consist of airport and airline employees, as well as construction, maintenance, hospitality and tourism employees.

FY 2009 in Review

During FY 2009, management continued its focus on its four key strategic results: keep DFW cost competitive and financially strong, ensure customer satisfaction, deliver operational excellence, and foster employee engagements. DFW management believes that if it focuses on achieving the four Key Drivers/Results it will be well positioned to achieve its primary business goal of growing the core business, even though much of the growth in the core business is outside of the control of management.

Keep DFW Cost Competitive and Financially Strong

DFW is in a financially strong position with total cash and investments of $1.1 billion and total unrestricted cash and investments of $623.8 million as of September 30, 2009. Unrestricted cash and investments are sufficient to cover approximately two years of operating expenses. DFW is rated AA- (Stable Outlook) by Fitch, A1 (Stable Outlook) by Moodys, and A+ (Stable Outlook) by Standard and Poors.

The airline industry uses airline Cost per Enplanement (CPE) as its key productivity measure. CPE is calculated by dividing airline cost (total expenses, plus debt service and coverage, less non-airline revenues) by the number of enplanements.

DFW's CPE in FY 2009 was $7.17, an increase of $0.32 (4.7%) from $6.85 in FY 2008, primarily due to lower enplanements (3.8%) and lower non-airline revenues, offset by lower expenses and debt service. DFW's long range goal is to remain in or near the first quartile for this measure versus its competitive set of 14 large hub US airports. In FY 2008, DFW had the 4th lowest CPE amongst its competitive set and was American Airlines' lowest-cost hub airport. Competitive information for FY 2009 is not currently available.

DFW is focused on cost containment and debt service reductions. During FY 2009 DFW reduced total operating fund expenditures $31.1 million (4.9%) from the approved budget; achieved its beginning-of-year goal of reducing airline cost by $12 million from budget despite lower non-airline revenues of $11.2 million; and was still able to contribute an incremental $7.7 million into the pension plans (more than the required budgeted contribution). DFW has had a relatively flat cost structure for the past five years because it has been able to offset approximately $80 million of scheduled/fixed cost increases over that time. In fact, actual operating expenses in FY 2009 were $10 million lower than FY 2006 and debt service and coverage is $38 million lower in the approved FY 2010 Budget and FY 2008 Actual results.

Another long term strategy is to restructure the amount of debt service paid by the airlines over the next ten years. The first phase was achieved in DFW's September 2009 bond refinancing. DFW reduced debt service by $97 million between FY 2009 and FY 2012 by deferring principal to future years. This transaction had a net present value savings of $20 million. The Plan to achieve future savings was also developed during the year.

DFW had increased non-airline revenues per enplanement five straight years from FY 2004 through FY 2008 primarily through the growth of parking, concessions, commercial development and other revenues. However, due to the recession and reduced consumer spending in FY 2009, this ratio declined.

Ensure Customer Satisfaction

DFW management believes that passengers make a choice when they fly, especially when connecting through an airport. That is the reason that DFW measures and focuses on customer satisfaction. For example, the Airport utilized survey feedback from FY 2007 and FY 2008 to initiate a $45 million terminal renovation program that included renovation of all domestic terminal bathrooms, improved lighting, new flight and gate display monitors, and other interior refurbishments. The program is 93% complete and the customer response has been positive based on the FY 2009 survey results.

During FY 2009, DFW achieved its highest score ever on the independent Airport Council International customer satisfaction survey. Based on these surveys, DFW tied for 1st place in the Americas and ranked 3rd in the world for participating airports with more than 40 million people. In addition, the DFW Grand Hyatt Hotel (owned by DFW) received the Highest Level of Customer Service by Hyatt Corporation in both 2008 and 2009 and was named Best Luxury Hotel in Dallas/Fort Worth in 2008 by Trip Advisors Travelers Choice Awards.

Deliver Operational Excellence

Operational excellence means continuous improvement year over year and continuous improvement versus the industry benchmarks. It also means peer recognition that DFW is among the best in the industry. DFW tracks the completion of its major goals and initiatives each year for reporting purposes. During FY 2009, DFW achieved or substantially completed 97% of its work plan. A few examples of some major accomplishments follow: DFW has had zero uncorrectable deficiencies in its annual FAA Part 139 inspection for the ninth year in a row. DFW achieved over 30% M/WBE participation in its construction, professional services, and goods and services categories in FY 2009 for 5 of the last 6 years. The Environmental Protection Agency (EPA) recognized DFW as being one of the largest local government green power purchasers of clean renewable energy in the country. DFW completed its Master Planning process and will begin to redevelop its four older domestic terminals in FY 2010 (see further discussion in Capital Programs section below).

Foster Employee Engagement

DFW measures employee engagement through surveys, then uses the information to implement change. Management believes that an engaged workforce will produce better results over time. Over the past five years DFW has significantly increased employee engagement from 60% to 67% and is approaching first quartile performance (69%) as compared to other companies that participate in this independent survey. DFW's long range goal is to be in the first quartile. Engagement can also be measured by survey participation. In FY 2009, 86% of all employees completed the survey, up from 84% in FY 2008. Some of the changes made in FY 2009 include: developed DFW LiveWell Program measurements to reduce health risks and increase participation, implemented new corrective action policies to enhance accountability, and improved the job posting process for better transparency.

Grow the Core Business

The primary leading indicators for the airline industry are gross domestic product and fuel prices, both of which have trended negatively since the middle of 2008. Accordingly, FY 2009 was a challenging year for DFW and the airline industry. DFW's enplanements decreased 3.8% in FY 2009 from FY 2008 and signatory cargo landed weights decreased 12.7% to 2.9 billion pounds in FY 2009. However, DFW fared well compared to other major airports during FY 2009. Only three major U.S. hub airports experienced a lower decline in passengers than DFW. DFW performed better than American Airlines' other major hubs in Chicago (ORD), Los Angeles (LAX), New York (JFK) and Miami (MIA). DFW was able to add several new destinations in FY 2009. American Airlines added new international service to Madrid, Spain and American Eagle added seven new domestic locations including Manhattan, KS; Lafayette LA; Brownsville, TX; Lake Charles, LA; Bloomington, IL; Montgomery, AL; and Tallahassee, FL. Sun Country added service to Branson, Mo. In September 2009 American Airlines announced the addition of 19 new flights in November 2009. Yangtze River Express began cargo service at DFW in May 2009.

Natural Gas Drilling Lease

In August 2006, the Cities of Dallas and Fort Worth approved a lease between DFW and Chesapeake Energy Corporation (Chesapeake) to begin natural gas exploration on the Airport's 18,000 acres. The lease was signed by DFW and Chesapeake on October 5, 2006. Under the terms of the lease, Chesapeake paid DFW an initial non-refundable payment of $185.6 million on October 5, 2006 for the rights to drill for natural gas on the Airport and agreed to pay DFW a 25% royalty on future natural gas gross revenues as defined in the lease. As of September 30, 2009 there were 101 producing wells and 30.5 miles of pipeline constructed. As a result of low natural gas prices, Chesapeake suspended the drilling of new wells at DFW and moved its rigs to other locations. It is uncertain when or if Chesapeake will drill new wells at DFW.

Natural gas proceeds, for the lease payment and royalties, are not considered "gross revenues" of the Airport per DFW's Controlling Documents because they represent the sale of mineral rights. The Controlling Documents require that these funds be deposited into the Capital Improvement Fund (301 Fund). The $185.6 million payment was recognized as operating revenue over a two year period (FY 2007 and FY 2008) because the payment covered an initial contract period of two years. Natural gas production began on September 28, 2007. DFW earned $23.4 million and $35 million of royalty income in FY 2009 and FY 2008, respectively. Proceeds from Chesapeake representing surface and pipeline fees are considered "gross revenues" of the Airport and are used to offset airline rates and charges. These fees amounted to $2.8 million and $4.2 million in FY 2009 and FY 2008, respectively.

Financial Information

The DFW Board and management are responsible for establishing and maintaining internal controls designed to ensure that the assets of DFW are protected from loss, theft, or misuse, and to ensure that adequate accounting data is compiled to allow for preparation of financial statements in conformity with generally accepted accounting principles. Internal controls are designed to provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that the cost of a control should not exceed the benefits likely to be derived, and the valuation of costs and benefits requires estimates and judgments by management.

As a recipient of federal, state, and local financial assistance, the Board and management are also responsible for ensuring that adequate internal controls are in place to ensure and document compliance with applicable laws and regulations related to these programs. This internal control is subject to periodic evaluation by management and internal audit staff of DFW.

As of September 30, 2009, DFW has 222 approved capital projects in process for a total estimated cost of $601.1 million upon completion. Of this total, $320.7 million had been expended by year end and an additional $106.9 million is under contract and committed, leaving approximately $173.5 million remaining to be committed and spent. Some of the larger projects include $45 million for a terminal renewal program (nearly complete), $12.8 million for a consolidated data center (nearly complete), $49.4 million for a roadway improvement program, $18.6 million for development of an airport water reclamation system, $35 million for in-line baggage explosive detection screening system in Terminal A, and $30 million for preliminary design of a new Terminal Development Plan (TDP).

DFW expects to finalize its Airport Development Plan (ADP) update in early FY 2010. It will identify a detailed ten year Capital Improvement Program (CIP) and include a Terminal Development Plan (TDP) to re-life and redevelop DFW's four older domestic terminals as well as a non-TDP component for other non-terminal capital programs. The TDP is estimated to cost between $1.5 billion and $2.0 billion. The TDP is currently in the programming and preliminary design phase. The non-TDP component is estimated to cost between $800 million to $900 million over the next ten years and includes both renewal and enhancement to airfield, support facilities, infrastructure, rolling stock, commercial development, and equipment. DFW is working closely with the airlines on the ADP and expects preapproval of the major elements of the ADP and associated financing to be included in the new Airline Use Agreement that is being negotiated.

DFW maintains extensive budgetary controls to ensure that expenditures are made in compliance with the Controlling Documents. There were no significant changes to DFW's financial policies that had an impact on the financial statements.

Independent Audit

KPMG LLP performed the audits for the years ended September 30, 2009 and 2008. Their report is included in this CAFR. In conjunction with the annual audit, KPMG performs an audit consistent with the Single Audit Act Amendments of 1996 and the Office of Management and Budget Circular A-133, ***Audits of States, Local Governments and Non-Profit Organizations***, and applicable grant award guidelines relating to FAA grants in progress during the year. These reports have not been included in this report, but are available from DFW.

Awards

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to DFW for its comprehensive annual financial report for the fiscal year ended September 30, 2008. This was the nineteenth consecutive year that DFW has achieved this award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized comprehensive annual financial report. This report must satisfy both accounting principles generally accepted in the United States of America and applicable legal requirements.

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

Acknowledgements

The completion of this report could not have been accomplished without the efficient and dedicated service of the entire Finance Department. We would like to express our appreciation to all members of the department who assisted in and contributed to its preparation.

Respectfully submitted,

Jeffrey P. Fegan

Jeffrey P. Fegan

Chief Executive Officer

Christopher A. Poinsatte

Chris Poinsatte

Executive Vice President
Chief Financial Officer

BOARD OF DIRECTORS

AT SEPTEMBER 30, 2009

Benjamin Muro, Chair	Francisco Hernandez, Vice Chair
Robert Hsueh, Secretary	Mayor Thomas Leppert
Mayor Mike Moncrief	Lillie M. Biggins
Betty J. Culbreath	Brenda E. Reyes
Forrest Smith	Bernice J. Washington
Jeffrey K. Wentworth	Allan Meagher (nonvoting member)

AIRPORT OFFICIALS

AT SEPTEMBER 30, 2009

Jeffrey P. Fegan, Chief Executive Officer

Christopher A. Poinsatte, Executive Vice President & Chief Financial Officer

Kenneth Buchanan, Executive Vice President, Revenue Management

James M. Crites, Executive Vice President, Operations

Joseph Lopano, Executive Vice President, Marketing

Philip Ritter, Executive Vice President, Government and Stakeholders Affairs

Linda V. Thompson, Executive Vice President, Administration and Diversity

Dallas/Fort Worth International Airport Organizational Chart

- **Board of Directors**
  - Gary E. Keane, General Counsel
  - Jeffrey P. Fegan, Chief Executive Officer
    - Christopher A. Poinsatte, Executive V.P. Finance & ITS (CFO)
      - Max Underwood, V.P. Finance
      - William L. Flowers, V.P. Information Technology Services
      - Mike Phemister, V.P. Treasury Management
    - Linda V. Thompson, Executive V.P. Admin. & Diversity
      - Greg Spoon, V.P. Procurement & Materials Mgmt.
      - Don T. O'Bannon, V.P. Business Diversity & Development
      - Thomas Dallam, V.P. Human Resources
      - Norma Essary, V.P. Risk Management
      - Cris Zertuche-Wong, A.V.P. Internal Communications & Diversity
    - James M. Crites, Executive V.P. Operations
      - Carol Davis, V.P. Asset Management
      - Rusty T. Hodapp, Interim V.P. Operations
      - Dan C. Bergman, V.P. Environmental Affairs
      - Alan Black, V.P. Public Safety
      - Rusty T. Hodapp, V.P. Energy & Transportation Mgmt.
      - Andy Bell, V.P. Planning
      - Perfecto M. Solis, V.P. Airport Development & Engineering
    - Kenneth Buchanan, Executive V.P. Revenue Management
      - John Terrell, V.P. Commercial Development
      - Zenola Campbell, V.P. Concessions
      - Armin J. Cruz, V.P. Parking
    - Joe Lopano, Executive V.P. Marketing & Terminal Management
      - Position Vacant, V.P. Air Service Development
      - Jeffrey D. Benvegnu, V.P. Aviation Real Estate
      - Byford E. Treanor, V.P. Customer Service
      - Sharon McCloskey, V.P. Marketing
    - Phil Ritter, Executive V.P. Governmental & Stakeholder Affairs
      - Position Vacant, V.P. Public Affairs
      - Colleen Dziuban, A.V.P. Govt. & Stakeholder Affairs
  - Robert R. Darby, Audit Services

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Dallas/Fort Worth International Airport, Texas

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
September 30, 2008

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.

President

Executive Director

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FINANCIAL SECTION

KPMG

KPMG LLP
Suite 3100
717 North Harwood Street
Dallas, TX 75201-6585

Independent Auditors' Report

The Board of Directors
Dallas/Fort Worth International Airport:

We have audited the accompanying financial statements of the business-type activities and the remaining fund information of the Dallas/Fort Worth International Airport (the Airport) as of and for the years ended September 30, 2009 and 2008, which collectively comprise the Airport's basic financial statements as listed in the table of contents. These financial statements are the responsibility of the Airport's management. Our responsibility is to express opinions on these financial statements based on our audits. We did not audit the financial statements of the Pension Trust Fund and the Other Postemployment Benefits (OPEB) Trust Fund, which represent the remaining fund information for 2009 and 2008. We also did not audit the financial statements of the Public Facility Improvement Corporation (PFIC), which represents 1.9%, 1.8%, and 5.1%, respectively, of the assets, net assets, and operating revenues of the business-type activities in 2009 and 1.8%, 1.6%, and 4.5%, respectively, of the assets, net assets, and operating revenues of the business-type activities in 2008. Those financial statements were audited by other auditors whose reports thereon have been furnished to us, and our opinions, insofar as they relate to the amounts included for these entities, are based solely on the reports of the other auditors.

We conducted our audits 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. The financial statements of the Pension Trust Fund, the OPEB Trust Fund, and PFIC were not audited in accordance with *Government Auditing Standards*. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Airport's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits and the reports of other auditors provide a reasonable basis for our opinions.

In our opinion, based on our audits and the reports of other auditors, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and the remaining fund information of the Dallas/Fort Worth International Airport as of September 30, 2009 and 2008, and the respective changes in financial position and, where applicable, cash flows thereof for the years then ended, in conformity with U.S. generally accepted accounting principles.

As described in note (1)(c) to the financial statements, as of September 30, 2009, the Airport adopted Governmental Accounting Standards Board Statement No. 49, *Accounting and Financial Reporting for Pollution Remediation Obligations*.

In accordance with *Government Auditing Standards,* we have also issued our report dated January 26, 2010 on our consideration of the Airport's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The management's discussion and analysis and the schedules of funding progress on pages 3 through 19 and 54 through 55, respectively, are not a required part of the basic financial statements but are supplementary information required by U.S. generally accepted accounting principles. We and the other auditors have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Airport's basic financial statements. The introductory section, supplementary information, and statistical section are presented for purposes of additional analysis and are not a required part of the basic financial statements. The supplementary information has been subjected to the auditing procedures applied by us and the other auditors in the audit of the basic financial statements and, in our opinion, based on our audits and the reports of other auditors, is fairly stated in all material respects in relation to the basic financial statements taken as a whole. The introductory section and statistical section have not been subjected to the auditing procedures applied by us and the other auditors in the audit of the basic financial statements, and accordingly, we express no opinion on them.

KPMG LLP

January 26, 2010

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following discussion and analysis of the financial performance and activity of the Dallas/Fort Worth International Airport ("DFW" or "the Airport") provides an introduction and understanding of DFW's Basic Financial Statements for the fiscal years ended September 30, 2009 and September 30, 2008. The Airport is a business-type activity and as such DFW's Basic Financial Statements and Required Supplementary Information consist of Management's Discussion and Analysis (MD&A); Statements of Net Assets; Statements of Revenues, Expenses, and Changes in Net Assets; Statements of Cash Flows; and Notes to the Basic Financial Statements. Also included are the Statements of Fiduciary Net Assets; Statements of Changes in Fiduciary Net Assets; and a Schedule of Funding Progress for the Airports Fiduciary Funds which have a December 31st year end. The MD&A has been prepared by management and should be read in conjunction with the Basic Financial Statements and the attached notes.

DFW's Controlling Documents

DFW was created by a Contract and Agreement between the Cities of Dallas and Fort Worth (the Cities), dated April 15, 1968, for the purpose of developing and operating an airport as a joint venture between the Cities. In addition to this Contract and Agreement, DFW is governed by several other key documents including the 30th Supplemental Bond Ordinance which modified the original 1968 Concurrent Bond Ordinance (collectively called the "Bond Ordinances"); and the Use Agreement between DFW and the signatory airlines signed in 1974. The original Use Agreement, which expires on December 31, 2009, was extended by the Board of Directors in December 2009 through September 30, 2010 to give the Airport and airlines the opportunity to complete negotiations on a new agreement. Collectively, these agreements are called the "Controlling Documents."

The Controlling Documents define how DFW manages its financial affairs and its business relationship with the airlines. DFW is a residual airport which means that the signatory airlines pay the residual net cost of operating the Airport. DFW does not collect local tax revenue to fund its operations. DFW operates as an Enterprise Fund as required by governmental reporting.

Each year, management prepares an Annual Budget (approved by the DFW Board and the Cities) of projected expenditures for the Operating Revenue and Expense Fund (commonly referred to as the "102 Fund"). This budget includes DFW's projected operating expenses excluding depreciation, plus annual debt service (interest and principal), plus an amount sufficient to pay an additional 25% of the aggregate annual debt service (defined as "Coverage"), plus any incremental amount sufficient to maintain an operating reserve up to 90 days.

DFW also budgets non-airline revenues (e.g., parking, concessions, and ground leases) and non-operating revenues (e.g., interest income, Passenger Facility Charges (PFC); then accumulates these revenues and expenses into "cost centers" to calculate the required airline and tenant revenues (primarily landing fees and terminal rents) that must be collected during the year so that total forecasted revenues equal total forecasted expenditures. Landing fee revenue is the ultimate "balancer" to ensure that forecasted operating revenues equal forecasted expenditures. The landing fee rate is calculated by dividing total required landing fee revenues by total projected Signatory Airline landed weights per thousand pounds. Management then uses this information to prepare an annual Schedule of Rates, Fees, and Charges (approved by the Board) which is the basis for charging the airlines, tenants, and other airport users for DFW services during the fiscal year.

At the end of the year, a reconciliation or settlement of the 102 Fund is computed using actual revenues and actual expenses. Depending on whether an individual signatory airline has overpaid or underpaid during the year, it receives a refund or is billed an additional payment. The attached financial statements reflect the results of operations after the settlement has been calculated.

DFW's Bond Ordinances require DFW to collect an additional 25% of aggregate annual debt service for debt coverage. During the fiscal year, these funds are held in reserve to pay debt service if required. After the fiscal year, these funds are transferred to the Capital Improvement Fund (CIF). DFW's Controlling Documents govern the allocation and use of the CIF. The CIF may be used to pay any costs of the Airport, extraordinary operating and maintenance (O&M) expenses, debt service if necessary, or for any other lawful purpose. Historically, DFW has used these funds for capital projects although a portion of the CIF funds are transferred back to the 102 Fund each year. In certain circumstances in the past, DFW has transferred incremental lump sum amounts from the CIF to the 102 Fund to provide additional financial relief to the airlines.

The CIF is allocated among three accounts: Airline Trust Accounts (400 Fund); the Airport's Discretionary Account (302 Fund); and the Common Capital Improvement Account (301 Fund).

Although DFW uses the word "fund" to designate the source and prospective use of proceeds, DFW is an enterprise fund and does not utilize traditional "fund accounting" commonly used by government organizations. The following table summarizes the primary funds used by DFW and whether the related cash is restricted or not restricted:

Fund Number	Fund Description	Primary Use	Restricted (R) Not Restricted (NR)
101	Fixed Assets/LT Debt	Fixed Assets/Debt	R
102	Operating Revenue and Expense	Operations	NR
252	Passenger Facility Charges (PFC)	Capital/Debt Service	R
301	CIF -Common Capital Improvement Account	Capital	NR
302	CIF - Airport Discretionary Account	Capital	NR
304-314	Various Funds	Capital	NR
315	Non-CDP Bond Sales	Capital	R
316	ATSAC Reimbursement Account	Capital	NR
400s	CIF - Airline Trust Account	Capital	NR
500/600	Debt Service and Sinking Funds	Debt Service	R
907	FIC - Rental Car Facility	Rental Car Facility	R
910	PFIC - Grand Hyatt Hotel	Hotel	R

The basic financial statements include all of DFW's funds. DFW manages its day-to-day airport operations primarily through the 102 Fund in accordance with the Controlling Documents. The Airport's financial statements include all of the transactions of the Public Facility Improvement Corporation (PFIC), which operates the Grand Hyatt Hotel, and the Facility Improvement Corporation (FIC) which funded the construction of the Rental Car Facility (RAC) through the issuance of debt. Although the FIC and PFIC are legally separate entities, the financial transactions of both have been combined into the Airport's Enterprise Fund due to their nature and significance to the Airport. The FIC and PFIC are considered blended component units because the component units governing bodies are substantively the same as DFW, the primary government. In addition, the component units provide direct benefits exclusively or almost exclusively to DFW, the primary government.

Operational and Financial Highlights

DFW utilizes a performance measurement process that is closely aligned with the Airport's Strategic Plan shown in the graphic below.

DFW management believes that if it focuses on achieving the four Key Drivers/Results it will be well positioned to achieve its primary business goal of growing the core business, even though much of the growth in the core business is outside of the control of management.

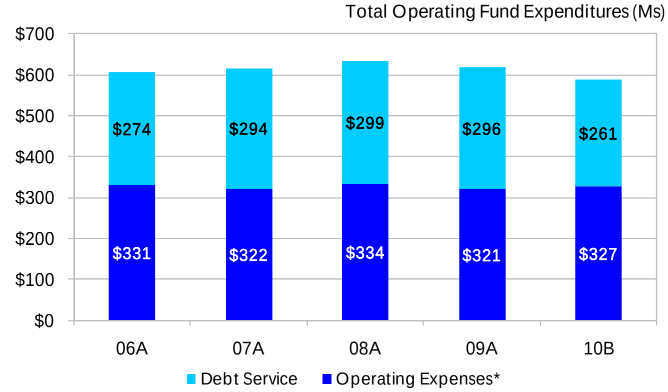
Keep DFW Cost Competitive and Financially Strong

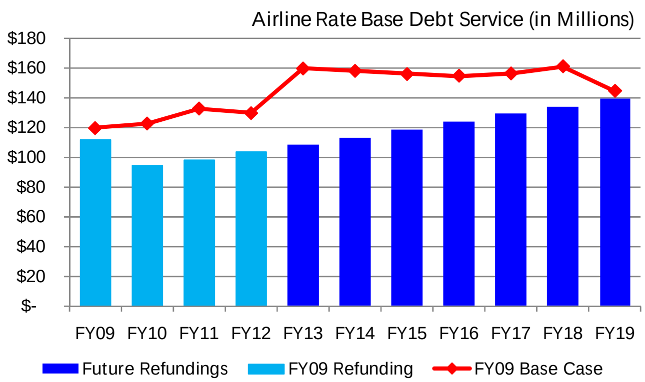
DFW is in a financially strong position with total cash and investments of $1.1 billion and total unrestricted cash and investments of $623.8 million as of September 30, 2009. Unrestricted cash and investments are sufficient to cover approximately two years of operating expenses. DFW is rated AA- (Stable Outlook) by Fitch, A1 (Stable Outlook) by Moodys, and A+ (Stable Outlook) by Standard and Poors.

The airline industry uses airline Cost per Enplanement (CPE) as its key productivity measure. CPE is calculated by dividing airline cost (total expenses, plus debt service and coverage, less non-airline revenues) by the number of enplanements.

DFW's CPE in FY 2009 was $7.17, an increase of $0.32 (4.7%) from $6.85 in FY 2008, primarily due to lower enplanements (3.8%) and lower non-airline revenues, offset by lower expenses and debt service. DFW's long range goal is to remain in or near the first quartile for this measure versus its competitive set of 14 large hub US airports. In FY 2008, DFW had the 4th lowest CPE amongst its competitive set and was American Airlines' lowest-cost hub airport. Competitive information for FY 2009 is not currently available.

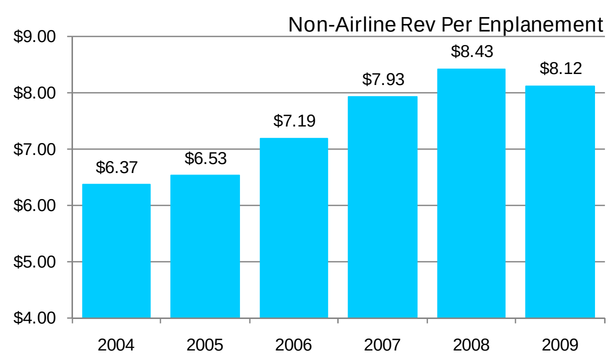
DFW is focused on cost containment and debt service reductions. During FY 2009 DFW reduced total operating fund expenditures $31.1 million (4.9%) from the approved budget; achieved its beginning-of-year goal of reducing airline cost by $12 million from budget despite lower non-airline revenues of $11.2 million; and was still able to contribute an incremental $7.7 million into the pension plans (more than the required budgeted contribution). The chart shows that DFW has had a relatively flat cost structure for the past five years because it has been able to offset approximately $80 million of scheduled/fixed cost increases over that time. In fact, actual operating expenses in FY 2009 were $10 million lower than FY 2006 and debt service and coverage is $38 million lower in the approved FY 2010 Budget and FY 2008 Actual results.





Another long term strategy is to restructure the amount of debt service paid by the airlines over the next ten years (see line on chart). The first phase was achieved in DFW's September 2009 bond refinancing (light bars). DFW reduced debt service by $97 million between FY 2009 and FY 2012 by deferring principal to future years. This transaction had a net present value savings of $20 million. The Plan to achieve future savings was also developed during the year.

DFW had increased non-airline revenues per enplanement five straight years from FY 2004 through FY 2008 primarily through the growth of parking, concessions, commercial development and other revenues. However, due to the recession and reduced consumer spending in FY 2009, this ratio declined.



Ensure Customer Satisfaction

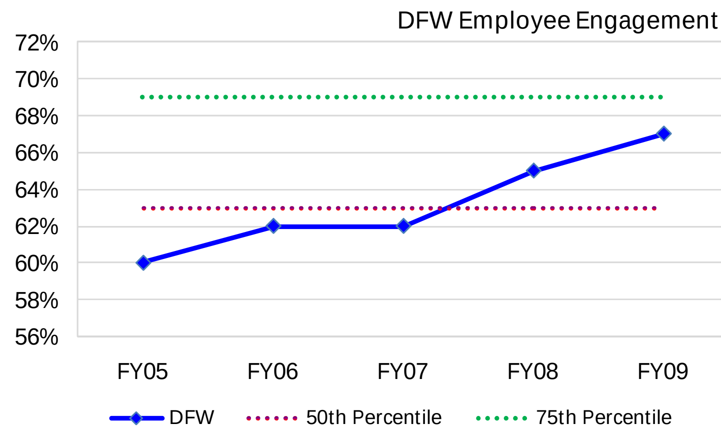
DFW management believes that passengers make a choice when they fly, especially when connecting through an airport. That is the reason that DFW measures and focuses on customer satisfaction. For example, the Airport utilized survey feedback from FY 2007 and FY 2008 to initiate a $45 million terminal renovation program that included renovation of all domestic terminal bathrooms, improved lighting, new flight and gate display monitors, and other interior refurbishments. The program is 93% complete and the customer response has been positive based on the FY 2009 survey results.

During FY 2009, DFW achieved its highest score ever on the independent Airport Council International customer satisfaction survey. Based on these surveys, DFW tied for 1st place in the Americas and ranked 3rd in the world for participating airports with more than 40 million people. In addition, the DFW Grand Hyatt Hotel (owned by DFW) received the Highest Level of Customer Service by Hyatt Corporation in both 2008 and 2009 and was named Best Luxury Hotel in Dallas/Fort Worth in 2008 by Trip Advisors Travelers Choice Awards.

Deliver Operational Excellence

Operational excellence means continuous improvement year over year and continuous improvement versus the industry benchmarks. It also means and being recognized by industry peers as being among the best in the industry. DFW tracks the completion of its major goals and initiatives each year for reporting purposes. During FY 2009, DFW achieved or substantially completed 97% of its work plan. A few examples of some major accomplishments follow: DFW has had zero uncorrectable deficiencies in its annual FAA inspection for the ninth year in a row. DFW achieved over 30% M/WBE participation in its construction, professional services, and goods and services categories in FY 2009 for 5 of the last 6 years. The Environmental Protection Agency (EPA) recognized DFW as being one of the largest local government green power purchasers of clean renewable energy in the country. DFW completed its Master Planning process and will begin to redevelop its four older domestic terminals in FY 2010 (see further discussion in Capital Programs section below).

Foster Employee Engagement



DFW measures employee engagement through surveys, then uses the information to implement change. Management believes that an engaged workforce will produce better results over time. Over the past five years DFW has significantly increased employee engagement from 60% to 67% and is approaching first quartile performance (69%) as compared to other companies that participate in this independent survey. DFW's long range goal is to be in the first quartile. Engagement can also be measured by survey participation. In FY 2009, 86% of all employees completed the survey, up from 84% in FY 2008. Some of the changes made in FY 2009 include: developed DFW LiveWell Program measurements to reduce health risks and increase participation, implemented new corrective action policies to enhance accountability, and improved the job posting process for better transparency.

Grow the Core Business

The primary leading indicators for the airline industry are gross domestic product and fuel prices, both of which have trended negatively since the middle of 2008. Accordingly, FY 2009 was a challenging year for DFW and the airline industry. DFW's enplanements decreased 3.8% in FY 2009 from FY 2008 and signatory cargo landed weights decreased 12.7% to 2.9 billion pounds in FY 2009. However, DFW fared well compared to other major airports during FY 2009. Only three major U.S. hub airports experienced a lower decline in passengers than DFW and DFW performed better than American Airlines' other major hubs in Chicago (ORD), Los Angeles (LAX), New York (JFK) and Miami (MIA). DFW was able to add several new destinations in FY 2009. American Airlines added new international service to Madrid, Spain and American Eagle added seven new domestic locations including Manhattan, KS; Lafayette LA; Brownsville, TX; Lake Charles, LA; Bloomington, IL; Montgomery, AL; and Tallahassee, FL. Sun Country added service to Branson, Mo. In September 2009 American Airlines announced the addition of 19 new flights in November 2009. Yangtze River Express began cargo service at DFW in May 2009.

Natural Gas Drilling Lease

In August 2006, the Cities of Dallas and Fort Worth approved a lease between DFW and Chesapeake Energy Corporation (Chesapeake) to begin natural gas exploration on the Airport's 18,000 acres. The lease was signed by DFW and Chesapeake on October 5, 2006. Under the terms of the lease, Chesapeake paid DFW an initial non-refundable payment of $185.6 million on October 5, 2006 for the rights to drill for natural gas on the Airport and agreed to pay DFW a 25% royalty on future natural gas gross revenues as defined in the lease. As of September 30, 2009 there were 101 producing wells and 30.5 miles of pipeline constructed. As a result of low natural gas prices, Chesapeake suspended the drilling of new wells at DFW and moved its rigs to other locations. It is uncertain when or if Chesapeake will drill new wells at DFW.

Natural gas proceeds for the lease payment and royalties, are not considered "gross revenues" of the Airport per DFW's Controlling Documents because they represent the sale of mineral rights. The Controlling Documents require that these funds be deposited into the Capital Improvement Fund (301 Fund). The $185.6 million payment was recognized as operating revenue over a two year period (FY 2007 and FY 2008) because the payment covered an initial contract period of two years. Natural gas production began on September 28, 2007. DFW earned $23.4 million and $35 million of royalty income in FY 2009 and FY 2008, respectively. Proceeds from Chesapeake representing surface and pipeline fees are considered "gross revenues" of the Airport and are used to offset airline rates and charges. These fees amounted to $2.8 million and $4.2 million in FY 2009 and FY 2008, respectively.

Capital Programs and Airport Development Plan Update

As of September 30, 2009, DFW has 222 approved capital projects in process for a total estimated cost of $601.1 million upon completion. Of this total, $320.7 million had been expended by year end and an additional $106.9 million is under contract and committed, leaving approximately $173.5 million remaining to be committed and spent. Some of the larger projects include $45 million for a terminal renewal program (nearly complete), $12.8 million for a consolidated data center (nearly complete), $49.4 million for a roadway improvement program, $18.6 million for development of an airport water reclamation system, $35 million for in-line baggage explosive detection screening system in Terminal A, and $30 million for preliminary design of a new Terminal Development Plan (TDP).

DFW expects to finalize its Airport Development Plan (ADP) update in early FY 2010. It will identify a detailed ten year Capital Improvement Program (CIP) and include a Terminal Development Plan (TDP) to re-life and redevelop DFW's four older domestic terminals as well as a non-TDP component for other non-terminal capital programs. The TDP is estimated to cost between $1.5 billion and $2.0 billion. The TDP is currently in the programming and preliminary design phase. The non-TDP component is estimated to cost between $800 million to $900 million over the next ten years and includes both renewal and enhancement to airfield, support facilities, infrastructure, rolling stock, commercial development, and equipment. DFW is working closely with the airlines on the ADP and expects preapproval of the major elements of the ADP and associated financing to be included in the new Airline Use Agreement that is being negotiated.

DFW Business and Operations Overview

FY 2009 was another challenging year for the airline and airport industries due to an economic recession. Accordingly, almost all U.S. airports experienced declines in enplanements, operations and landed weights in FY 2009 as compared to FY 2008. The downturn began in the summer of 2008 when fuel prices began to increase significantly.

The following table highlights changes in the Airport's key operating statistics for the past three years.

Key Operating Information	For the Year Ended FY 2009	FY 2008	FY 2007
Enplanements (000s)	27,947	29,055	29,852
Total Passengers (000s)	55,922	58,106	59,746
Aircraft Operations (000s)	633	659	688
Cargo (tons in 000s)	626	748	802
Cargo Landed Weight (in millions)	3,064	3,440	3,561
Landed Weight (in millions)	36,185	37,596	39,121
Cost per Enplaned Passenger	$ 7.17	$ 6.85	$ 6.47
Average Landing Fee	$ 4.54	$ 4.37	$ 3.95

FY 2009 Compared to FY 2008

DFW had 55.9 million passengers in FY 2009, a 3.8% decrease from 58.1 million passengers in FY 2008 due to reduction in frequency of scheduled flights due to fuel costs and the economic downturn. American Airlines (including American Eagle) increased it's market share of passengers to 85.4% in FY 2009 compared to 85.3% in FY 2008. DFW's second largest passenger airline from a market share perspective, US Airways' had 2.5% of the passengers in FY 2009 compared to 2.3% in FY 2008.

Aircraft operations decreased 3.9% to 633,000 in FY 2009 from 659,000 in FY 2008 and total landed weights decreased 3.8% to 36.2 billion pounds in FY 2009 from 37.6 billion pounds in FY 2008, primarily due to the reduction of scheduled flights due to economic conditions and the continued downsizing of aircraft by passenger airlines. Cargo tons decreased 16.3% to 626,000 in FY 2009 from 748,000 in FY 2008 due to the global economic downturn. American Airlines share of DFW's total operations decreased from 82.2% in FY 2008 to 81.1% in FY 2009; and landed weights increased from 76.3% in FY 2008 to 77.2% in FY 2009. US Airways' share of DFW's total operations increased from 1.8% in FY 2008 to 1.9% in FY 2009; and landed weights decreased from 2.2% in FY 2008 to 2.1% in FY 2009.

Cost per Enplanement (CPE) measures the net cost to the passenger airlines primarily for landing fees and terminal related fees divided by the total number of enplaned passengers. Average landing fees represents the total landing fees paid by the signatory airlines after settlement divided by total landed weights per 1000 pounds. Cost per enplaned passenger increased from $6.85 in FY 2008 to $7.17 in FY 2009 and the average landing fee increased from $4.37 in FY 2008 to $4.54 in FY 2009 due to the lower number of enplanements and landed weights and lower parking and concessions revenues.

FY 2008 Compared to FY 2007

DFW had 58.1 million passengers in FY 2008, a 2.7% decrease from 59.7 million passengers in FY 2007 due to reduction in frequency of scheduled flights due to fuel costs and the economic downturn. American Airlines (including American Eagle) increased it's market share of passengers to 85.3% in FY 2008 compared to 84.7% in FY 2007. US Airways' (including America West) passengers were 2.3% in FY 2008 compared to 2.4% in FY 2007.

Aircraft operations decreased 4.2% to 659,000 in FY 2008 from 688,000 in FY 2007 and total landed weights decreased 3.9% to 37.6 million pounds in FY 2008 from 39.1 million pounds in FY 2007, primarily due to the reduction of scheduled flights due to fuel costs and the economic conditions. Cargo tons decreased 6.7% to 748,000 in FY 2008 from 802,000 in FY 2007 due to the global economic downturn. American Airlines share of DFW's total operations increased from 79.7% in FY 2007 to 82.2% in FY 2008; and landed weights increased from 83.8% in FY 2007 to 84.9% in FY 2008.

US Airways' share of DFW's total operations decreased from 1.9% in FY 2007 to 1.8% in FY 2008; and landed weights decreased from 2.4% in FY 2007 to 2.2% in FY 2008.

Cost per enplanement increased from $6.47 in FY 2007 to $6.85 in FY 2008 and the average landing fee increased from $3.95 in FY 2007 to $4.37 in FY 2008 due to lower landed weights and increases in operating costs, partially offset by higher non-airline revenues.

Revenues, Expenses, and Change in Net Assets:

The following table is a summary of Revenues, Expenses, Net Non-Operating Revenues, and Increase (Decrease) in Net Assets for the years ending September 30, 2009, 2008, and 2007. The decrease in net assets in FY 2009 as compared to FY 2008 is primarily due to the natural gas non-refundable payment recognized in FY 2008 and FY 2007. The increase in net assets in FY 2008 as compared to FY 2007 is primarily due to royalty income on natural gas that began in FY 2008. Detailed descriptions and variances of the components of revenues, expenses and non-operating revenues are described in the sections below.

	For the Year Ended (000s)		
Increase(Decrease) in Net Assets	FY2009	FY 2008	FY 2007
Operating revenues	$ 499,840	$627,160	$570,247
Operating expenses	(565,599)	(566,023)	(542,534)
Operating income (loss)	(65,759)	61,137	27,713
Non-operating expenses, net	(80,019)	(44,237)	(35,430)
Income(loss) before capital contributions	(145,778)	16,901	(7,717)
Capital contributions	44,609	36,456	36,206
Increase(decrease) in net assets	$ (101,169)	$ 53,357	$ 28,489

Operating Revenues:

The following table highlights the major components of operating revenues for the fiscal years ended September 30, 2009, 2008, and 2007. Significant variances are explained below.

	For the Year Ended (000s)		
Operating Revenues:	FY 2009	FY 2008	FY 2007
Landing fees	$ 164,744	$ 164,841	$ 155,562
Parking	92,728	103,875	106,911
Natural Gas	26,255	131,886	92,608
Ground and facility leases	51,370	54,814	50,252
Concessions	46,185	49,071	45,252
Terminal rent and use fees	41,869	42,632	43,766
Grand Hyatt Hotel	25,290	28,234	26,853
Utility services	16,795	18,217	17,742
RAC transportation	8,430	7,224	-
Employee transportation	8,383	8,358	7,647
Taxi, limo and shuttle fees	5,825	6,695	6,620
Other	11,967	11,314	17,034
Total Operating Revenues	$ 499,840	$ 627,160	$ 570,247

FY 2009 Compared to FY 2008

Landing fees are paid by signatory and non-signatory airlines based on the weight of the various aircraft that land at DFW. Signatory airlines are the airlines that sign a Use Agreement with DFW. Landing fees decreased $0.1 million (0.1%), from $164.8 million in FY 2008 to $164.7 million in FY 2009 due to the net impact of a higher average landing fee rates and lower landed weights (see above). The average landing fee in FY 2009 was $4.54 per 1,000 pounds as compared to $4.37 per 1,000 pounds in FY 2008. Signatory airlines paid approximately 98.8% of total landing fees in FY 2009.

Parking fees are based on the length of time that customers park or access airport property. DFW's primary parking products include terminal ($17 per day), infield ($14 per day), express ($10-$11 per day) and remote ($7 per day). Parking revenue decreased $11.1 million (10.7%), from $103.9 million in FY 2008 to $92.7 million in FY 2009 due to a decrease in passengers and passengers switching to lower price parking options. Terminal parking revenues account for 65.7% and 68.2% of total parking revenues in FY 2009 and FY 2008.

Under the terms of a lease, Chesapeake paid DFW an initial non-refundable payment of $185.6 million on October 5, 2006 for the rights to drill for natural gas on the Airport. DFW recognized the payment over two years since the payment covered a two year period, FY 2007 and FY 2008. The decrease in natural gas revenue of $105.6 million (80.1%) from $131.9 million in FY 2008 to $26.3 million in FY 2009 was largely due to the non-refundable payment of $92.6 million recognized in FY 2008 and a decline of $11.6 million in royalty income due to the decline in natural gas prices in FY 2009.

Ground and facility lease revenues consist primarily of ground leases of Airport property, various facility leases, and percentage rents on the Rental Car Facility (RAC), Hyatt Regency Hotel, and other. Ground and facility lease revenue decreased $3.4 million from $54.8 million in FY 2008 to $51.4 million in FY 2009 primarily due to decreases in Rent-A-Car and Hyatt Regency Hotel percentage rent revenues. The ground lease and percentage rents on the RAC accounted for 50.4% of ground and facility lease revenues in FY 2009 and 51.6% in FY 2008.

Concession revenues (e.g., food and beverage, retail, passenger services, and advertising) offset terminal rent required from the signatory airlines. Concession revenues decreased $2.9 million (5.9%), from $49.1 million in FY 2008 to $46.2 million in FY 2009, primarily due to fewer passengers in FY 2009.

Terminal rent and use fees ("Terminal Revenues") include terminal rent from gates leased primarily by signatory airlines; gate use fees from DFW-owned gates; Federal Inspection Service (FIS) fees ($4.80 per departing international passenger in Terminal D). The Controlling Documents require the signatory airlines to pay terminal rent equal to the cost of terminal operations, plus allocated debt service, and overhead, minus concessions revenue. Terminal revenues decreased $0.8 million, from $42.6 million in FY 2008 to $41.9 million in FY 2009. The decrease is due to lower FIS fees.

The Grand Hyatt Hotel operations include room rental, food and beverage and other revenues. Revenues decreased $2.9 million (10.4%), from $28.2 million in FY 2008 to $25.3 million in FY 2009. The decrease was due primarily to lower average room rentals and lower food and beverage revenues.

Utility services revenues represent the fees charged to airlines and tenants to reimburse DFW for the cost of providing electricity, natural gas, potable water, and trash collection service to the airlines and tenants. Utility services decreased $1.4 million (7.8%), from $18.2 million in FY 2008 to $16.8 million in FY 2009 primarily due to HVAC driven by energy costs savings that were passed onto airlines and tenants.

RAC transportation revenue is a fee of $2.20 per transaction day for the operating and maintenance of the bus fleet used to transport passengers from the airport terminals to the RAC. A transaction day is the number of days an individual rents a car from any rental car company operating at the airport. RAC transportation increased $1.2 million (16.7%), from $7.2 million in FY 2008 to $8.4 million in FY 2009 primarily due to a rate increase.

Employee transportation revenues consist primarily of the $40 monthly fee paid by airlines and other tenants for transportation services from the employee parking lots to the terminals. Employee transportation revenues were $8.3 million in FY 2009 and FY 2008.

Taxi and limo fees represent the access, decal, and application fees charged to taxicab, limousine, shared ride, and courtesy van companies and providers. Taxi and limo fees were $0.9 million (13.0%) lower in FY 2009 as compared to FY 2008 due to less taxi trips.

Other operating revenues consist primarily of general aviation fees, aircraft fueling system fees, pass-through revenues from airline and tenants, building code/standard fees, and other miscellaneous revenues, less bad debt expense. Aircraft fueling system fees are paid by the airlines to retire the debt incurred to construct the fueling system. Pass-through revenues primarily represent reimbursements for contract services provided by DFW for the direct benefit of the airlines and tenants. The increase in revenue of $0.7 million (5.8%) was due to a reduction in bad debt expense for FY2009.

FY 2008 Compared to FY 2007

Landing fees increased $9.3 million (6.0%), from $155.6 million in FY 2007 to $164.8 million in FY 2008 due to the net impact of a higher average landing fee rates and lower landed weights (see above). The average landing fee in FY 2008 was $4.37 per 1,000 pounds as compared to $3.95 per 1,000 pounds in FY 2007. Signatory airlines paid approximately 98.7% of total landing fees in FY 2008.

Parking revenue decreased $3.0 million (2.8%), from $106.9 million in FY 2007 to $103.9 million in FY 2008 due to decrease in length of stay in terminal revenues and a decrease in passengers. Terminal parking revenues account for 68.2% and 67% of total parking revenues in FY 2008 and FY 2007.

Under the terms of a lease, Chesapeake paid DFW an initial non-refundable payment of $185.6 million on October 5, 2006 for the rights to drill for natural gas on the Airport. DFW recognized the payment over two years since the payment covered a two year period. The increase in natural gas revenue of $39.3 million (or 42.4%) from $92.6 million in FY 2007 to $131.9 million in FY 2008 was largely due to royalty income generated in FY 2008.

Ground and facility lease revenue increased $4.6 million from $50.3 million in FY 2007 to $54.8 million in FY 2008 primarily due to increases in ground rents for airport service and Hyatt Regency Hotel percentage rent revenues. The ground lease and percentage rents on the RAC accounted for 51% of ground and facility lease revenues in FY 2008 and 56% in FY 2007.

Concession revenues increased $3.8 million (8.4%), from $45.3 million in FY 2007 to $49.1 million in FY 2008, primarily due to increases in food and retail revenues as a result of reconcepting and remodeling done in FY 2007.

Terminal revenues decreased $1.1 million, from $43.8 million in FY 2007 to $42.6 million in FY 2008. The decrease is due to greater concession revenue than prior years partially offset by higher terminal expenses which reduces the amount of terminal revenue required to be paid by the airlines.

The Grand Hyatt Hotel revenues increased $1.4 million (5.1%), from $26.9 million in FY 2007 to $28.3 million in FY 2008. The increase was due primarily from higher food and beverage revenues.

Utility services increased $0.5 million (2.7%), from $17.7 million in FY 2007 to $18.2 million in FY 2008 primarily due to water and sewer.

RAC transportation revenues began in FY 2008. DFW charges a RAC transportation fee for the operation and maintenance of the bus fleet by request of the rental car companies to insure the fee was uniformly applied to all customers utilizing the RAC.

Employee transportation revenues increased $0.7 million (9.3%), from $7.7 million in FY 2007 to $8.4 million in FY 2008 due to a larger amount of badges being issued to tenants.

Other operating revenues decreased $5.7 million (33.6%) due primarily to an increase in bad debt expense for FY2008.

Operating Expenses:

The following table highlights the major components of operating expenses for the fiscal years ended September 30, 2009, 2008, and 2007. Significant variance explanations follow.

	For the Year Ended (000s)		
Operating Expenses:	FY 2009	FY 2008	FY 2007
Salaries, wages, and benefits	$ 153,531	$ 152,896	$ 145,933
Contract services	139,035	130,256	111,784
Utilities	34,659	37,664	38,198
Equipment and supplies	16,329	23,432	20,420
Grand Hyatt Hotel	16,176	16,625	15,790
Insurance	4,321	4,327	4,730
General, administrative and other charges	4,448	6,132	5,330
Depreciation and amortization	197,099	194,691	200,349
Total Operating Expenses	$ 565,599	$ 566,023	$ 542,534

FY 2009 Compared to FY 2008

Salaries, wages and benefits increased $0.6 million (.4%) from $152.9 million in FY 2008 to $153.5 million in FY 2009 primarily due to salary increases. DFW employed 1,765 and 1,793 full time employees as of September 30, 2009 and 2008, respectively.

Contract services include grounds and facility maintenance, busing services, financial and legal services, software and hardware maintenance, advertising, planning and other professional services. Contract services increased $8.8 million (6.7%), from $130.3 million in FY 2008 to $139.0 million in FY 2009, primarily due to the adoption of GASB Statement 49 – ***Pollution Remediation Obligations.***

Utilities represent the cost of electricity, natural gas, potable water, trash removal, and telecommunications services. Utilities decreased $3.0 million (8.0%), from $37.7 million in FY 2008 to $34.7 million in FY 2009, primarily due to lower usage and lower prices for electricity. Electricity represented 70.2% of this expense category in FY 2009 and 73.6% in FY 2008.

Equipment and supplies include the non-capitalized equipment, materials, fuel for vehicles, and supplies used to maintain and operate the Airport. Equipment and supplies decreased $7.1 million (30.3%), from $23.4 million in FY 2008 to $16.3 million in FY 2009, primarily due to a decrease in prices of CNG, gasoline and diesel fuels and expenses related to the fueling system in FY 2008.

Grand Hyatt Hotel operations include room, food and beverage and other expenses. Operating costs decreased $0.4 million (2.7%) from $16.6 million in FY 2008 to $16.2 million in FY 2009, due to decreased food and beverage and repair and maintenance costs.

General, administrative and other charges decreased $1.7 million (27.5%), from $6.1 million in FY 2008 to $4.4 million in FY 2009, primarily due to cost containment measures resulting in decreased travel, meetings and staff training.

FY 2008 Compared to FY 2007

Salaries, wages and benefits increased $7.0 million (4.8%) from $145.9 million in FY 2007 to $152.9 million in FY 2008 primarily due to salary increases and DFW's first contribution to fund its other post employment benefit liability. DFW employed 1,793 and 1,766 full time employees as of September 30, 2008 and 2007, respectively.

Contract services increased $18.5 million (16.5%), from $111.8 million in FY 2007 to $130.3 million in FY 2008, primarily due to operation and maintenance costs of Skylink and terminal buildings and increases in professional service fees related to marketing DFW internationally. In addition, DFW began a contract service for maintaining and operating the busing in the RAC.

Utilities decreased $0.6 million (1.3%), from $38.2 million in FY 2007 to $37.7 million in FY 2008, primarily due to lower usage than in prior year. Electricity represented 73.6% of this expense category in FY 2008 and 73% in FY 2007.

Equipment and supplies increased $3.0 million (14.7%), from $20.4 million in FY 2007 to $23.4 million in FY 2008, primarily due to an increase in prices of CNG, gasoline and diesel fuels and jet fuel contamination responses related to the fueling system.

Grand Hyatt Hotel expenses increased $0.8 million (5.3%) from $15.8 million in FY 2007 to $16.6 million in FY 2008, due to increased general and administrative costs.

General, administrative and other charges increased $0.8 million (15.0%), from $5.3 million in FY 2007 to $6.1 million in FY 2008, primarily due to increased business development and training from the prior year.

Depreciation and amortization decreased $5.7 million (2.8%), from $200.3 million in FY 2007 to $194.7 million in FY 2008 primarily due to fully depreciated assets in the RAC.

Non-Operating Revenues and Expenses:

The following table highlights non-operating revenues and expenses for the fiscal years ended September 30, 2009, 2008, and 2007.

	For the Year Ended (000s)		
Non-operating revenues (expenses)	**FY 2009**	**FY 2008**	**FY 2007**
Passenger facility charges	$ 104,903	$ 107,443	$ 111,906
Rental car customer facility charge	16,510	19,765	23,620
Interest income	26,859	45,659	61,816
Interest expense on revenue bonds	(212,703)	(213,477)	(212,101)
Repayment of Owner City contributions	-	-	(19,736)
Other, net	(15,587)	(3,626)	(934)
Total non-operating revenues, net	**$ (80,019)**	**$ (44,237)**	**$ (35,430)**

FY 2009 Compared to FY 2008

Congress established Passenger Facility Charges (PFCs) in 1990 as part of the Aviation Safety and Capacity Expansion Act of 1990. DFW currently collects a $4.50 Passenger Facility Charge (PFC) from revenue enplaned passengers to pay for the cost to design and construct eligible Airport capital projects or to repay debt service issued to build such projects. PFCs are collected by the air carriers when passengers purchase their tickets and are remitted to DFW the month following collection, less an $0.11 administrative fee. DFW estimates that 85.5% of all enplaned passengers were required to pay PFCs in FY 2009. PFC funds are deposited in the 252 PFC Fund when collected from the airlines, and then a portion is used to pay eligible debt service costs and to other capital funds for pay-as-you-go expenditures. PFC revenues (e.g., collections) decreased $2.5 million (2.4%), from $107.4 million in FY 2008 to $104.9 million in FY 2009 as a result of a decrease in passengers.

Rental car customer facility charge represents a $4 charge for each transaction day. The revenues derived for this charge are held in trust and used to pay the debt service on the outstanding Facility Improvement Corporation (FIC) bonds. Any excess revenues may be used to pay capital projects associated with the rental car facility.

Interest earnings from FY 2008 to FY 2009 decreased by $18.8 million, from $45.7 million in FY 2008 to $26.9 million in FY 2009 due to the decrease in the average rate of return of approximately 1.25% in FY 2009 from approximately 3.2% in FY 2008.

Other net non-operating expenses is comprised primarily of amortization expense of direct financing lease receivables, plus write-offs of capital assets, less revenue associated from the special facility bonds. Other, net increased $11.9 million from ($3.6) million in FY 2008 to ($15.6) million in FY 2009, due to write-offs of capital assets in FY 2009, primarily the costs incurred to develop a parking system that was not implemented.

FY 2008 Compared to FY 2007

DFW estimates that 84.2% of all enplaned passengers were required to pay PFCs in FY 2008. PFC funds are deposited in the 252 Fund when collected from the airlines, and then a portion is transferred to the 102 Fund each year to pay eligible debt service costs and to other capital funds for pay-as-you-go expenditures. PFC revenues decreased $4.5 million (4.0%), from $111.9 million in FY 2007 to $107.4 million in FY 2008 as a result of a decrease in passengers.

Rental car customer facility charge represents a $4 charge for each transaction day. The revenues derived for this charge are held in trust and used to pay the debt service on the outstanding Facility Improvement Corporation (FIC) bonds. Any excess revenue may be used to pay costs associated to the rental car facility.

Interest earnings from FY 2007 to FY 2008 decreased by $16 million, from $61.8 million in FY 2007 to $45.7 million in FY 2008 due to the decrease in the average rate of return of approximately 3.2% in FY 2008 from approximately 5.2% in FY 2007.

During FY 2007 DFW repaid $19.7 million of the natural gas proceeds to the Cities of Dallas and Fort Worth for the remaining portion of their original capital contributions to fund the Airport. DFW received FAA approval to repay the Cities.

Other net non-operating expenses is comprised primarily of amortization expense of direct financing lease receivables, plus write-offs of capital assets, less revenue associated from the special facility bonds. Other, net increased $2.7 million from ($.9) million in FY 2007 to ($3.6) million in FY 2008, primarily due to write-offs of capital assets in FY 2008.

Capital Contributions:

The following table highlights capital contributions for the fiscal years ended September 30, 2009, 2008, and 2007.

	For the Year Ended (000s)		
Capital contributions	FY 2009	FY 2008	FY 2007
Federal and grant reimbursements	$ 44,609	$ 36,456	$ 36,206
Total capital contributions	**$ 44,609**	**$ 36,456**	**$ 36,206**

FY 2009 Compared to FY 2008

DFW receives Airport Improvement Program (AIP) and other grants through the Federal Aviation Administration (FAA) and other federal and state agencies. In FY 2009, the Airport received total revenues from federal and grants reimbursements of $44.6 million. Revenue of $22.8 million was received from the FAA's Airport Improvement Program. DFW receives federal reimbursements from the Department of Homeland Security (DHS) to pay for security equipment needs at DFW. The Airport received $20.2 million of revenues directly from the Department of Homeland Security.

FY 2008 Compared to FY 2007

In FY 2008, the Airport received total revenues from federal and grants reimbursements of $36.5 million. Revenue of $31.7 million was received from the FAA's Airport Improvement Program and $4.0 million directly from the Department of Homeland Security (DHS) to pay for security equipment needs at DFW. Variances relate to the amount of work completed on eligible projects during the fiscal year, specifically, the baggage system modifications for explosive detection equipment.

Assets, Liabilities, and Net Assets:

The following table provides condensed summary of DFW's net assets as of September 30, 2009, 2008, and 2007. A discussion of significant items follows.

	As of September 30 (000s)		
Summary of Net Assets	2009	2008	2007
Assets:			
Current and other assets	$1,322,296	$1,453,570	$1,466,422
Capital assets	4,123,793	4,196,859	4,278,518
Total assets	5,446,089	5,650,428	5,744,940
Liabilities:			
Current and other liabilities, excluding debt	192,551	208,083	299,102
Noncurrent liabilities	28,657	18,983	21,394
Long-term debt outstanding:			
due within one year	20,440	58,280	55,465
due in more than one yea	3,767,159	3,826,633	3,883,886
Total liabilities	4,008,807	4,111,979	4,259,847
Total net assets	$1,437,282	$1,538,450	$1,485,093
Total revenues	$ 692,721	$ 836,483	$ 805,464
Total expenses	(793,890)	(783,126)	(776,975)
Total change in net assets	$ (101,169)	$ 53,357	$ 28,489

Total current and other assets decreased $131.3 million from $1.45 billion in FY 2008 to $1.32 billion in FY 2009 primarily due to increased capital expenditures and a reduction in the PFC reserves due to debt service payments. Total assets decreased $204.3 million in FY 2009 as a result the decrease in current and other assets and a decrease in capital assets as a result of depreciation. Total current and other assets decreased $12.9 million from $1.47 billion in FY 2007 to $1.45 billion in FY 2008 primarily due to a decrease in the balance of supplemental rents from the airlines, final payment of the Special Facility Revenue Bond and the amortization of bond sale expenses. Total assets decreased $94.5 million in FY 2008 as a result of the decrease in current and other assets and a decrease in capital assets as a result of depreciation.

Total liabilities decreased $103.2 million from $4.11 billion in FY 2008 to $4.01 billion in FY 2009 primarily due to the reduction of principal due on the Joint Revenue Bonds. Total liabilities decreased $147.9 million from $4.26 billion in FY 2007 to $4.11 billion in FY 2008 primarily due to the recognition of the remaining portion of the Chesapeake payment classified as deferred revenue less the amount paid on long term debt.

The following table summarizes net assets as of September 30, 2009, 2008, and 2007.

Net assets	As of September 30 (000s) 2009	2008	2007
Invested in capital assets, net of debt	$ 403,652	$ 385,162	$ 419,833
Restricted net assets:			
FIC/PFIC and other	107,647	108,932	98,504
Debt service	180,783	220,550	221,156
Passenger facility charges	110,487	135,396	154,138
Public safety	2,162	2,237	2,129
Total restricted	401,080	467,115	475,927
Unrestricted net assets	632,550	686,173	589,333
Total net assets	**$ 1,437,282**	**$ 1,538,450**	**$ 1,485,093**

Invested in capital assets, net of related debt - increased due to a decrease in long term debt generated from debt restructuring completed in September 2009. In FY 2008, invested in capital assets, net of related debt decreased $34.7 million from $419.9 million in FY 2007 to $385.2 million in FY 2008 due to a decrease in capital assets as a result of accumulated depreciation.

Restricted net assets, FIC/PFIC and other - Approximately 82% and 80% of the balance in FY 2009 and FY 2008, respectively, is the restricted net assets of the FIC-Rental Car Facility and PFIC-Grand Hyatt which are not eligible to be used for other airport purposes.

Restricted net assets, Debt service - primarily represents moneys legally restricted for Debt Service Reserve Funds and Debt Service Interest and Sinking Funds as required by the Controlling Documents, less accrued interest expense at year end. Currently, DFW utilizes surety policies and cash reserves to meet its debt services reserve requirements. At September 30, 2009, DFW held $167.8 million of cash and investments in its Debt Service Reserves for Joint Revenue Bonds (65.7% of its total debt service requirement), with the remaining $91.3 million (34.3%) of its debt reserve requirement in surety policies. DFW also has $102.6 million of cash and investments in Sinking Funds at September 30, 2009 to fund its next semi-annual debt service payment in November 2009.

Restricted net assets, PFC - represents the cash and investments held from the collection of PFCs that will be used in the future to pay eligible debt service primarily on the CDP and to provide “pay-as-you-go” financing for other capital projects. PFCs will pay approximately 75% of the CDP debt service through FY 2009. The PFC balance decreased from $135.4 million in FY 2008 to $110.5 million in FY 2009 due to payments toward CDP debt service and “pay-as-you-go” projects.

Restricted net assets, Public safety - represents cash obtained during seizures and arrests. These funds may only be used for public safety and security purposes as defined by Federal law.

Unrestricted Net Assets at September 30, 2009 were $632.6 million, a decrease of $53.6 million (7.8%) over FY 2008 primarily due to acquisition and construction of capital assets during the year. Unrestricted net assets include the cash and investment amounts in the Common Capital Improvement Account (301 Fund with $170.6 million at September 30, 2009), plus the Airport Discretionary Account (302 Fund with $107.5 million at September 30, 2009), plus the 102 Operating Fund ($185.1 million at September 30, 2009) plus other funds that are not restricted ($160.6 million at September 30, 2009). Each of these accounts may be used by DFW for any lawful purpose.

Liquidity and Financing

DFW is a residual airport. The Controlling Documents require DFW to establish rates, fees, and charges so that revenues for the year are sufficient to pay for operating expenses (excluding depreciation); plus annual debt service (principal and interest) plus the incremental 25% coverage on annual aggregate debt service. It also allows for rates to provide for a 90 day operating reserve; plus any extraordinary expenditures. Management monitors 102 Fund revenues and expenses to determine if it needs to modify its rate structure during the year to ensure that it has sufficient cash to pay its operating and debt service costs.

The following table summarizes annual debt service (principal and interest) plus the incremental 25% coverage on annual aggregate debt service and the amount of debt service paid by the airlines in FY 2007, FY 2008, and FY 2009.

	For the Year Ended (Millions)		
Net Debt Service Comparison	FY 2009 Actual	FY 2008 Actual	FY 2007 Actual
Total Principal and Interest	$ 237.5	$ 241.4	$ 239.7
Less: Interest and Offsets	(1.0)	(2.9)	(4.1)
Sub Total	236.5	238.4	235.6
Add debt service coverage (25%)	59.1	59.6	58.9
Net Debt Service	295.6	298.1	294.5
Less: PFCs and other	(127.1)	(125.1)	(121.4)
Debt Service Paid by Airlines	**$ 168.5**	**$173.0**	**$173.1**

From a capital expenditure standpoint, DFW must identify and have available funds (CIF, grants, debt, and PFCs) before it can enter into contracts for capital programs. Typically, the amount available from the CIF and grants is sufficient to fund normal asset replacements at DFW; while bonds and discretionary grants are used to finance capital expansion programs. Generally, the signatory airlines are required to approve debt issuances for expansion projects in advance since they are responsible for the repayment of debt through rates, fees, and charges.

Total joint revenue bond debt outstanding was $3.59 billion and $3.67 billion at September 30, 2009 and 2008, respectively, net of unamortized discount/premium and deferred loss on refunding. In September 2009, DFW issue fixed rate bonds (Series 2009) to refund approximately $339.9 million of fixed rate revenue bonds (Series 2004A-1,2 and Series 2006A). The refunding resulted in a net loss (based on total debt service) of $2.2 million, however, DFW recognized a net present value economic gain of $20.1 million over the life of the bonds. In April 2008, due to deteriorating financial markets DFW's variable rate joint revenue bonds were converted to a fixed rate mode.

DFW plans its annual debt service payments over time so that total principal and interest payments are relatively constant over the repayment period. Generally, DFW capitalizes interest on major capital programs like the CDP between the time of borrowing and date of beneficial occupancy. Coverage paid by the airlines as part of the rates, fees and charges, represents 25% of net debt service and is used to fund the CIF in the following fiscal year. DFW uses PFCs to pay eligible debt service on the CDP bonds. The remaining debt service is paid by the airlines primarily through landing fees and terminal rents and fees.

Additional information on long-term capital asset activity and debt activity are disclosed in notes 5 and 7 to the financial statements.

Request for Information

This financial report is designed to provide a general overview of the Airport's finances for all those with an interest. Questions concerning any of the information presented in this report or requests for additional information should be addressed to the Office of the Executive Vice President and Chief Financial Officer, 3200 East Airfield Drive, P.O. Box 619428, DFW Airport, Texas 75261-9428.

Dallas/Fort Worth International Airport
Statements of Net Assets
As of September 30, 2009 and 2008
(Amounts in Thousands)

	2009	2008
Assets		
Current Assets		
Cash and cash equivalents (notes 1d, 2)	$ 76,960	$ 59,229
Restricted cash and cash equivalents (notes 1n, 2, 9)	196,927	208,862
Investments (notes 1d,2)	259,219	288,927
Restricted Investments (notes 1n, 2, 9)	48,857	121,070
Accounts receivable, net of allowance for doubtful accounts of $4.7 M and $3.3 M, respectively (note 1e)	40,948	44,054
Materials and supplies inventories (note 1f)	1,588	771
Other current assets	3,826	6,468
Restricted accounts receivable and accrued interest (notes 1n, 9)	22,257	24,616
Total current assets	650,580	$ 753,997
Long-Term Assets		
Investments (notes 1d, 2)	$ 287,580	$ 328,240
Restricted Investments (notes 1n, 2, 9)	227,843	212,091
Restricted accounts receivable and accrued interest (notes 1n, 9)	17,793	18,960
Capital assets, net (notes 1g, 5)		
Non-depreciable	394,692	425,509
Depreciable, net	3,729,102	3,771,350
Total capital assets, net	4,123,793	4,196,859
Deferred financing charges	91,439	100,711
Net pension and other post employment benefit assets (note 10c,11c)	47,060	39,571
Total long-term assets	4,795,509	4,896,432
Total Assets	$ 5,446,089	$ 5,650,429
Liabilities		
Current Liabilities		
Accounts payable and other current liabilities (note 6)	$ 91,567	$ 100,070
Payable from restricted assets (notes 1n, 9)	100,984	108,013
Long-term liabilities due within one year (note 1n, 7)	20,440	58,280
Total current liabilities	$ 212,991	$ 266,363
Long-Term Liabilities		
Deferred revenue and other long-term liabilities (notes 1n)	$ 28,657	$ 18,983
Joint revenue bonds payable (note 7)	3,578,190	3,630,174
Special facility revenue bonds payable (note 7)	-	1,000
Facility improvement corporation bonds payable (note 7)	117,625	123,433
Public facility improvement corporation bonds payable (note 7)	71,344	72,026
Total long-term liabilities	3,795,816	3,845,616
Total Liabilities	$ 4,008,807	$ 4,111,979
Net Assets (notes 8, 9)		
Invested in capital assets, net of related debt	$ 403,652	$ 385,162
Restricted for:		
FIC/PFIC and other	107,647	108,932
Debt service	180,783	220,550
Passenger facility charges	110,487	135,396
Public safety	2,162	2,237
Total restricted	401,080	467,115
Unrestricted	632,550	686,173
Total Net Assets	$ 1,437,282	$ 1,538,450

See accompanying notes to the basic financial statements.

Dallas/Fort Worth International Airport
Statements of Revenues, Expenses and Changes in Net Assets
For The Years Ended September 30, 2009 and 2008
(Amounts in Thousands)

	2009	2008
Operating Revenues		
Landing fees	$ 164,744	$ 164,841
Parking	92,728	103,875
Natural gas	26,255	131,886
Ground and facilities leases	51,370	54,814
Concessions	46,185	49,071
Terminal rent and use fees	41,869	42,632
Grand Hyatt Hotel	25,290	28,234
Utility services	16,795	18,217
RAC transportation	8,430	7,224
Employee transportation	8,383	8,358
Taxi, limo, and shuttle fees	5,825	6,695
Other	11,967	11,314
Total operating revenues	499,840	$ 627,160
Operating Expenses		
Salaries, wages, and benefits	$ 153,531	$ 152,896
Contract services	139,035	130,256
Utilities	34,659	37,664
Equipment and supplies	16,329	23,432
Grand Hyatt Hotel	16,176	16,625
Insurance	4,321	4,327
General, administrative and other charges	4,448	6,132
Depreciation and amortization	197,099	194,691
Total operating expenses	$ 565,599	$ 566,023
Operating income (loss)	(65,759)	61,137
Non-Operating Revenues (Expenses)		
Passenger facility charges	$ 104,903	107,443
Rental car customer facility charge	16,510	19,765
Interest income	26,859	45,659
Interest expense on revenue bonds	(212,703)	(213,477)
Other, net	(15,587)	(3,626)
Total non-operating expenses, net	$ (80,019)	$ (44,237)
Gain (loss) before capital contributions	(145,777)	16,901
Capital Contributions		
Federal and grant reimbursements	$ 44,609	$ 36,456
Total capital contributions	$ 44,609	$ 36,456
Net Assets		
Increase (decrease) in net assets	$ (101,169)	$ 53,357
Total net assets, beginning of year	1,538,450	1,485,093
Total net assets, end of year	$ 1,437,282	$ 1,538,450

See accompanying notes to the basic financial statements.

Dallas/Fort Worth International Airport
Statements of Cash Flows
For The Years Ended September 30, 2009 and 2008
(Amounts in Thousands)

	2009	2008
Cash flows from operating activities:		
Cash received from operations	$ 506,633	$ 529,764
Cash paid to outside vendors	(219,854)	(230,490)
Cash paid to employees	(153,192)	(152,287)
Net cash provided by operating activities	$ 133,586	$ 146,987
Cash flows from capital and related financing activities:		
Acquisition and construction of capital assets	$ (101,114)	$ (108,678)
Proceeds from retirement of assets	108	538
Deferred financing charges	38,026	(5,289)
Proceeds from sale of revenue bonds	304,357	-
Refunding of revenue bonds	(340,885)	-
Principal paid on revenue bonds	(58,280)	(55,465)
Interest paid on revenue bonds	(224,319)	(202,661)
Direct financing leases receivable	-	(3,063)
Federal grants receipts	44,608	36,456
Passenger facility charges	104,897	100,917
Income received from special facility debt	-	3,756
Rental car financing fees	16,510	19,765
Net cash used in capital and related financing activities	$ (216,092)	$ (213,724)
Cash flows from investing activities:		
Interest received on investments	$ 28,015	$ 44,800
Purchase of investments	(1,057,740)	(1,181,607)
Sale and maturity of investments	1,118,028	1,282,125
Net cash provided by investing activities	$ 88,303	$ 145,318
Net increase in cash and cash equivalents	5,796	78,581
Cash and cash equivalents, beginning of year	268,091	189,510
Cash and cash equivalents, end of year	$ 273,887	$ 268,091
Unrestricted cash and cash equivalents	$76,960	$59,229
Restricted cash and cash equivalents	196,927	208,862
Cash and cash equivalents, end of year	$ 273,887	$ 268,091
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	($65,759)	$61,137
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	197,099	194,691
Changes in assets and liabilities:		
Accounts receivable	4,206	(4,130)
Materials and supplies inventories	(778)	(69)
Other current assets	2,642	(691)
Net pension assets	(7,489)	(6,149)
Accounts payable, other liabilities, and deferred revenue	3,665	(97,802)
Net cash provided by operating activities	$ 133,586	$ 146,987

Dallas/Fort Worth International Airport
Statements of Fiduciary Net Assets
As Of December 31, 2008 and 2007
(Amounts in Thousands)

	2008	2007
Assets		
Cash	$ 82	$ 66
Investments at fair value		
U.S. government securities	46,515	44,781
Common stocks	122,649	180,056
Bonds	48,837	47,758
Foreign stocks	535	922
Money market funds and notes	33,635	21,042
Real estate investment funds	2,240	537
Limited Partnership	219	370
Total investments	254,630	295,466
Total cash and investments, at fair value	254,712	295,532
Employer contribution receivable	6,581	5,384
Due from broker	428	146
Accrued interest and dividends	1,140	1,094
Total assets	$ 262,861	$ 302,156
Liabilities		
Due to broker for securities purchased	$ 5,472	$ 1,491
Due to employee plan	-	-
Claims/premiums payable	67	31
Accrued transaction fees	17	9
Accrued management fees	247	310
Total liabilities	5,803	1,841
Net assets		
Held in trust for benefits	$ 257,058	$ 300,315

Dallas/Fort Worth International Airport
Statement of Changes in Fiduciary Net Assets
For the years ended December 31, 2008 and 2007
(Amounts in Thousands)

	2008	2007
Additions:		
Investment income	$ 8,904	$ 8,569
Net appreciation in fair value of fund investments	(81,667)	16,985
Investment fees	(17)	(40)
Contributions from employees	1,417	1,351
Contributions from employer	44,457	31,754
Total additions	(26,906)	58,619
Deductions:		
Pension benefit payments	12,796	11,329
Claims/premiums expenses	1,895	31
Administrative fees	1,660	1,784
Total deductions	16,351	13,144
Change in net assets	(43,257)	45,475
Plan net assets, beginning of year	300,315	254,840
Plan net assets, end of year	$ 257,058	$ 300,315

See accompanying notes to the basic financial statements.

Dallas /Fort Worth International Airport
Notes To The Basic Financial Statements
September 30, 2009 and 2008
Footnote Reference

(1) SUMMARY OF SIGNIFICANT ACCOUNTING AND REPORTING POLICIES

(a) Reporting Entity

The Dallas/Fort Worth International Airport (DFW or the Airport) was created by the Contract and Agreement between the City of Dallas, Texas, and the City of Fort Worth, Texas, effective April 15, 1968 (Contract and Agreement), for the purpose of developing and operating an airport as a joint venture of the Cities of Dallas and Fort Worth (the Cities). In accordance with the Contract and Agreement, initial capital was contributed by the Cities. The Cities approve the Airport's annual budget and all bond sales, but have no responsibility for the Airport's debt service requirements.

The DFW Airport Board of Directors (the Board) is composed of 12 members, 11 of whom are appointed by the councils of the Airport's Owner Cities (seven from Dallas and four from Fort Worth) in accordance with each city's ownership interest in the Airport. The 12th position represents the Airport's neighboring cities of Irving, Grapevine, Euless or Coppell and is non-voting. The Board is a semi-autonomous body charged with governing the Airport and may enter into contracts without approval of the City Councils.

The Board appoints the Chief Executive Officer, who is charged with the day-to-day operations of the Airport. The Chief Executive Officer, in turn, hires a professional management team to assist him in that responsibility.

The Airport's financial statements include all of the transactions of the Dallas/Fort Worth Airport Public Facility Improvement Corporation (PFIC), which operates a Grand Hyatt Hotel, and the Dallas/Fort Worth International Airport Facility Improvement Corporation (FIC) relating to the Rental Car Facility (RAC) at the Airport (see footnote 7(c)). Although the FIC and PFIC are legally separate entities, the financial transactions of PFIC and the RAC have been included into the Airport's Enterprise Fund due to their nature and significance to the Airport and to comply with Governmental Accounting Standards Board (GASB) Statement 14, ***The Financial Reporting Entity*** as amended by GASB 39 ***Determining whether Certain Organizations are Component Units.*** The FIC and PFIC are considered blended component units because the component units governing bodies are substantively the same as DFW, the primary government. See footnote 7(g) for a discussion of the remaining FIC transactions. In addition, the component units provide direct benefits exclusively or almost exclusively to DFW, the primary government.

The Airport has two fiduciary pension plans covering substantially all DFW employees with the plan years ended December 31, 2008 and 2007: the Employees of Dallas/Fort Worth International Airport Retirement Plan and the Department of Public Safety (DPS) Retirement Plan (Retirement Plans, collectively). Additionally, DFW has a single-employer defined Other Post Employment Benefit Plan (OPEB) providing retiree health care for qualified retired employees ages 65 or younger with the plan year ended December 31, 2008 and 2007.

(b) Basis of Accounting

The accounts of the Airport are organized into an Enterprise Fund and two Pension Trust Funds and one OPEB Trust Fund. The Airport uses a separate set of self-balancing accounts for each fund including assets, liabilities, net assets, revenues, and expenses. The Airport includes its fiduciary pension plans in its financial statements. The Basic Financial Statements and Required Supplementary Information (RSI) of the Airport consist of Management's Discussion and Analysis; Statements of Net Assets; Statements of Revenues, Expenses, and Changes in Net Assets; Statements of Cash Flows; Statements of Fiduciary Net Assets;

Statements of Changes in Fiduciary Net Assets; and Notes to the Basic Financial Statements and Schedules of Funding Progress. The funds are categorized into two generic fund types and three broad categories as follows:

Enterprise Fund – The financial statements of the Enterprise Fund use the economic resource measurement focus and are presented on the accrual basis of accounting. Revenues are recorded when earned. DFW's operating revenues are derived from fees paid by airlines, tenants, concessionaries, patrons who park at DFW, natural gas, hotel transactions, and others. The fees are based on usage rates established by DFW or in accordance with the Amended and Restated Use Agreement with the signatory airlines.

Expenses are recognized when incurred. The Airport constructs facilities to provide services to others, which are financed in part by the issuance of its revenue bonds. Users, primarily airline and concessionaire tenants, generally contract to pay amounts equal to the Airport's operating and maintenance expenses (excluding depreciation), debt service and coverage requirements, and any other obligations payable from the revenues of the Airport.

Fiduciary Funds – The financial statements of the Fiduciary Funds includes the pension trust funds and OPEB trust fund and uses the economic resource measurement focus and are presented on the accrual basis of accounting. The Fiduciary Funds are maintained to account for assets held by the Airport in a trustee capacity for active and retired employees. Contributions are recognized in the period in which the contributions are due. Benefits, refunds, claims and premiums are recognized when due and payable in accordance with the terms of each plan. The Fiduciary Funds fiscal year ended is December 31 of each year. The amounts presented in these financial statements are as of December 31, 2008 and 2007.

(c) Basis of Presentation

The Airport applies GASB pronouncements after November 30, 1989, as well as the Financial Accounting Standards Board pronouncements issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements.

In the current year the Airport adopted GASB Statement 49, ***Accounting and Financial Reporting for Pollution Remediation Obligations.***

The Airport distinguishes between operating revenues and non-operating revenues based on the nature of revenues and expenses. In general, revenues and related expenses resulting from providing services such as landing, parking, hotel transactions, terminal rental, ground rental and natural gas leasing are considered operating. These revenues result from exchange transactions in which each party receives and gives up essentially equal values. Non-operating revenues, such as interest income, and passenger facilities charges, result from non-exchange transactions or ancillary activities. Non-operating expenses primarily consist of the interest expense on joint revenue bonds. Grants are recorded as capital contributions.

(d) Cash, Cash Equivalents, and Investments

(1) Cash and cash equivalents

For purposes of the statements of cash flows, the Airport considers cash on hand, money market funds, and investments with an original maturity of three months or less, when originally purchased, to be cash equivalents, whether unrestricted or restricted. All bank balances are moved to collateralized overnight sweep accounts.

(2) Investments

The Airport states all investments held at September 30, 2009 with maturities of more than one year from the date of purchase at fair value. The amounts necessary to adjust fair value were $1.8 million increase in FY 2009 and $1.9 million decrease in FY 2008. Investments with a maturity of one year or less, from original purchase date are reported at amortized cost.

The Airport may invest in obligations of the United States or its agencies, obligations of the State of Texas or its agencies, municipal obligations having a rating not less than AA, bankers' acceptances, certain repurchase and reverse repurchase agreements, commercial paper, certificates of deposit, certain SEC regulated money market mutual funds, certain local government investment pools, and guaranteed investment contracts. Under the current investment policy, the fiduciary funds invest in money market funds, domestic equities, international equities and fixed income instruments.

The FIC and PFIC investments are governed by trust indentures between the Airport and the trustees which define "qualified investments" as obligations of the U.S. Treasury and U.S. agencies, municipal securities, commercial paper, repurchase agreements, nationally recognized institutional mutual funds, and certain other securities. All of the FIC and PFIC investments at September 30, 2009 and 2008 were "qualified investments".

(e) Accounts Receivable

Receivables are reported at their gross value when earned. The Airport's collection terms are 20 days. The allowance for uncollectible accounts is based on a weighted aging calculation. As a customer's balance is deemed uncollectible, the receivable is cleared and the amount is written off. If the balance is subsequently collected, such payments are applied to the allowance account. Accounts receivables are shown net of the allowance for doubtful accounts in the amount of $4.7 million for fiscal year 2009 and $3.3 million for fiscal year 2008.

(f) Materials and Supplies Inventories

Inventories are valued at the lower of average cost or market and consist primarily of expendable parts and supplies held for consumption within the next year.

(g) Capital Assets

All capital assets are stated at historical cost or, if donated, at the fair value on the date donated. The capitalization threshold for real property is $50 thousand and $15 thousand for personnel property.

Depreciation is provided on the straight-line method over the following estimated useful lives:

Buildings	10 - 50 years
Improvements other than buildings	10 - 50 years
Machinery and equipment	3 - 30 years
Vehicles	2 - 20 years

Repairs and maintenance are charged to operations as incurred unless they have the effect of improving or extending the life of the asset, in which case they are capitalized as part of the cost of the asset. Construction-in-progress is composed of costs attributable to construction of taxiways, roads, terminal improvements, systems installation and conversion, and various other projects.

(h) Capitalized Interest

The Airport capitalizes interest costs on bonds outstanding, until the asset is placed in service, net of interest earned on the unexpended bond proceeds. There was no capitalized interest in fiscal year 2009 or 2008.

(i) Grants and Federal Reimbursements

Grants and federal reimbursements are recorded in the accounting period in which eligibility requirements have been met on projects.

(j) Passenger Facilities Charges (PFC)

The PFC Program is authorized by federal legislation and allows an airport to impose a fee of up to $4.50 on revenue enplaning passengers for FAA approved projects. DFW collects at the imposed limit. The PFC fee is collected by air carriers and remitted to the Airport on a monthly basis. As of September 30, 2009, the FAA has approved nine PFC applications for the Airport for a total collection authority of $5.5 billion through December 2034 with remaining collection authority of $4.2 billion. DFW is currently collecting PFC's under PFC 5, applications 1 to 4 are closed.

(k) Deferred Compensation Plan

The Airport offers a deferred compensation plan, created in accordance with Internal Revenue Code Section 457, to all Airport employees to allow them to defer a portion of their salaries until future years. The deferred compensation is not available to employees until termination, retirement, death, or an unforeseeable emergency. Amounts are held in trust for the benefit of the Airport's employees and are not subject to claims of the Airport's general creditors. The Airport is not the trustee of the Deferred Compensation Plan. The Deferred Compensation Plan balances totaling $37.9 million for 2009 and $37.0 million for 2008 are not reported in the assets or liabilities of the Airport in accordance with GASB Statement 32, ***Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans.***

(l) Retirement Plans

It is the policy of the Airport to fund the pension costs of its two retirement funds annually. Pension costs are comprised of normal cost and amortization of unfunded actuarial accrued liability and of unfunded prior service cost. The Airport currently carries a Net Pension Asset of $44.4 million as of September 30, 2009 which is the cumulative difference between the annual pension costs and contribution made to the two retirement pensions plans. DFW is funding its pension plans in excess of the actuarial requirements because it currently has an unfunded pension obligation of approximately $123.9 million as of December 31, 2008. The Pension plan accounting is in accordance with GASB Statement 27, ***Accounting for Pensions by State and Local Governmental Employers*** and as amended by GASB Statement 50, ***Pension Disclosures***. Benefits and refunds are recognized when due and payable. Investments are stated at fair value. If available, quoted market prices are used to value investments. Securities that have no quoted market price are valued at estimated fair value using Bloomberg Financial Services. Purchases and sales of investments are recorded on a trade-date basis.

(m) OPEB Plan

It is the policy of the Airport to fund the OPEB cost annually. OPEB costs are comprised of normal cost and amortization of unfunded actuarial accrued liability. The Airport currently carries a Net Pension Asset of $2.7 million as of September 30, 2009 which is the cumulative difference between the annual OPEB costs and contribution made to the OPEB plan. DFW has deposited its' OPEB obligations and has made a contribution of $2.7 million in FY 2009 and FY 2008. The first actuarial required contribution was not required until FY 2008. OPEB has an unfunded obligation of approximately $26.2 million as of December 31, 2008. The OPEB plan is accounted for in accordance with GASB Statement 43 ***Financial Reporting for Post-employment Benefit Plans Other than Pension Plans*** and GASB Statement 45 ***Accounting and Financial Reporting by Employers for Post-Employment Benefits Other than Pensions***. Claims and premiums are recognized when due and payable. Investments are stated at fair value.

(n) Restricted Assets and Liabilities

Restricted assets consist of cash, investments, and other resources 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, interest, sinking fund, and coverage as required by the specific bond covenants. Public safety funds obtained from seizures are restricted to specified security or public safety uses.

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

(o) Compensated Absences

DFW employees earn 12 days of sick leave per year with a maximum accrual of 130 days. Unused sick leave for terminated employees is not paid and, therefore, not accrued.

DFW employees are granted Time Off with Pay (TOP) at rates of 15 to 30 days per year depending on length of employment and position. Employees may accumulate up to a maximum of 2 times their annual accrual rate. Upon termination, employees are paid for any unused TOP. The accumulated TOP is recorded as a liability when earned and is reflected in the accrued TOP. Estimated TOP usage due within one year is expected to remain at the same level. The calculation of the liability is based on the pay or salary rates in effect as of the end of the fiscal year (in thousands).

Balance as of September 30, 2008	$ 7,096
TOP used during the year	(8,039)
TOP earned during the year	7,951
Balance as of September 30, 2009	$ 7,008

(p) Use of Estimates

The preparation of financial statements in accordance with U. S. generally accepted accounting principles requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

(q) Reclassifications

Certain 2008 amounts have been reclassified to conform to the 2009 presentation.

(2) DEPOSITS AND INVESTMENTS

(a) Deposits

As of September 30, 2009, DFW's cash balance (including amounts under restricted assets – see Note 9) represents $273.9 million of cash and cash equivalents. The bank balance for the cash and cash equivalents accounts were approximately $280.6 million on September 30, 2009. The balance of cash and cash equivalents are kept in money market accounts or swept nightly. The money market funds are collateralized by the assets of the funds. The sweep accounts are collateralized by pledged securities. As of September 30, 2008, DFW's cash balance and bank balance were approximately $268.1 million and $262.5 million, respectively.

DFW investments in money market funds and commercial paper are reflected in the financial statements as cash equivalents for 2009 and 2008 as follows (in thousands):

Description	2009	2008
Money market funds	$ 273,887	$ 244,091
Add: Investments classified as cash equivalents		
Commercial paper	-	24,000
Total investments classified as cash equivalents	-	24,000
Total cash and cash equivalents	$ 273,887	$ 268,091

(b) Investments – DFW

As of September 30, 2009 and 2008 the maturity values are as follows (in thousands):

	2009				2008			
		Maturities (in years)				Maturities (in years)		
Description	Fair Value	< 1 years	1 - 5 years	> 5 years	Fair Value	< 1 years	1 - 5 years	> 5 years
U.S. government securities								
Federal Home Loan Mortgage Corp	$ 321,276	$ -	$ 321,276	$ -	$ 267,664	$ 20,764	$ 246,901	$ -
Federal Home Loan Bank	133,215	126,163	7,053	-	203,201	145,940	57,261	-
Federal Farm Credit Bank	56,931	23,006	33,926	-	124,475	14,944	109,532	-
Federal National Mortgage Assoc	148,051	-	148,051	-	173,837	56,042	117,795	-
Federal Agricultural Mortgage	34,990	34,990	-	-	15,181	15,181	-	-
First International Bank CD	1,000	1,000	-	-	1,000	1,000	-	-
JP Morgan Chase CD	113,000	113,000	-	-	78,000	78,000	-	-
Commercial paper	8,500	8,500	-	-	80,189	71,689	8,500	-
Guaranteed Investment Contract	6,843	-	-	6,843	6,843	-	-	6,843
Total investments	$ 823,806	$ 306,658	$ 510,305	$ 6,843	$ 950,391	$ 403,560	$ 539,988	$ 6,843

(c) Interest Rate Risk – DFW

Investment portfolios are designed with the objectives of preserving capital while attaining the best possible rate of return commensurate with DFW's investment risk constraints and the cash flow characteristics of each portfolio. Return on investments, although important, is subordinate to the safety and liquidity objectives. In accordance with DFW's investment policy, two strategies are employed when market conditions vary. In markets where time risk is rewarded, investments are for longer terms. In markets where time risk is not rewarded, investments are for shorter terms and allow for flexibility and to reinvest funds when markets improve. DFW has identified various purposes for the use of investments and has established maximum maturities for each of these purposes. The following table summarizes by purpose the maximum investment maturities.

Purpose	Maturity
Operating	365 days
Operating Reserve	60 months
Capital Improvements	60 months
Passenger Facility Charges	36 months
Interest and Sinking	Next payment date
Debt Service Reserve	60 months

The following table summarizes the DFW total investments as a percentage of maturities.

	2009	2008
Maturity	Percentage of Investment	
Less than One Year	37%	42%
One to five years	62%	57%
Greater than five years	1%	1%

(d) Credit Risk – DFW

DFW's investment policy restricts investments to obligations the principal of and interest on which are unconditionally guaranteed or insured by, or backed by the full faith and credit of, the State of Texas or the United States or their respective agencies and instrumentalities, fully collateralized certificates of deposit, including accrued interest, fully collateralized repurchase agreements, banker's acceptances, commercial paper, mutual funds, fully collateralized guaranteed investments contracts, and public fund investment pools. All securities of U.S. Government Sponsored Enterprises (GSE) are rated Aaa by Moody's Investors Service and AAA by Standard & Poor's. Commercial paper rating requirements are P-1 by Moody's Investors Service and A-1 by Standard & Poor's. All commercial paper is rated a minimum of A-1 or P-1 with the exception of $8.5 million of Golden Key US commercial paper that was A-1+/P-1 at the time of purchase and is currently unrated. Structured as a Specialized Investment Vehicle (SIV), this investment used short-term commercial paper to purchase longer-term securities backed by U.S. mortgages. Due to the value of the underlying assets falling to less than 92% of the outstanding commercial paper the Trustee froze the assets of the plan. Currently, the Bank of New York, serving as Trustee, and a committee made of investors holding a majority interest of the commercial paper, are negotiating a settlement with Barclay's of London regarding a liquidity issue, of which settlement is expected within 90 days. Following the conclusion of this pending item, investors will be given three options:1) to receive zero coupon notes, 2) to exchange their shares, dollar-for-dollar, for coupon notes issued by Goldman Sachs under a new restructured program, or 3) cash out their shares for a pro rata portion of the assets. DFW will wait for additional information prior to making a decision regarding which option will be accepted.

(e) Concentration of Credit Risk – DFW

DFW is prohibited from investing more than 5% of the total Board's funds, in any individual investment, unless the investment is fully collateralized. As of September 30, 2009 and 2008 there were no individual investments greater than 5%. DFW's investments are in Federal Home Loan Mortgage (39.0%) and (28.2%), Federal Home Loan Bank (16.2%) and (21.4%), Federal Farm Credit Bank (6.9%) and (13.1%), Federal National Mortgage Association (18.0%) and (18.3%), Federal Agricultural Mortgage (4.3%) and (1.6%), and Commercial Paper (1.0%) and (8.4%) as of September 30, 2009 and 2008, respectively. These percentages listed above are based on total investments by type. The Federal National Mortgage Association and the Federal Home Loan Mortgage Corporation are under US government conservatorship, allowing them to maintain their AAA credit ratings.

(f) Investments – DFW's Fiduciary Pension Plans

DFW has contracted with JP Morgan Chase for custody and safekeeping of all investments of the Retirement Plans. The Retirement Plans' assets are carried at fair value, as of December 31, 2008 and 2007 include investments of (in thousands):

Description	2008 Total	2007 Total
U.S. government securities	$ 46,515	$ 44,781
Common stocks	122,649	180,056
Bonds	48,837	47,758
Foreign stocks	535	922
Money market funds	27,234	18,319
Real estate investment funds	2,240	537
Limited Partnership	219	370
	$ 248,229	$ 292,743

(g) Interest Rate Risk – DFW's Fiduciary Pension Plans

The investment strategy of the plans is to emphasize total return in the form of aggregate return from capital appreciation, dividend and interest income. The primary objective over a five year period for the plan assets are to maintain the purchasing power of the current assets and all future contributions by producing positive real rates of return on the plan assets, meet or exceed the actuarially assumed rate of return, and provide an acceptable level of volatility in both the long and short-term periods. As of December 31, 2008 and 2007, the maturity values are as follows (in thousands):

	2008 Maturity (in years)				
	0-5	6-10	11-15	16+	Total
U.S. Government Securities	$ 10,120	$ 3,893	$ 538	$ 3,735	$ 18,286
Mortgage Backed Securities	200	1,352	1,276	25,401	28,229
Total Governmental	$ 10,320	$ 5,245	$ 1,814	$ 29,136	$ 46,515
Corporate Bond	$ 18,344	$ 12,195	$ -	$ 4,284	$ 34,823
Assets Backed	2,750	-	-	-	2,750
CMO/REMIC	586	-	1,722	4,126	6,434
Commercial Mortgage Backed	-	-	-	4,830	4,830
Total Non-Governmental	$ 21,680	$ 12,195	$ 1,722	$ 13,240	$ 48,837

	2007 Maturity (in years)				
	0-5	6-10	11-15	16+	Total
U.S. Government Securities	$ 12,435	$ 8,534	$ 2,008	$ 2,886	$ 25,863
Mortgage Backed Securities	291	579	2,016	16,032	18,918
Total Governmental	$ 12,726	$ 9,113	$ 4,024	$ 18,918	$ 44,781
Corporate Bond	$ 13,346	$ 13,463	$ 384	$ 3,284	$ 30,477
Assets Backed	2,869	566	-	-	3,435
CMO/REMIC	733	2,170	-	6,589	9,492
Commercial Mortgage Backed	-	-	-	4,354	4,354
Total Non-Governmental	$ 16,948	$ 16,199	$ 384	$ 14,227	$ 47,758

(h) Credit Risk – DFW's Fiduciary Pension Plans

Based on the plans long-term liquidity requirement, DFW has determined that currently a majority of securities purchased for the plans have readily ascertainable market values and shall be easily marketable. The credit risk adopted for the plans include domestic equity, international equity and fixed income asset classes. All of the U.S. government, mortgage backed, asset backed, CMO/REMIC, and commercial mortgage backed securities are rated Aaa by Moody's Investors Service and/or AAA by Standard & Poor's. All corporate bonds are rated at investment grade or better. The investment grade is Baa by Moody's Investors Service and/or BBB by Standard & Poor's.

(i) Concentration of Credit Risk – DFW'S Fiduciary Pension Plans

The Retirement Committee reviewed the allocation of assets on a quarterly basis to ensure that no concentration of credit risk could occur. There were no individual investments representing 5% or more of the total funds.

(j) Investments – DFW's Fiduciary OPEB Plans

DFW has contracted with JP Morgan Chase Bank ("Trustee') for custody and safekeeping of investments, accounting for transactions based on the instructions of investment managers, and payment of benefits to participants, subject to the policies and guidelines established by DFW. The Trust Fund is invested in accordance with Texas Public Investment Code. The OPEB Plan's assets, are carried at fair value, as of December 31, 2008 and 2007 include the following investments (in thousands):

Description	2008 Total	2007 Total
Money market funds	$ 6,401	$ 2,723
Total Investments	$ 6,401	$ 2,723

(k) Interest Rate Risk – DFW's Fiduciary OPEB Plans

The long term investment strategy of the plan is to emphasize total return in the form of aggregate return from capital appreciation, dividend and interest income. The primary objective over a five year period for the plan assets are to maintain the purchasing power of the current assets and all future contributions by producing positive real rates of return on the plan assets, meet or exceed the actuarially assumed rate of return, and provide an acceptable level of volatility in both the long and short-term periods.

(l) Credit Risk – DFW's Fiduciary OPEB Plans

Based on the plan's long-term liquidity requirement, DFW has determined that currently all securities purchased for the plan have readily ascertainable market values and shall be easily marketable.

(m) Concentration of Credit Risk – DFW'S Fiduciary OPEB Plans

The contributed amounts were invested into a money market fund through the Trustee in both 2008 and 2007. The fund has been allocated in 2009 to various investments as approved in the investment policy.

(3) RELATED-PARTY TRANSACTIONS

DFW makes certain payments routinely to the Cities. Payments to Fort Worth, primarily for legal services, bond fees, water purchases, and facilities rentals for the years ended September 30, 2009 and 2008 were approximately $1.34 million and $1.23 million, respectively. Payments to Dallas, primarily for legal services, water purchases, and bond fees, for the years ended September 30, 2009 and 2008 were approximately $1.32 million and $1.28 million, respectively.

(4) DIRECT FINANCING LEASES RECEIVABLE

The Airport entered into special facility leases with an entity for facilities constructed with the proceeds from Special Facility Revenue Bonds (see note 7(b)). The leases require rentals at least equal to the bond debt service, net of interest earned on the interest and sinking fund. Accordingly, the future net rentals have been capitalized as direct financing leases receivable, which is composed of the following at September 30, 2009 and 2008 (in thousands):

	2009	2008
Current debt portion	$ -	$ 8,000
Long-term debt portion	-	1,000
Less: Interest and sinking fund	-	(9,000)
Total direct financing leases receivable	$ -	$ -

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(5) CAPITAL ASSETS

Changes in capital assets for the years ended September 30, 2009 and 2008 were as follows (in thousands):

2009					
Description	Balance September 30, 2008	Additions	Transfer and Completed Projects	Retirements	Balance September 30 2009
Capital assets not being depreciated:					
Land	$ 290,442	$ -	$ 4,670	$ -	$ 295,112
Construction in progress	135,067	120,593	(156,080)	-	99,580
	425,509	120,593	(151,410)	-	394,692
Depreciable capital assets:					
Buildings	2,197,904	-	19,595	-	2,217,499
Improvements other than buildings	2,219,243	-	104,548	-	2,323,791
Machinery and equipment	859,961	-	19,420	(3,830)	875,551
Vehicles	143,707	-	7,847	(2,991)	148,563
	5,420,815	-	151,410	(6,821)	5,565,404
Less accumulated depreciation for:					
Buildings	(567,686)	(57,341)	-	-	(625,027)
Improvements other than buildings	(740,663)	(71,393)	-	-	(812,056)
Machinery and equipment	(282,545)	(50,162)	-	1,472	(331,235)
Vehicles	(58,572)	(11,823)	-	2,410	(67,985)
Accumulated depreciation	(1,649,465)	(190,719)	-	3,882	(1,836,302)
Depreciable capital assets, net	3,771,350	(190,719)	151,410	(2,939)	3,729,102
Total, net	$ 4,196,859	$ (70,127)	$ -	$ (2,939)	$ 4,123,793

2008					
Description	Balance September 30, 2007	Additions	Transfer and Completed Projects	Retirements	Balance September 30 2008
Capital assets not being depreciated:					
Land	$ 289,961	$ -	$ 481	$ -	$ 290,442
Construction in progress	155,251	112,155	(132,339)	-	135,067
	445,212	112,155	(131,858)	-	425,509
Depreciable capital assets:					
Buildings	2,181,303	-	16,601	-	2,197,904
Improvements other than buildings	2,154,117	-	65,496	(370)	2,219,243
Machinery and equipment	832,880	-	40,302	(13,221)	859,961
Vehicles	139,681	-	9,459	(5,433)	143,707
	5,307,982	-	131,858	(19,024)	5,420,815
Less accumulated depreciation for:					
Buildings	(500,213)	(67,473)	-	-	(567,686)
Improvements other than buildings	(684,145)	(56,800)	-	282	(740,663)
Machinery and equipment	(237,625)	(53,489)	-	8,569	(282,545)
Vehicles	(52,693)	(10,723)	-	4,844	(58,572)
Accumulated depreciation	(1,474,675)	(188,485)	-	13,695	(1,649,465)
Depreciable capital assets, net	3,833,306	(188,485)	131,858	(5,329)	3,771,350
Total, net	$ 4,278,518	$ (76,330)	$ -	$ (5,329)	$ 4,196,859

(6) ACCOUNTS PAYABLE AND OTHER CURRENT LIABILITIES

A detail of accounts payable and other current liabilities for the year ended September 30, 2009 and 2008 are as follows (in thousands):

	FY 2009	FY 2008
Signatory Airline Refunds	$ 10,152	$ 9,114
Accrued Expenses	35,317	41,597
Payroll and employee benefits	18,475	16,673
Time Off with Pay	7,008	7,096
Deferred revenue	5,396	5,497
Insurance	1,716	1,993
Other Deposits	6,167	6,582
Accounts Payable	7,335	11,517
Total	$ 91,567	$ 100,070

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(7) LONG-TERM DEBT

A summary of bond indebtedness changes during the year ended September 30, 2009 follows (in thousands):

Series: Maturity: Interest Rate	Beginning Balance	Additions	Reductions	Ending Balance	Amounts Due within One Year
Joint Revenue Bonds					
2000A: Due 11/16-11/35: 5.75%-6.125%	335,000	-	-	335,000	-
2001A: Due 11/02-11/35: 5.5%-5.875%	626,045	-	5,390	620,655	5,695
2002A: Due 11/03-11/35: 5.0%-5.5%	348,945	-	6,425	342,520	6,780
2002B: Due 11/16-11/28: 5.75%-6.25%	75,000	-	-	75,000	-
2002C: Due 11/16-11/28: 5.75%-6.25%	50,000	-	-	50,000	-
2003A: Due 11/13-11/35: 5.0%-6.0%	1,457,700	-	-	1,457,700	-
2003C-1: Due 11/11-11/18: 5.144%-5.75%	56,375	-	-	56,375	-
2003C-2: Due 11/11-11/18: 6.125%	56,400	-	-	56,400	-
2004A-1: Due 11/04-11/24:3.5%- 6.1%	49,650	-	49,650	-	-
2004A-2: Due 11/04-11/24:3.5%- 6.1%	49,650	-	49,650	-	-
2004B: Due 11/06-11/35: 3.0%-5.75%	206,450	-	285	206,165	295
2006A: Due 11/07-11/15: 5.0%	271,645	-	271,645	-	-
2007: Due 11/08-11/23: 4.5%-5.0%	102,455	-	1,000	101,455	1,025
2009A: Due 11/10-11/24: 3.0%-5.0%	-	281,005	-	281,005	-
Total	3,685,315	281,005	384,045	3,582,275	13,795
Plus (Less) unamortized discount/premium, net	5,379	-	(17,470)	22,849	-
Less: Deferred Loss on Refunding	(16,361)	(8,553)	11,775	(13,139)	-
Total Joint Revenue Bonds	$ 3,674,334	$ 272,452	$ 354,800	$ 3,591,985	$ 13,795
Special Facility Revenue Bonds					
Braniff - 1978:Due 11/01-11/08: 6.75%	7,000	-	7,000	-	-
Braniff - 1979: 11/05-11/09: 7.2%	2,000	-	2,000	-	-
Total Special Facility Revenue Bonds	$ 9,000	$ -	$ 9,000	$ -	$ -
Facility Improvement Corporation Revenue Bonds					
Rental Car Facility Charge - 1998: Due 11/09-11/24: 6.5%-7.07%	$ 112,400	$ -	$ 5,000	$ 107,400	$ 5,895
Rental Car Facility Charge - 1999: Due 11/09-11/24: 7.4%-8.0%	- 17,410	-	- 530	16,880	-
Total	129,810	-	5,530	124,280	5,895
Plus (Less) unamortized discount/premium, net	(847)	-	(87)	(760)	-
Total Facility Improvement Corporation Revenue Bonds	$ 128,963	$ -	$ 5,443	$ 123,520	$ 5,895
Public Facility Improvement Corporation					
2001: Due 1/09-7/31: 4.3%-5.5%	$ 73,695	$ -	$ 590	$ 73,105	$ 750
Plus (Less) unamortized discount/premium, net	(1,079)	-	(67)	(1,011)	-
Total Public Facility Improvement	$ 72,616	$ -	$ 523	$ 72,094	$ 750
Total	$ 3,897,820	$ 281,005	$ 399,011	$ 3,779,660	$ 20,440
Plus (Less) unamortized discount/premium, net	3,454	-	(17,624)	21,078	-
Plus (Less): Deferred Loss on Refunding	(16,361)	(8,553)	11,775	(13,139)	-
Total Bonds Payable	$ 3,884,913	$ 272,452	$ 393,161	$ 3,787,599	$ 20,440

A summary of bond indebtedness changes during the year ended September 30, 2008 follows (in thousands):

Series: Maturity: Interest Rate	Beginning Balance	Additions	Reductions	Ending Balance	Amounts Due within One Year
Joint Revenue Bonds					
2000A: Due 11/16-11/35: 5.75%-6.125%	335,000	-	-	335,000	-
2001A: Due 11/02-11/35: 5.5%-5.875%	631,155	-	5,110	626,045	5,390
2002A: Due 11/03-11/35: 5.0%-5.5%	355,025	-	6,080	348,945	6,425
2002B: Due 11/16-11/28: 5.75%-6.25%	75,000	-	-	75,000	-
2002C: Due 11/16-11/28: 5.75%-6.25%	50,000	-	-	50,000	-
2003A: Due 11/13-11/35: 5.0%-6.0%	1,457,700	-	-	1,457,700	-
2003C-1: Due 11/11-11/18: 5.144%-5.75%	56,375	-	-	56,375	-
2003C-2: Due 11/11-11/18: 6.125%	56,400	-	-	56,400	-
2004A-1: Due 11/04-11/24:3.5%- 6.1%	54,275	-	4,625	49,650	-
2004A-2: Due 11/04-11/24:3.5%- 6.1%	54,275	-	4,625	49,650	-
2004B: Due 11/06-11/35: 3.0%-5.75%	206,730	-	280	206,450	285
2006A: Due 11/07-11/15: 5.0%	296,600	-	24,955	271,645	31,060
2007: Due 11/08-11/23: 4.5%-5.0%	102,455	-	-	102,455	1,000
Total	3,730,990	-	45,675	3,685,315	44,160
Plus (Less) unamortized discount/premium, net	7,055	-	1,676	5,379	-
Less: Deferred Loss on Refunding	(18,904)	2,544	-	(16,361)	-
Total Joint Revenue Bonds	$ 3,719,140	$ 2,544	$ 47,351	$ 3,674,334	$ 44,160
Special Facility Revenue Bonds					
Braniff - 1978:Due 11/01-11/08: 6.75%	10,000	-	3,000	7,000	7,000
Braniff - 1979: 11/05-11/09: 7.2%	3,000	-	1,000	2,000	2,000
Total Special Facility Revenue Bonds	$ 13,000	$ -	$ 4,000	$ 9,000	$ 9,000
Facility Improvement Corporation Revenue Bonds					
Rental Car Facility Charge - 1998: Due 11/01-11/24: 6.4%-7.07%	$ 117,100	$ -	$ 4,700	$ 112,400	$ 5,000
Rental Car Facility Charge - 1999: Due 11/03-11/24: 7.4%-8.0%	17,905	-	495	17,410	530
Total	135,005	-	5,195	129,810	5,530
Plus (Less) unamortized discount/premium, net	(938)	-	(91)	(847)	-
Total Facility Improvement Corporation Revenue Bonds	$ 134,067	$ -	$ 5,104	$ 128,963	$ 5,530
Public Facility Improvement Corporation					
2001: Due 1/07-7/31: 4.1%-5.5%	$ 74,290	$ -	$ 595	$ 73,695	$ 590
Plus (Less) unamortized discount/premium, net	(1,146)	-	(68)	(1,079)	-
Total Public Facility Improvement	$ 73,144	$ -	$ 527	$ 72,616	$ 590
Total	$ 3,953,285	$ -	$ 55,306	$ 3,897,820	$ 59,280
Plus (Less) unamortized discount/premium, net	4,971	-	1,517	3,454	-
Plus (Less): Deferred Loss on Refunding	(18,904)	2,544	-	(16,361)	-
Total Bonds Payable	$ 3,939,351	$ 2,544	$ 56,823	$ 3,884,913	$ 59,280

(a) Joint Revenue Bonds

To provide funds for the construction of DFW in November 1968, the Cities adopted the 1968 Regional Airport Concurrent Bond Ordinance (Bond Ordinance). This ordinance authorized the issuance of the Series 1968 Dallas/Fort Worth Regional Airport Joint Revenue Bonds and reserved for the Cities the right to issue additional bonds on parity with the Series 1968 Bonds. Additional parity bonds may be issued for the purpose of improving, constructing, replacing, or otherwise extending DFW. The 1968 Ordinance was amended by the 30th Supplement, which was adopted by the Cities in February 2000. Bonds are issued under provisions of Applicable Law, including Chapter 22 of the Transportation Code, Chapter 1371 of the Texas Government Code, as amended, and the provision of the Controlling Ordinances. Management believes DFW is in compliance with all bond covenants.

Revenues derived from the ownership and operations of the Airport are pledged to meet debt service requirements of the bonds issued pursuant to the Bond Ordinance. The Bond Ordinance provides that the Airport shall set rentals, rates, fees and charges to produce, in each fiscal year, gross revenues sufficient to pay (a) DFW's operating and maintenance expenses, excluding depreciation, (b) 1.25 times the amount required to be set aside for principal and interest on the joint revenue bonds (the excess over that required for debt service is transferred at year-end to the capital improvement fund to be used primarily for capital projects), and (c) an amount equal to any other obligations payable from the revenues of the Airport.

The Airport's Joint Revenue Bonds Series 2002B, 2002C, 2003C-1, 2003C-2, 2004A-1 and 2004A-2 were issued in a multi-modal structure. In April 2008, due to deteriorating financial markets, these bonds were converted from an auction rate mode to a fixed rate mode. The controlling bond documents do not allow the Airport to convert to any other mode after conversion to a fixed rate mode.

(b) Special Facility Revenue Bonds

The 1968 Bond Ordinance and the 30th Supplemental Bond Ordinance provided DFW the right to issue special facility revenue bonds for the construction of various special facilities. As of September 30, 2009 there are no outstanding Special Facility Revenue Bonds. As of September 30, 2008, the only Special Facility Bonds outstanding were the 1978 and 1979 Braniff Series. These series of Special Facility bonds were payable solely from the rentals received in respect to each Special Facility pursuant to a Net Rent Lease. These Special Facility rentals are not a part of the operating revenues of the Airport and do not secure the Airport's revenue bonds.

(c) Facility Improvement Corporation Revenue Bonds

In 1998, DFW issued bonds through the FIC for construction of a consolidated rental car facility. These bonds are secured by a facility agreement between FIC and the rental car companies which provide that rental car companies will collect a transaction fee on each car rental day. This fee is currently $4 per day. This fee is set by the FIC Board of Directors and is sufficient to pay annual debt service. Since these bonds were issued on behalf of DFW, and DFW manages the RAC facilities, the operating and non-operating revenues and expenses, assets and liabilities, associated with the RAC and FIC bonds are presented in the financial statements. FIC principal is due annually on November 1, while interest is due semiannually on November 1 and May 1.

(d) Public Facility Improvement Corporation

To provide additional funds for the construction of DFW's public facilities, the Cities and DFW established the PFIC. Bonds issued by the PFIC are payable first from net revenues and accumulated cash balances of the Grand Hyatt hotel facility and second from the Airport's discretionary Airport Capital Improvements 302 Fund, if necessary. PFIC principal is due annually on January 15, while interest on is due semiannually on January 15 and July 15.

(e) Debt Service Requirement

Annual debt service requirements to maturity for bonds are as follows (in thousands):

Year Ending	Joint Revenue Bonds		PFIC		FIC		Total	
September 30	Principal	Interest	Principal	Interest	Principal	Interest	Principal	Interest
2010	$ 13,795	$ 177,569	$ 750	$ 3,824	$ 5,895	$ 8,795	$ 20,440	$ 190,188
2011	37,095	190,834	740	3,787	6,275	8,406	44,110	203,027
2012	40,930	188,237	925	3,745	4,965	7,986	46,820	199,968
2013	54,430	186,257	910	3,699	5,300	7,652	60,640	197,608
2014	81,205	183,651	1,100	3,646	5,650	7,295	87,955	194,592
2015-2019	549,370	842,651	9,910	16,985	34,865	29,878	594,145	889,514
2020-2024	649,900	681,074	19,475	13,004	49,250	15,485	718,625	709,563
2025-2029	776,750	486,196	26,610	6,903	12,080	870	815,440	493,969
2030-2034	933,010	269,496	12,685	668	-	-	945,695	270,164
2035 & Thereafter	445,790	35,216	-	-	-	-	445,790	35,216
	$ 3,582,275	$ 3,241,180	$ 73,105	$ 56,261	$ 124,280	$ 86,367	$ 3,779,660	$ 3,383,808

At September 30, 2009 and 2008 the Airport held approximately $290.1 million and $339.9 million respectively, in reserve funds, interest and sinking funds for use in payment of the above debt service requirements. Certain amounts of the joint revenue, special facility FIC, and PFIC revenue bonds may be redeemed at a premium at various dates at the option of the Cities.

(f) Fiscal Years 2009 Debt Issuance

In September 2009, the airport issued $281.0 million of fixed rate joint revenue refunding bonds (Series 2009A bonds) for the purpose of refunding $339.9 million of outstanding callable Series 2004A-1, 2004A-2 and 2006A bonds to obtain a net present value economic gain of $20.1 million and to restructure certain maturities to reduce airline costs. The additional interest cost over the life of the bonds is $2.2 million. The refunding resulted in a difference between the reacquisition price and the net carrying value of the old debt of $8.6 million related to issuance costs and unamortized loss from previous refunding. This deferred loss is reported in the accompanying basic financial statements as a reduction of bonds payable. There was no debt issued in FY 2008.

(g) Conduit Financing

In 1990, the Cities established the FIC for the purpose of providing conduit financing for the airlines and other users of the Airport. Each series of FIC bonds is payable solely from payments made pursuant to the facilities agreement between FIC and the borrower, with the exception of the RAC (see note 7(c)). The project related revenues that are pledged to support payment of FIC bonds are not part of revenue of the Airport and do not secure the bonds, with the exception of the RAC. Therefore, the assets, liabilities, revenues and expenses associated with these bonds are not reported in the Airport financial statements. FIC Revenue Bonds outstanding exclusive of the RAC was $1.03 billion for fiscal years 2009 and 2008, respectively.

(8) NET ASSETS

Net assets reported as invested in capital assets, net of related debt, are comprised of the following amounts at September 30 (in thousands):

	2009	2008
Invested in capital assets, net of related debt:		
Net capital assets and direct financing leases	$4,123,793	$4,196,859
Less: long-term debt payable, net of deferred financing charges, and capital related payables	(3,720,141)	(3,811,697)
Total invested in capital	$ 403,652	$ 385,162

(9) RESTRICTED ASSETS AND LIABILITIES

Assets and liabilities payable from restricted assets reported in the financial statements consist of the following (in thousands):

	2009				
Description	Public Safety	FIC/PFIC and Other	Debt Service	Passenger Facility Charges	Total
Assets:					
Current					
Cash and cash equivalents	$ 1,123	$ 80,124	$ 104,033	$ 11,647	$ 196,927
Investments	1,047	9,109	15,604	23,097	48,857
Accounts receivable and accrued interest	160	5,649	704	15,743	22,257
Total currrent assets	2,329	94,882	120,342	50,487	268,040
Noncurrent					
Investments	-	15,843	152,000	60,000	227,843
Accounts receivable and accrued interest	-	-	17,793	-	17,793
Total noncurrent assets	-	15,843	169,793	60,000	245,636
Total current and noncurrent assets	2,329	110,725	290,134	110,487	513,676
Payable from restricted assets:					
Current					
Accounts payable	167	4,060	2,774	-	7,001
Accrued interest on revenue bonds	-	5,198	88,785	-	93,983
Long-term liabilities due within one year	-	6,645	13,795	-	20,440
Total current payable from restricted assets	167	15,903	105,354	-	121,424
Noncurrent					
Deferred revenue	-	4	17,793	-	17,797
Total noncurrent payable from restricted assets	-	4	17,793	-	17,797
Total current and noncurrent payables	167	15,907	123,146	-	139,221
Restricted assets less liabilities	2,162	94,818	166,988	110,487	374,456
Reclass to investment in capital assets					
Add: Long-term liabilities due within one year	-	6,645	13,795	-	20,440
Add: AP capital projects and Retainage	-	6,184	-	-	6,184
Net assets, restricted	$ 2,162	$ 107,647	$ 180,783	$ 110,487	$ 401,080

	2008				
Description	Public Safety	FIC/PFIC and Other	Debt Service	Passenger Facility Charges	Total
Assets:					
Current					
Cash and cash equivalents	$ 2,379	$ 56,094	$ 128,492	$ 21,897	$ 208,862
Investments	-	7,910	76,398	36,762	121,070
Accounts receivable and accrued interest	158	6,920	1,801	15,737	24,616
Total currrent assets	2,537	70,924	206,691	74,396	354,548
Noncurrent					
Investments	-	36,891	114,200	61,000	212,091
Accounts receivable and accrued interest	-	-	18,960	-	18,960
Total noncurrent assets	-	36,891	133,160	61,000	231,051
Total current and noncurrent assets	2,537	107,815	339,851	135,396	585,599
Payable from restricted assets:					
Current					
Accounts payable	300	1,988	126	-	2,414
Accrued interest on revenue bonds	-	5,384	100,215	-	105,599
Long-term liabilities due within one year	-	6,120	52,160	-	58,280
Total current payable from restricted assets	300	13,492	152,501	-	166,293
Noncurrent					
Deferred revenue	-	23	18,960	-	18,983
Total noncurrent payable from restricted assets	-	23	18,960	-	18,983
Total current and noncurrent payables	300	13,515	171,461	-	185,276
Restricted assets less liabilities	2,237	94,300	168,390	135,396	400,323
Reclass to investment in capital assets					
Add: Long-term liabilities due within one year	-	6,120	52,160	-	58,280
Add: AP capital projects and Retainage	-	8,512	-	-	8,512
Net assets, restricted	$ 2,237	$ 108,932	$ 220,550	$ 135,396	$ 467,115

(10) RETIREMENT PLANS

(a) ***Plan Descriptions***

DFW has two fiduciary defined-benefit pension plans covering substantially all DFW employees: the employees of Dallas/Fort Worth International Airport Retirement Plans and the Department of Public Safety (DPS) Retirement Plans (Retirement Plans, collectively) that were established by Board resolution. Both plans are single-employer public employee retirement system plans in which the assets are held in an investment trust. Employees vest after five years of service and are eligible for early retirement at ages 55-61 and full retirement benefits at age 62 and after. Pension benefits increase by a cost of living adjustment each January 1.

The fiscal year-end for the Retirement Plans is December 31. Copies of the Retirement Plans' annual report may be obtained by writing to the Finance Department, DFW Airport, Post Office Drawer 619428, DFW Airport, Texas 75261-9428.

Employee Plan - All regular employees, other than DPS officers are covered by the Employee Plan. Benefits vest after five years of service. DFW employees who retire are entitled to an annual retirement benefit, payable monthly for life in an amount equal to a percentage of final average monthly compensation times credited service plus an annual cost of living adjustment (as defined by the Employee Plan). Employees can also elect a limited lump-sum distribution. The Employee Plan also provides early retirement, death, and disability benefits.

DPS Plan - The DPS Plan was established effective October 1, 1999 when the assets and liabilities accrued by public safety officers eligible for the DPS Plan prior to October 1, 1999 were transferred from the Employee Plan to the DPS Plan in compliance with the requirements of IRS Code Section 414(1). The public safety officers who retired or terminated employment prior to October 1, 1999, were not eligible for the DPS Plan and will continue to receive their benefits, if any, from the Employee Plan.

The DPS Plan permits early retirement at ages 55 to 61, or upon satisfaction of the "Rule of 80." The "Rule of 80" is the attainment of age 50 and the completion of the number of years of benefit service that when added to the participant's age equals the sum of 80. DPS officers receive pension benefits in the form of a qualified joint and survivor annuity; however, an employee may request optional forms of pension benefit payments upon written request to the Plan Administrator. Other forms of payment of accumulated plan benefits include lump-sum distribution upon retirement or termination or equal monthly payments for life.

(b) Funding Policies

DFW determines each Retirement Plans' funding policy. In general, DFW contributes an amount approximately equal to the actuarially determined pension cost for the year. In some years, however, DFW funds additional contributions to help retire the unfunded liability sooner. The significant actuarial assumptions used to compute the actuarially determined contribution requirement are the same as those used to compute the actuarial accrued liability.

Both pension plans provides that employees with five or more years of service are entitled to annual pension benefits, beginning at normal retirement age of 62, equal to a certain percentage of their final average monthly compensation for each year of credited service, less a certain percentage of anticipated primary insurance benefits. The final average monthly compensation is determined by utilizing the highest 60 consecutive months of earnings out of the 120 months immediately preceding the date of service termination.

Employer contributions are generally made annually and recognized as additions in the period in which employee services are performed. Employee contributions are required for the DPS Plan, but not permitted for the Employee Plan.

The actuarially determined contribution requirements for the DFW's fiscal years are computed through an actuarial valuation performed as of January 1 each year. The annual actuarial valuation is performed to determine the adequacy of current contribution rates, to describe the current financial condition of the Plans and to analyze changes in the Plans' condition. Significant actuarial assumptions are as follows:

	Employee Plan	DPS Plan
Valuation date	January 1, 2009	January 1, 2009
Actuarial cost method	Entry age normal	Entry age normal
Amortization method	Level percent, closed	Level percent, closed
Remaining amortization period	30 years	30 years
Assets valuation method	5-year moving average	5-year moving average
Actuarial assumptions:		
a. Investment rate of return*	8.00%	8.00%
b. Projected salary increases*	Variable rate 4.0% to 7.25%	Variable rate 4.0% to 10.0%
* includes inflation at	3.00%	3.00%
c. Cost of living adjustments	3.00%	3.00%

DFW's annual pension costs, contributions, percent contributed, and net pension asset is as follows (in thousands):

	Employee Plan			
Year ended	Annual Pension Cost	Airport Contribution	Percentage Contributed	Net Pension Asset
September 30, 2009	$ 15,050	$20,902	139%	$31,982
September 30, 2008	14,935	19,797	133%	26,130
September 30, 2007	14,284	21,981	154%	21,268

	DPS Plan			
Year ended	Annual Pension Cost	Airport Contribution	Percentage Contributed	Net Pension Asset
September 30, 2009	$ 4,284	$ 5,945	139%	$12,426
September 30, 2008	4,172	5,482	131%	10,765
September 30, 2007	4,127	6,246	151%	9,468

As of January 1, 2009, the most recent actuarial valuation date, the funding status of the plans is as follows (in thousands):

	2009		2008	
	Employee	DPS	Employee	DPS
Actuarial accrued liabilities	$ 329,225	$125,564	$ 300,825	$ 116,431
Actuarial value of assets	245,813	85,048	232,884	80,483
(Unfunded) actuarial accrued liability	$ (83,412)	$ (40,516)	$ (67,941)	$ (35,948)
Funded ratio	74.7%	67.7%	77.4%	69.1%
Annual covered payroll	77,665	21,388	73,475	20,130
(Unfunded) actuarial accrued liability as a percentage of covered payroll	(107.4%)	(189.4%)	(92.5%)	(178.6%)

The schedule of funding progress, presented as Required Supplemental Information (RSI) following the notes to the financial statements, presents multi-year trend information about whether the actuarial value of plan assets are increasing or decreasing over time relative to the actuarial accrued liability for benefits.

(c) Net Pension Asset

DFW net pension assets for its Employee and DPS plans for fiscal year 2009 are as follows (in thousands):

	September 30, 2009		
	Employees plan	DPS plan	Total
Annual required contribution	$ 14,820	$ 4,189	$ 19,009
Interest on net pension asset	(2,090)	(861)	(2,952)
Adjustment to annual required contribution	2,321	957	3,278
Annual pension cost	15,050	4,284	19,335
Employer contributions	20,902	5,945	26,847
Increase in net pension (asset)	(5,852)	(1,660)	(7,512)
Net pension (asset), beginning of year	(26,130)	(10,765)	(36,895)
Net pension (asset), end of year	$ (31,982)	$ (12,426)	$ (44,407)

DFW net pension assets for its Employee and DPS plans for fiscal year 2008 are as follows (in thousands):

	September 30, 2008		
	Employees plan	DPS plan	Total
Annual required contribution	$ 14,747	$ 4,102	$ 18,850
Interest on net pension asset	(1,701)	(756)	(2,458)
Adjustment to annual required contribution	1,889	840	2,728
Annual pension cost	14,935	4,185	19,120
Employer contributions	19,797	5,482	25,279
Increase in net pension (asset)	(4,862)	(1,297)	(6,159)
Net pension (asset), beginning of year	(21,268)	(9,468)	(30,736)
Net pension (asset), end of year	$ (26,130)	$ (10,765)	$ (36,895)

(11) OTHER POST-EMPLOYMENT BENEFITS (OPEB)

(a) *Plan Descriptions*

General

The OPEB Plan is a single-employer defined benefit other than pension plan covering qualified retirees of DFW. The OPEB Plan is established and derives its authority from a DFW resolution effective September 2007. The OPEB Plan is administered by the DFW Board with the Executive Vice President of Administration and Diversity and the Vice President of Human Resources serving as the “Plan Administrators”. The management of the assets and any amendments of the Plan is the responsibility of the DFW Board’s Retirement Committee, the Executive Vice President - CFO and the Vice President of Treasury Management.

Beginning in FY 2008, DFW implemented GASB Statement No. 45 “Accounting and Financial Reporting by Employers for Post-Employment Benefits Other than Pensions”. In connections with such implementation, DFW has commissioned an actuarial study from an outside consultant to quantify the amount of the Airport’s OPEB obligations. This study indicates an unfunded actuarial accrued liability of approximately $26.2 million and $26.8 million as of January 1, 2009 and 2008, respectively. DFW has deposited its’ OPEB obligations and has made a contribution of $2.7 million in FY 2009 and FY 2008. The first actuarial required contribution was not required until FY 2008. DFW contributed $2.7 million in FY 2007 and recorded a net OPEB asset for that contribution.

The fiscal year-end for the OPEB Plan is December 31. Copies of the OPEB annual report may be obtained by writing to the Finance Department, DFW Airport, Post Office Drawer 619428, DFW Airport, Texas 75261-9428.

OPEB Plan Eligibility

The OPEB Plan provides retiree health care for qualified retired employees ages 65 or younger and their eligible dependents when required criteria are met. To be eligible as a retiree, an employee must be enrolled in one of the DFW's medical plans, be eligible for retirement under one of the DFW's pension plans; and begin drawing pension benefits immediately upon retirement. Failure to immediately draw pension benefits will result in loss of eligibility for medical coverage.

To be eligible as a retiree's dependents, dependent(s) must be either a legal spouse; unmarried children and under age 25 who are dependent on the retiree for at least 50% of their support and claimed on the retiree's income tax return; unmarried grandchildren under age 25 who are dependent on the retiree for at least 50% of their support, reside in the retiree's household, and claimed on the retiree's income tax return; or unmarried children at any age if mentally or physically incapable of self-support. Normal retirement benefits for general employees and DPS employees begin when they complete 5 years of service and age 62.

Health Care Benefit

The health care coverage offered to active employees is available to retirees under age 65 and their eligible dependents. The benefit includes medical, prescription drug, and vision coverage. Medical plans offer PPO Premium, PPO Basic, HMO Premium, and HMO Basic.

Retiree Medical Subsidy

As of January 1, 2003, DFW provides a subsidy to eligible employees who retire to purchase medical coverage prior to Medicare eligibility. The subsidy is for pre-65 OPEB medical benefits only, and offers a credit of $20 per month of completed year of service up to a maximum benefit of $400 per month. These credits have no cash value and can only be used toward purchasing medical coverage from the DFW. Retirees pay the total amount charged to DFW, less the retiree's subsidy, if applicable.

To be eligible for the subsidy, retirees must have retired after January 1, 2003, have 10 or more years of service, have been enrolled continuously in a DFW medical plan, and immediately draw retirement benefits.

Medicare Supplement Plan

DFW offers a PPO Medicare Supplement Plan for retirees and/or their spouses age 65 or older. The retiree and/or spouse must transfer to the Medicare Supplement Plan by the first of the month following their 65th birthday if they choose to remain on the DFW Plan.

To be eligible for the Medicare Supplement Plan, a retiree or spouse must be 65 of age and currently enrolled in DFW medical plan, has applied for the Medicare Supplement Plan 2 month prior to turning age 65, and transitions to Medicare Supplement Plan the 1st of the month following their 65th birthday.

(b) ***Funding Policies***

DFW determines the OPEB funding policy. In general, DFW contributes an amount approximately equal to the actuarially determined OPEB cost for the year. In some years, however, DFW funds additional contributions to help retire the unfunded liability sooner. The significant actuarial assumptions used to compute the actuarially determined contribution requirement are the same as those used to compute the actuarial accrued liability.

Employer contributions are generally made quarterly and recognized as additions in the period in which employee services are performed. Employee contributions are not permitted.

The actuarially determined contribution requirements for the DFW's fiscal years are computed through an actuarial valuation performed as of January 1 each year. The annual actuarial valuation is performed to determine the adequacy of current contribution rates, to describe the current financial condition of OPEB and to analyze changes in condition. The (unfunded) actuarial accrued liability rate is (26.5%) and (28.6%) of annual covered payroll as of December 31, 2008 and 2007, respectively.

Actuarial valuations involve estimates of the value of reported amounts and assumptions about the probability of events in the future. 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 to past expectations and new estimates are made about the future. The required schedule of funding progress presented as required supplementary information provides multiyear trend information that shows whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Projections of benefits are based on the plan and include the types of benefits in force at the valuations date and the pattern of sharing benefit costs between DFW and the plan members to that point. Actuarial calculations reflect a long-term perspective and employ methods and assumptions that are designed to reduce short-term volatility in actuarial accrued liabilities and the actuarial value of assets. Significant methods and assumptions are as follows:

Significant actuarial assumptions	
Actuarially assumed investment return	8.0% per annum compunded annually
Mortality rates for males and females	Retirement Plans 2000 Healthy Mortality Table
Retirement, disablement and seperation rates	Graduated rates based on age (detailed in actuary's report)
Actuarial cost method	Individual Entry-Age Acturial Cost Method
General inflation	3.0% per annum
Payroll growth rate	4.0% per annum
Health cost increase	Graduated rates based on age (detailed in actuary's report)
Method used for determining actuarial value of assets	Market value of assets
Amortization method	Level percent, closed
Remaining amortization	28 years

DFW's annual OPEB costs, contributions, percent contributed, and net OPEB asset is as follows (in thousands):

	OPEB Plan			
Year ended	Annual OPEB Cost	Airport Contribution	Percentage Contributed	Net OPEB Asset
September 30, 2009	$ 2,700	$ 2,676	99%	$ 2,652
September 30, 2008	2,763	2,739	99%	2,676

The funding status of the OPEB plan as of January 1, 2009, representing the most recent valuation date, is as follows (in thousands):

	2009	2008
Actuarial accrued liabilities	$ 32,572	$ 32,151
Actuarial value of assets	6,343	5,403
(Unfunded) actuarial accrued liability	$ (26,229)	$ (26,748)
Funded ratio	19.5%	16.8%
Annual covered payroll	$ 99,053	$ 93,605
(Unfunded) actuarial accrued liability as a percentage of covered payroll	(26.5%)	(28.6%)

(c) ***Net OPEB Assets***

DFW's net OPEB assets for fiscal years 2009 and 2008 are as follows (in thousands):

	2009	2008
Annual required contribution	$ 2,676	$ 2,739
Interest on net OPEB asset	(214)	(216)
Adjustment to annual required contribution	238	240
Annual OPEB cost	2,700	2,763
Employer contributions	2,676	2,739
Increase in net OPEB (asset)	24	24
Net OPEB (asset), beginning of year	(2,676)	(2,700)
Net OPEB (asset), end of year	$ (2,652)	$ (2,676)

(12) PFIC BACKGROUND AND SEGMENT FINANCIAL INFORMATION

The PFIC is a duly incorporated public instrumentality in the State of Texas, created on December 14, 2000 by the Airport's owner cities. The PFIC was created pursuant to Chapter 22 of the Texas Transportation Code for the purpose of financing, equipping and operating one or more public facilities within the boundaries of the Airport.

To date, only one such facility has been approved and completed, the DFW Grand Hyatt (Hotel) which opened July 1, 2005. The hotel was constructed, equipped, and furnished with proceeds from the 2001 Airport Hotel Revenue Bonds, issued in the amount of $75 million. In addition to construction funds, these bonds plus a contribution of $8.1 million from the Airport Discretionary account provided for payments of interest until March 1st, 2006, reserve funds, working capital, and the cost of issuance. In addition, the Airport has, over the course of construction, provided additional construction funds of $7.2 million from its discretionary account.

The Hotel was constructed by the Airport based on a Development Agreement entered into between the Airport and the PFIC. Upon completion of the Hotel, the Airport leased the Hotel to the PFIC pursuant to the Hotel Lease Agreement. The PFIC accounts for the transaction as a capital lease.

The Hotel has 298 rooms and is situated in DFW's International Terminal D. The Hotel is managed by the Hyatt International Corporation.

The following summarizes the PFIC financial information (in thousands) for the fiscal years ended 2009 and 2008.

	2009	2008
Operating revenues	$ 25,290	$ 28,234
Operating expenses	(18,745)	(19,125)
Operating Income	6,545	9,109
Non-operating income (expense)	(4,748)	(3,921)
Change in net assets	1,797	5,188
Net assets at the beginning of the year	24,692	19,504
Net assets at the end of the year	$ 26,489	$ 24,692
Capital assets	58,090	59,601
Other assets	42,943	40,353
Total assets	101,033	99,954
Long term liabilities	(71,349)	(72,050)
Other liabilities	(3,195)	(3,212)
Total liabilities	(74,544)	(75,262)
Net assets	$ 26,489	$ 24,692

	2009	2008
Cash flows from operating activities	$ 8,023	$ 10,292
Cash flows from financing activities	(5,528)	(5,337)
Cash flows from investing activities	611	1,246
Net increase in cash and cash equivalents	3,106	6,201
Cash and cash equivalents at beginning of the year	29,816	23,615
Cash and cash equivalents at end of the year	$ 32,922	$ 29,816

The PFIC is required to make monthly contributions to a Debt Service Fund and maintain a Supplemental Debt Service Fund with a value equivalent to 1 year's worth of Debt Service. If the Debt Service Fund is insufficient to pay either principal or interest when due, funds are taken from the Supplemental Debt Service Fund and the Board is required to reimburse the Supplemental Debt Service Fund from the D/FW International Airport Board Discretionary Fund within 1 year from the draw. The fiscal year end for the PFIC is September 30 and is separately audited, beginning with fiscal year 2005. Copies of the audited financial report may be obtained by writing to the Finance Department, DFW Airport, Post Office Drawer 619428, DFW Airport, Texas 75261-9428.

(13) COMMITMENTS AND CONTINGENCIES

(a) Contingencies

The Texas Commission on Environmental Quality (the "TCEQ") and the Airport have entered into an agreed order, effective September 1, 2000 (the "Agreed Order"), to settle a TCEQ proceeding with respect to unauthorized discharges of jet fuel into or adjacent to state waterways and failure to report an accidental release of sewage.

Dallas/Fort Worth International Airport Board v. Federal APD, Inc. and Federal APD, Inc. v. Dallas/Fort Worth International Airport Board. In September of 2002, the Airport Board contracted with Federal APD, Inc. to develop and install an automated parking control system (APS). The contract amount was approximately $20 million with a contract completion date (after extension by various change orders) of April 14, 2005. In the Spring of 2008, with contract performance almost three years late and still not complete, the Board terminated the contract with Federal APD for default. In July of 2008, the Board sued Federal APD, Inc. in State district court for breach of contract. Also, in July, Federal APD, Inc. sued the Board in U.S. District Court in Dallas for delay, interference and failure to compensate Federal APD, Inc. for extra work and seeking damages in excess of $21 million.

In December of 2008, the parties reached a settlement resolving both cases. Under the settlement, Federal APD, Inc. would pay the Board $1.4 million, APS equipment would be retained or returned in accordance with the detailed agreement of the parties, and other administrative/transition issues resolved. The settlement agreement has been executed and the settlement amount paid to the Board.

(b) Federal Grants

The Airport has received federal grants for specific purposes including Department of Homeland Security (DHS) and Airport Improvement Program (AIP) that are subject to review and audit by the grantor agencies. Such audits could lead to requests for reimbursement to the grantor agency for expenditures disallowed under terms of the grant. In the opinion of management of the Airport, disallowed costs, if any, would not be material.

(c) Personal Injury liability

A number of suits have been filed against the Airport related to accidents on Airport property. The Board is fully insured to the extent of the statutory limit under the tort claim act.

(14) SELF-INSURANCE/RISK MANAGEMENT

DFW maintains self-insured liability for employee medical and workers compensation claims. DFW utilizes a third-party company to provide stop loss coverage on individual health claims and a third-party administrator to manage workers compensation claims in accordance with Texas state statutes and limits. DFW accrues the estimated cost of self-insurance liabilities based on annual actuarial reviews. In FY 2008, DFW became self insured for all of the medical claims (with stop-loss limits) for both PPO and HMO plans. Changes in liabilities on 2009 and 2008 for all Airport self-insured programs are detailed below (in thousands)

Description	2009	2008
Beginning balance	$ 4,267	$ 3,251
Plus: Current year claims and changes in estimate	19,095	18,824
Less: Payments	(19,026)	(17,808)
Ending balance	$ 4,336	$ 4,267

DFW is exposed to various risks of loss related to theft, damage to and destruction of assets and natural disasters for which DFW carries commercial insurance. Specific details regarding deductibles and coverage can be found in the statistical section. Any settlement payments covered by commercial insurance did not exceed coverage in FY 2009 and FY 2008.

(15) CONCENTRATION OF CREDIT RISK

DFW's customers are principally concentrated within the airline industry. DFW periodically evaluates the financial condition of its customers and typically does not require collateral. DFW received approximately $179.1 million (35.8%) of its revenues during fiscal year 2009 and $178.4 million (28.5%) of its operating revenues during fiscal year 2008 from American Airlines (including American Eagle). American Airlines (including American Eagle) had 85.4% of passengers in FY 2009 and 85.3% in FY 2008; landed weights were 77.2% in FY 2009 and 76.3% in FY 2008.

(16) NATURAL GAS

In August 2006, the Cities of Dallas and Fort Worth approved a lease between DFW and Chesapeake Energy Corporation to begin natural gas exploration on the Airport's 18,000 acres. The lease was approved by the FAA in October 2006 and was signed by DFW and Chesapeake on October 5, 2006. Under the terms of the lease, Chesapeake paid DFW an initial non-refundable payment of $185.6 million on October 5, 2006 for the rights to drill for natural gas on the Airport and agreed to pay DFW a 25% royalty on future natural gas gross revenues as defined in the lease. As of September 30, 2009, there are 101 producing wells and 30.5 miles of pipeline constructed. As a result of low natural gas prices, Chesapeake suspended the drilling of new wells at DFW and moved its rigs to other locations. It is uncertain when or if Chesapeake will drill new wells at DFW.

Natural gas proceeds for the lease payment and royalties are not considered "gross revenues" of the Airport per DFW's Controlling Documents because they represent the sale of mineral rights. The Controlling Documents require that these funds be deposited into the Capital Improvement Fund (301 Fund) which is an unrestricted cash account. The $185.6 million payment was recognized as operating revenue over a two year period (FY 2007 and FY 2008) because the payment covered an initial contract period of two years. Natural gas production began on September 28, 2007. DFW earned $23.4 million and $35 million of royalty income in FY 2009 and FY 2008, respectively. Surface and pipeline fees from Chesapeake, amounting to $2.8 million and $4.2 million in FY 2009 and FY 2008, respectively, are considered "gross revenue" of the Airport.

(17) POLLUTION REMEDIATION

In FY2009, DFW Airport implemented GASB Statement No. 49, ***Accounting and Financial Reporting for Pollution Remediation Obligations.*** The Airport has determined that the implementation of GASB 49 had no material effect on prior year financial statements.

The Airport has one area of subsurface land (Central Terminal Area) that is under an agreed-upon order by the Texas Commission for Environmental Quality for the remediation of a jet fuel leak in the underground pipeline in which two terminal areas are affected, Terminal B & C. As of September 30, 2009, the Airport accrued a liability, measured at the current value amount, using the expected cash flows technique, of $1.65 million for the operating and maintenance (O&M) costs related to this underground pipeline. Terminal C area has approximately 4 to 5 years of O&M costs to achieve site remedial goals while Terminal B area has approximately 15 to 20 years to achieve site remedial goals. Once Terminal C is complete, a site re-evaluation will be necessary to determine the O&M cost associated with the remaining years of remediation in Terminal B.

The Airport's Northwest Cargo Area VCP (Voluntary Clean-up Program), an area of approximately 150 acres, has completed the voluntary investigation activities that include site assessment, site investigation and corrective measures feasibility study and design of a remedial action plan (RAP) for a chlorinated solvent plume and includes small areas of additional jet fuel contamination. It has been determined that the contaminated area covers 22 acres of land located in the Northwest Cargo Area generated from previous tenants. As of September 30, 2009, the Airport accrued a liability, measured at the current value amount, using the expected cash flows technique, of an estimated $10 million for the capital outlay covering the next 4 to 5 years for the mobile extraction system, mobile remediation system, and underground infrastructure including plumbing, monitor wells, recovery wells, soil mixing and slurry walls. The annual O&M cost is unknown at this time.

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REQUIRED SUPPLEMENTARY INFORMATION

Dallas/Fort Worth International Airport
Schedule of Funding Progress - Pension
September 30, 2009
(Amounts in Thousands)

The following presents the funding progress from January 1, 2006 to January 1, 2009:

Valuation date	Actuarial value of assets (AVA)	Actuarial accrued liability (AAL)	Unfunded actuarial accrued asset (liability) (UAAL)	Funded ratio	Annual covered payroll	UAAL as % of payroll
			(2) – (3)	(2)/(3)		(4)/(6)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Employee Plan						
January 1, 2009	$ 245,813	$ 329,225	$ (83,412)	74.7%	$ 77,665	(107.4%)
January 1, 2008	232,884	300,825	(67,941)	77.4%	73,475	(92.5%)
January 1, 2007	201,632	277,147	(75,515)	72.8%	70,832	(106.6%)
January 1, 2006	181,324	252,817	(71,493)	71.7%	67,968	(105.2%)
DPS Plan						
January 1, 2009	85,048	125,564	(40,516)	67.7%	21,388	(189.4%)
January 1, 2008	80,483	116,431	(35,948)	69.1%	20,130	(178.6%)
January 1, 2007	69,915	106,985	(37,070)	65.4%	19,284	(192.2%)
January 1, 2006	61,045	100,054	(39,009)	61.0%	18,722	(208.4%)

Dallas/Fort Worth International Airport
Schedule of Funding Progress - OPEB
September 30, 2009
(Amounts in Thousands)

The following presents the funding progress from January 1, 2007 to January 1, 2009:

Valuation date	Actuarial value of assets (AVA)	Actuarial accrued liability (AAL)	Unfunded actuarial accrued asset (liability) (UAAL)	Funded ratio	Annual covered payroll	UAAL as % of payroll
			(2) – (3)	(2)/(3)		(4)/(6)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
January 1, 2009	$ 6,343	$32,572	$ (26,229)	19.5%	$ 99,053	(26.5%)
January 1, 2008	5,403	32,151	(26,748)	16.8%	93,605	(28.6%)
January 1, 2007	-	29,243	(29,243)	0.0%	90,116	(32.5%)

SUPPLEMENTARY INFORMATION

Dallas/Fort Forth International Airport
Combining Statements of Fiduciary Net Assets
As of December 31, 2008 and 2007
(Amounts in Thousands)

	Fiduciary Activities				
	Employee Plan	DPS Plan	OPEB Plan	2008	2007
Assets					
Cash	$ 61	$ 21	$ -	$ 82	$ 66
Investments at fair value					
U.S government securities	34,534	11,981	-	46,515	44,781
Common stocks	91,058	31,591	-	122,649	180,056
Bonds	36,258	12,579	-	48,837	47,758
Foreign stocks	397	138	-	535	922
Money market funds	20,220	7,014	6,401	33,635	21,042
Real estate investment funds	1,663	577	-	2,240	537
Limited Partnership	163	56	-	219	370
Total Investments	184,293	63,936	6,401	254,630	295,466
Total cash and investments, at fair value	184,354	63,957	6,401	254,712	295,532
Employer contribution	5,133	1,448	-	6,581	5,384
Due from broker	318	110	-	428	146
Accrued interest and dividends	839	291	10	1,140	1,094
Total assets	190,644	65,806	6,411	262,861	302,156
Liabilities					
Due to broker for securities purchased	4,063	1,409	-	5,472	1,491
Due to employee plan	-	-	-	-	-
Claims/premiums payable	-	-	67	67	31
Accrued transaction fees	12	4	1	17	9
Accrued management fees	183	64	-	247	310
Total retirement plan liabilities	4,258	1,477	68	5,803	1,841
Net Assets					
Held in trust for pension benefits	$ 186,386	$ 64,329	$ 6,343	$ 257,058	$ 300,315

Dallas/Fort Worth International Airport
Combining Statements Of Changes in Fiduciary Net Assets
For The Years Ended December 31, 2008 and 2007
(Amounts in Thousands)

	Fiduciary Activities				
	Employee Plan	DPS Plan	OPEB Plan	2008	2007
Additions:					
Investment income	$ 6,507	$ 2,274	$ 123	$ 8,904	$ 8,569
Net appreciation in fair value of investment on funds	(60,522)	(21,145)	-	(81,667)	16,985
Investment fees	(13)	(4)	-	(17)	(40)
Contributions from employee	-	1,417	-	1,417	1,351
Contributions from employer	31,014	8,703	4,740	44,457	31,754
Total additions	(23,014)	(8,755)	4,863	(26,906)	58,619
Deductions:					
Pension benefit payments	9,416	3,380	-	12,796	11,329
Claims/premiums expenses payments	-	-	1,895	1,895	31
Administrative fees	1,229	428	3	1,660	1,784
Total deductions	10,645	3,808	1,898	16,351	13,144
Change in net assets	(33,659)	(12,563)	2,965	(43,257)	45,475
Plan net assets, beginning of year	220,045	76,892	3,378	300,315	254,840
Plan net assets, end of year	$ 186,386	$ 64,329	$ 6,343	$ 257,058	$ 300,315

STATISTICAL SECTION

(UNAUDITED)

Dallas/Fort Worth International Airport
Comprehensive Annual Financial Report
Statistical Table of Contents
For the Fiscal Year Ended September 30, 2009

FINANCIAL TRENDS INFORMATION

(UNAUDITED)

Dallas/Fort Worth International Airport
Net Assets by Component
Last Five Fiscal Years
(Amounts in Thousands)

	2009	2008	2007	2006	2005
Net Assets					
Invested in capital assets, net of related debt	$ 403,652	$ 385,163	$ 419,833	$ 633,868	$ 623,300
Restricted for:					
FIC/PFIC and other	107,647	108,932	98,504	83,402	160,704
Debt service	180,783	220,550	221,156	213,150	299,935
Passenger facility charges	110,487	135,395	154,138	176,012	198,049
Public safety	2,162	2,237	2,129	2,221	2,109
Total restricted	401,080	467,115	475,927	474,785	660,797
Unrestricted	632,550	686,172	589,333	347,951	252,195
Total Net Assets	$1,437,282	$1,538,450	$1,485,093	$ 1,456,604	$ 1,536,292

Source: Statements of Net Assets
* Only five year history provided based on availability

Dallas/Fort Worth International Airport
Changes in Net Assets
Last Five Fiscal Years
(Amounts in Thousands)

	2009	2008	2007	2006	2005
Operating Revenues					
Landing fees	$ 164,744	$ 164,841	$ 155,562	$ 193,814	$ 161,396
Parking	92,728	103,875	106,911	90,986	88,177
Natural gas	26,255	131,886	92,608	-	-
Ground and facilities leases	51,370	54,814	50,252	49,371	44,896
Concessions	46,185	49,071	45,252	40,096	33,729
Terminal rent and use fees	41,869	42,632	43,766	45,976	17,559
Grand Hyatt Hotel	25,290	28,234	26,853	22,178	3,657
Utility services	16,795	18,217	17,742	18,302	17,751
RAC transportation	8,430	7,224	-	-	-
Employee transportation	8,383	8,358	7,647	7,573	6,289
Taxi, limo, and shuttle fees	5,825	6,695	6,620	5,338	4,995
Other	11,967	11,314	17,034	11,888	10,506
Total operating revenues	$ 499,840	$ 627,160	$ 570,247	$ 485,522	$ 388,955
Operating Expenses					
Salaries, wages, and benefits	$ 153,531	$ 152,896	$ 145,933	$ 139,320	119,854
Contract services	139,035	130,256	111,784	105,933	71,807
Utilities	34,659	37,664	38,198	42,314	25,573
Equipment and supplies	16,329	23,432	20,420	23,275	19,125
Grand Hyatt Hotel	16,176	16,625	15,790	14,397	2,924
Insurance	4,321	4,327	4,730	5,258	3,832
General, administrative and other charges	4,448	6,132	5,330	4,433	4,756
Depreciation and amortization	197,099	194,691	200,349	214,622	125,075
Total operating expenses	$ 565,599	$ 566,023	$ 542,534	$ 549,552	372,946
Operating (loss) income	(65,758)	61,137	27,713	(64,030)	16,009
Non-Operating Revenues (Expenses)					
Passenger facility charges	$ 104,903	107,443	111,906	$ 112,510	118,438
Rental car customer facility charge	16,510	19,765	23,620	18,202	18,248
Interest income	26,859	45,659	61,816	45,795	20,513
Interest expense on revenue bonds	(212,703)	(213,477)	(212,101)	(217,492)	(83,837)
Repayment to owner city	-	-	(19,736)	-	-
Other, net	(15,587)	(3,626)	(934)	(14,804)	(959)
Total non-operating revenues, net	$ (80,019)	$ (44,237)	$ (35,430)	$ (55,789)	72,403
Gain (loss) before capital contributions	(145,777)	16,901	(7,717)	(119,819)	88,412
Capital Contributions					
Federal and grant reimbursements	$ 44,609	$ 36,456	$ 36,206	$ 40,131	52,441
Total capital contributions	$ 44,609	$ 36,456	$ 36,206	$ 40,131	$ 52,441
Net Assets					
Increase (decrease) in net assets	$ (101,168)	$ 53,357	$ 28,489	$ (79,688)	$ 140,853
Total net assets, beginning of year	1,538,450	1,485,093	1,456,604	1,536,292	1,395,439
Total net assets, end of year	$ 1,437,282	$ 1,538,450	$ 1,485,093	$ 1,456,604	$ 1,536,292

Source: Statement of Revenues, Expenses and Change in Net assets
* Only five year history provided based on availability

Dallas/Fort Worth International Airport
Operating Expenses By Source
Last Ten Fiscal Years (Unaudited)
(Amounts in Thousands)

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Landing area	$ 18,490	$ 19,421	$ 19,910	$ 20,396	$ 17,629	$ 13,684	$ 10,057	$ 9,573	$ 9,606	$ 6,921
Terminal area	81,289	78,314	75,789	75,121	36,874	11,210	10,925	9,573	10,499	12,574
Transit system	28,084	27,718	25,134	26,914	15,322	6,835	8,503	7,332	8,513	8,210
Parking	38,284	40,441	39,536	32,431	30,340	27,506	23,502	22,294	23,261	17,498
Ground rentals/outside concessions	15,234	17,085	6,215	4,435	2,857	3,541	4,980	2,364	2,312	1,792
Utility services	21,294	21,400	21,333	21,670	17,851	13,524	19,811	18,019	11,865	9,824
Ground transportation	6,327	6,593	6,489	5,694	5,018	4,778	5,740	4,941	4,848	3,312
General aviation complex	1,073	1,436	1,302	2,344	1,215	918	350	319	263	370
Airport Services	137,360	136,596	128,723	128,813	111,040	106,970	95,406	97,985	91,159	88,214
Grand Hyatt	17,366	16,625	15,790	14,397	2,924	-	-	-	-	-
Operating expenses	3,698	5,703	1,965	2,715	8,816	6,910	2,898	4,482	10,164	4,350
Depreciation / amortization	197,099	194,691	200,349	214,622	123,060	81,682	80,744	70,958	72,696	62,956
Total operating expenses	$ 565,599	$ 566,023	$ 542,534	$549,552	$372,946	$277,558	$262,916	$247,840	$245,186	$216,021

Source: General Ledger Source lines and Statement of Revenues, Expenses and Changes in Net Assets

REVENUE CAPACITY INFORMATION

(UNAUDITED)

Dallas/Fort Worth International Airport
Operating Revenues By Source
Last Ten Fiscal Years (Unaudited)
(Amounts in Thousands)

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Landing fees- signatory airlines	$162,740	$162,657	$152,822	$188,835	$156,448	$105,356	$ 80,323	$ 78,443	$ 82,016	$ 66,607
Parking	92,728	103,875	106,911	90,986	88,177	81,643	68,329	71,139	69,937	70,922
Natural Gas	26,255	131,886	92,608	-	-	-	-	-	-	-
Terminal rents & use fees	41,869	42,632	43,766	45,976	17,559	10,810	7,956	8,669	10,248	10,619
Ground rentals/outside concessions	47,031	49,426	46,031	45,258	40,368	42,491	39,985	37,055	37,686	33,969
Concessions	46,185	49,071	45,252	40,096	33,729	31,122	28,382	26,474	26,691	29,056
Grand Hyatt Hotel	25,290	28,234	26,853	22,178	3,657	-	-	-	-	-
Utility services	16,795	18,217	17,742	18,302	17,751	14,449	11,801	11,834	13,571	13,286
RAC Transportation	8,430	7,224	-	-	-	-	-	-	-	-
Transit system	8,383	8,358	7,647	7,573	6,289	6,990	7,615	7,831	8,125	7,654
Taxi and Limo	5,825	6,695	6,620	5,338	4,995	5,838	4,259	4,153	4,637	7,149
Fueling system rentals	5,350	5,710	5,718	5,959	5,773	3,927	4,099	3,893	3,821	3,967
Landing fees- nonsignatory airlines	2,003	2,184	2,740	4,979	4,948	5,129	4,016	3,035	3,630	3,315
Hotel and recreation	2,730	3,773	2,669	2,495	2,061	1,772	1,755	1,651	2,321	3,526
East cargo area rentals	1,610	1,614	1,552	1,618	1,609	2,058	1,990	1,929	1,920	1,813
Other miscellaneous revenues	6,617	5,603	11,316	5,929	5,591	4,882	7,061	15,084	9,443	4,876
Total operating revenues	$ 499,840	$ 627,160	$ 570,247	$485,522	$388,955	$316,467	$267,571	$271,190	$274,046	$256,759

Source: General Ledger Source lines and Statement of Revenues, Expenses and Changes in Net Assets

Dallas/Fort Worth International Airport
Settlement History
Last Ten Fiscal Years (Unaudited)

Period	Settlement Rate	Settlement Refund (In thousands)
FY 2009	$ 4.54	$ 8,105
FY 2008	4.37	7,000
FY 2007	3.95	22,419
FY 2006	4.88	5,887
FY 2005	3.91	12,804
FY 2004	2.53	11,578
FY 2003	2.03	14,325
FY 2002	1.92	6,514
FY 2001	1.82	2,837
FY 2000	1.48	7,685

Source: Rates, Fees, and Charges Settlement
Note: The above amounts respresent settlement refund and settlement rates for the past 10 years.

Dallas/Fort Worth International Airport
Key Parking Financial and Operational Information
Last Six Fiscal Years (Unaudited)

	Fiscal Year Ending, September 30					
	2009	2008	2007	2006	2005	2004
Parking Revenues (Ms)						
Terminal/Infield	$63.1	$73.2	$74.3	$63.8	$58.2	$53.5
Express/Remote	18.1	19.9	21.5	18.8	19.1	17.3
Drop Off/Meeter-Greeter	8.4	8.4	9.1	7.5	7.6	7.4
Pass-Through	3.1	2.4	2.0	0.9	3.3	3.4
Total Revenues	$92.7	$103.9	$106.9	$91.0	$88.2	$81.6
Parking Transactions (Ms)						
Terminal/Infield	1.92	2.17	2.22	2.07	1.91	1.78
Express/Remote	0.56	0.63	0.62	0.62	0.64	0.59
Drop Off/Meeter-Greeter	6.97	7.22	7.45	7.37	7.42	7.25
Pass-Through	2.19	2.08	2.08	1.96	1.91	1.65
Total Transactions	11.64	12.10	12.37	12.02	11.89	11.28
Average Length of Stay - Days						
Terminal	1.95	2.00	2.12	1.95	1.93	1.90
Infield	1.98	1.82	1.95	1.88	1.93	1.91
Express	4.28	3.99	4.36	3.80	3.69	3.85
Remote	3.76	3.74	5.00	4.34	4.25	4.23
Revenue Per Public Parker						
Terminal	$34.82	$34.05	$33.88	$31.16	$30.90	$30.45
Infield	$26.61	$25.51	$25.32	$24.46	$25.14	$24.89
Express	$37.46	$41.00	$40.98	$35.68	$34.65	$34.66
Remote	$25.30	$26.16	$29.99	$26.04	$25.51	$25.38
Parking Rev/Originating Pax	$7.46	$7.74	$8.40	$7.08	$7.22	$6.96

Source: DFW Finance and Parking Departments, based on most current information available

* Only six year history provided based on availablility

Dallas/Fort Worth International Airport
Key Terminal Concessions Financial and Operational Information
Last Six Fiscal Years (Unaudited)

	Fiscal Year Ending, September 30					
	2009	2008	2007	2006	2005	2004
Number of concessions locations	214	224	222	211	189	174
Leased sq. ft. EOY (000s)	229	237	233	224	184	156
Concessions Sales (Ms):						
Food and beverage	$141.5	$144.7	$142.9	$128.2	$111.2	$105.2
Retail and duty free	88.7	98.7	91.0	77.7	67.6	68.1
Other In Terminal	22.8	23.7	21.9	17.6	13.1	11.7
Total concessions sales	$253.1	$267.1	$255.9	$223.6	$191.9	$185.0
Concessions sales/enplanement	$8.24	$9.22	$8.59	$7.43	$6.53	$6.32
Concession sales/sq. ft.	$1,340	$1,128	$1,097	$999	$1,045	$1,186
Concessions Income to DFW (Ms):						
Food and beverage	$17.8	$19.0	$17.5	$15.8	$14.2	$12.4
Retail and duty free	15.0	16.0	14.6	10.7	9.5	9.5
Other In Terminal	13.4	14.1	13.2	13.6	10.1	9.2
Other Not In Terminal*	1.6	1.8	1.7	1.6	1.3	1.3
Total income to DFW	$47.8	$50.9	$47.0	$41.7	$35.0	$32.4
Concessions income/enplanement	$1.65	$1.69	$1.52	$1.33	$1.15	$1.06
Concessions income/sq. ft.	$202	$207	$194	$179	$184	$200

Source: DFW Finance and Concessions Departments, most current data available, from concessionaire on-line reporting.

*Only six year history provided based on availability

* Non-passenger/non-terminal income. Not included in ratios.

DEBT CAPACITY INFORMATION

(UNAUDITED)

Dallas/Fort Worth International Airport
Debt and Debt Service Ratios
Last Ten Years
(Amounts in thousands)

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Total revenue bond payable	3,787,599	3,884,913	3,939,351	3,985,582	4,048,076	4,108,990	3,956,551	2,486,518	1,459,359	1,297,080
Net debt service	236,493	238,445	235,590	219,084	162,549	99,822	92,062	87,391	89,747	90,092
Less: PFCs	(125,507)	(125,322)	(120,128)	(119,166)	(64,437)	(3,157)	(1,837)	-	-	-
Debt service, net of PFC's	110,986	113,123	115,462	99,918	98,112	96,665	90,225	87,391	89,747	90,092
Total operating revenues	499,840	627,160	570,247	485,522	388,955	316,467	267,571	271,190	274,046	256,759
Total enplaned passengers	27,947	29,055	29,852	30,154	29,521	29,298	26,230	25,840	28,886	30,938
Debt outstanding per enplaned passenger	135.53	133.71	131.96	132.17	137.13	140.25	150.84	96.23	50.52	41.93
Debt service per enplaned passenger	8.46	8.21	7.89	7.27	5.51	3.41	3.51	3.38	3.11	2.91
Debt service, net of PFCs per enplaned passenger	3.97	3.89	3.87	3.31	3.32	3.30	3.44	3.38	3.11	2.91
Debt outstanding to operating revenue	7.58	6.19	6.91	8.21	10.41	12.98	14.79	9.17	5.33	5.05

Source: Long Term Debt and Operating data

Dallas/Fort Worth International Airport
Joint Revenue Bond Coverage
Last Ten Fiscal Years (Unaudited)
(Amounts in Thousands)

	Net Revenues			Net Debt Service				
Fiscal year	Operating revenues	Operating expenses (excluding depreciation)	Net	Principal	Interest expense	Offsets to Debt Service	Net debt service	Ratio*
2009	616,863	(321,246)	295,617	42,190	195,296	(992)	236,494	1.25
2008	633,596	(334,102)	299,494	44,160	198,657	(2,935)	239,882	1.25
2007	616,515	(322,027)	294,488	45,675	194,049	(4,134)	235,590	1.25
2006	605,094	(331,239)	273,855	34,155	195,207	(10,279)	219,083	1.25
2005	460,182	(256,995)	203,187	48,410	194,836	(80,698) [1]	162,548	1.25
2004	327,551	(202,774)	124,777	53,195	189,058	(142,431) [1]	99,822	1.25
2003	293,542	(178,464)	115,078	47,320	155,333	(110,591) [1]	92,062	1.25
2002	280,496	(171,257)	109,239	43,850	97,159	(53,617) [1]	87,392	1.25
2001	283,710	(171,495)	112,215	41,185	70,982	(22,420) [1]	89,747	1.25
2000	263,448	(150,833)	112,615	39,165	65,779	(14,852) [1]	90,092	1.25

Source: Dallas/Fort Worth International Airport Finance Rates, Fees and Charges. The ratio required by the Bond Ordinance is computed on a rates fees and charges basis therefore, operating revenues and operating expenses will differ from GAAP financial reporting

* Revenue bond coverage is computed based on the requirements of the Bond Ordinance and includes debt service for joint revenue bonds.
[1] Includes Capitalized Interest.

DEMOGRAPHIC & ECONOMIC INFORMATION

(UNAUDITED)

Dallas/Fort Worth International Airport
Top Ten Customers - Revenues
Last Eight Fiscal Years (Unaudited)
(Amounts in Thousands)

COMPANY NAME	FY 2009	FY 2008	FY 2007	FY 2006	FY 2005	FY 2004	FY 2003	FY 2002
American Airlines, Inc. [1]	$ 180,267	$ 181,242	$ 184,994	$ 205,208	$ 146,550	$ 103,486	$ 85,173	$ 78,750
Hertz Corporation	7,210	8,094	8,256	8,614	7,805	7,390	7,851	6,443
United Parcel Service	6,292	6,982	6,784	7,329	6,331	4,601	4,028	3,829
Avis Rent-A-Car System, Inc.	6,165	6,552	6,512	6,806	5,903	5,588	5,390	5,260
Clear Channel Airports	5,670	6,021	6,061	3,800	-	-	-	-
Vanguard Car Rental USA Inc.	5,317	5,837	5,992	5,871	4,851	4,517	4,201	3,587
US Airways [2]	3,967	3,900	4,800	6,151	5,930	3,783	2,543	2,487
Sky Chefs, Inc.	3,893	3,899	4,176	4,157	4,628	4,897	5,878	6,759
Delta Air Lines, Inc. [3]	3,158	3,804	5,974	14,356	20,882	24,552	21,340	22,298
TGIF/DFW Restaurant Joint Venture	3,133	3,182	2,200	2,632	296	97	105	19
Hyatt Regency Hotel DFW	2,587	3,528	2,950	3,344	1,036	846	886	747
Continental Airlines	2,579	3,010	3,959	4,572	3,169	2,924	2,135	2,656
United Air Lines, Inc.	2,522	3,109	4,481	4,950	4,135	3,100	2,501	2,598
AirTran Airways, Inc.	1,949	2,146	2,852	3,671	3,756	1,921	562	494
GTE Realty Corporation	831	4,852	5,680	12,475	8,922	8,190	8,490	7,197
	$ 235,538	$ 246,157	$ 255,672	$ 293,937	$ 224,194	$ 175,891	$ 151,082	$ 143,124

Source: AR\ Billing History
* Only Eight year history provided based on availability
**Top Ten custmers applies to current year only.
[1] American Eagle is included with American Airlines.
[2] America West Airlines included in US Airways.
[3] Atlantic Southeast Airlines included with Delta Air Lines.

Dallas/Fort Worth International Airport
Dallas-Fort Worth-Arlington Metropolitan Statistical Area
Demographic and Economic Information
Ten Calendar Years

Year	Population	Personal Income (in millions)	Per Capita Personal Income	Unemployment Rate (%)
1999	5,059,956	158,079	31,241	3.3
2000	5,196,259	176,530	33,973	3.6
2001	5,354,746	183,488	34,266	5.1
2002	5,476,979	185,863	33,935	6.4
2003	5,582,699	190,588	34,139	6.6
2004	5,691,024	203,669	35,788	5.6
2005	5,817,696	221,568	38,085	5.2
2006	5,995,596	239,169	39,891	4.7
2007	6,153,474	255,393	41,499	4.4
2008	6,300,006	267,068	42,392	5.2

Sources:
Dallas-Fort Worth-Arlington, TX (MSA)
Bureau of Economic Analysis: Regional Economic Accounts - (http://bea.gov)
Unemployement Rate: U.S. Department of Labor, Bureau of Labor Statistics (http://www.bls.gov)

OPERATING INFORMATION

(UNAUDITED)

Dallas/Fort Worth International Airport
Activity Statistics
Last Ten Fiscal Years (Unaudited)
(Amounts in Thousands)

Fiscal year	Total passengers	Aircraft operations [1]	Cargo volume [2]
2009	55,922	633	626
2008	58,106	659	748
2007	59,746	688	802
2006	60,351	701	836
2005	59,095	733	832
2004	58,589	804	800
2003	52,471	759	728
2002	51,692	751	732
2001	57,633	812	951
2000	61,063	845	1,061

Source: Dallas/Fort Worth International Airport Activity Reports.

[1] Aircraft operations represents the total number of take-offs and landings at the Airport.
[2] U. S. Tons

Dallas/Fort Worth International Airport
Enplaned Passengers by Airline
Last Five Fiscal Years

Carrier	Enplaned Passengers									
	FY 2009	% of total	FY 2008	% of total	FY 2007	% of total	FY 2006	% of total	FY 2005	% of total
Air Passenger Airlines										
Air Canada / Canadian Airlines Int'l., Ltd.	37,354	0.1%	46,073	0.2%	44,823	0.2%	44,238	0.1%	-	0.0%
AirTran Airlines, Inc. (1)	307,661	1.1%	333,538	1.1%	349,354	1.2%	438,007	1.5%	422,517	1.4%
America West Air Lines	-	0.0%	-	0.0%	400,862	1.3%	387,623	1.3%	385,682	1.3%
American Airlines, Inc.	20,533,907	70.7%	21,283,587	73.3%	21,690,588	72.7%	22,586,563	74.9%	20,814,229	70.5%
AMR Eagle	3,359,470	11.6%	3,496,999	12.0%	3,597,519	12.1%	2,938,594	9.7%	3,198,507	10.8%
Atlantic Southeast Airlines, Inc.	1,701	0.0%	3,236	0.0%	16,397	0.1%	13,620	0.0%	422,610	1.4%
British Airways, Ltd. PLC	67,278	0.2%	59,325	0.2%	59,119	0.2%	60,947	0.2%	58,042	0.2%
Champion Air (Grand Holdings, Inc.)	-	0.0%	22,875	0.1%	73,766	0.2%	52,217	0.2%	82,891	0.3%
Continental Airlines	279,666	1.0%	329,772	1.1%	333,640	1.1%	394,138	1.3%	408,904	1.4%
Delta Air Lines, Inc.	504,244	1.7%	530,982	1.8%	532,135	1.8%	624,142	2.1%	1,278,895	4.3%
Korean Air Lines Co., Ltd.	41,707	0.1%	37,963	0.1%	35,290	0.1%	31,168	0.1%	35,648	0.1%
Lufthansa German Airlines	72,786	0.3%	78,686	0.3%	81,177	0.3%	78,161	0.3%	73,795	0.2%
Midwest Express Airlines, Inc.	64,723	0.2%	92,326	0.3%	85,635	0.3%	67,051	0.2%	74,122	0.3%
Northwest Airlines	181,482	0.6%	231,612	0.8%	362,705	1.2%	362,680	1.2%	413,913	1.4%
Sun Country Airlines, Inc.	60,553	0.2%	82,763	0.3%	83,595	0.3%	78,865	0.3%	75,958	0.3%
United Airlines, Inc.	337,073	1.2%	435,736	1.5%	528,243	1.8%	594,518	2.0%	532,676	1.8%
US Airways	692,297	2.4%	656,320	2.3%	320,142	1.1%	298,310	1.0%	369,828	1.3%
Other	1,404,650	4.8%	1,333,349	4.6%	1,257,347	4.2%	1,103,044	3.7%	873,072	3.0%
Total	27,946,552		29,055,142		29,852,337		30,153,886		29,521,289	

Source: Dallas/Fort Worth International Airport Finance Department
* Only five year history provided based on availability
[1] Formerly known as ValuJet Airlines

Dallas/Fort Worth International Airport
Grant Awards History
Last Ten Fiscal Years (Unaudited)
(in thousands)

Fiscal year	Purpose of Grant: Security	Planning	Construction	Total
2009	-	-	24,444	24,444
2008	-	-	32,480	32,480
2007	-	200	36,006	36,206
2006	-	-	40,131	40,131
2005	25,383	4,000	23,058	52,441
2004	37,314	-	20,879	58,193
2003	6,789	-	10,875	17,664
2002	4,730	-	16,736	21,466
2001	-	-	19,434	19,434
2000	-	450	25,064	25,514
Total	$ 74,216	$ 6,919	$ 243,095	$ 324,230

Source: Schedule of Federal Expenditures

Dallas/Fort Worth International Airport
Enplaned Passengers by Month
Last Ten Fiscal Years (Unaudited)
(Amounts in thousands)

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
October	2,389	2,511	2,487	2,466	2,507	2,240	2,219	1,903	2,503	2,657
November	2,139	2,449	2,371	2,439	2,393	2,241	2,026	1,980	2,400	2,566
December	2,330	2,401	2,468	2,482	2,445	2,446	2,295	2,088	2,330	2,545
January	2,078	2,270	2,246	2,333	2,266	2,207	1,984	1,956	2,222	2,235
February	1,979	2,192	2,137	2,159	2,038	2,172	1,819	1,859	2,120	2,273
March	2,368	2,394	2,587	2,589	2,510	2,566	2,244	2,316	2,624	2,719
April	2,305	2,236	2,457	2,511	2,326	2,434	2,023	2,130	2,409	2,522
May	2,370	2,521	2,629	2,706	2,547	2,558	2,244	2,280	2,534	2,675
June	2,578	2,659	2,687	2,797	2,738	2,729	2,419	2,463	2,710	2,789
July	2,729	2,750	2,829	2,834	2,853	2,835	2,605	2,540	2,816	2,905
August	2,488	2,534	2,669	2,561	2,569	2,573	2,408	2,402	2,669	2,714
September	2,194	2,138	2,285	2,277	2,329	2,297	1,946	1,924	1,549	2,338
Total	27,947	29,055	29,852	30,154	29,521	29,298	26,230	25,840	28,886	30,938
Increase (Decrease) over Prior Period	(3.81%)	(2.67%)	(1.00%)	2.14%	0.76%	11.70%	1.51%	(10.54%)	(6.63%)	

Source: Dallas/Fort Worth International Airport Finance Department

Dallas/Fort Worth International Airport
Landed Weights by Airline
Last Ten Fiscal Years (Unaudited)
(Amounts in millions)

Carrier	FY 2009	% of total	FY 2008	% of total	FY 2007	% of total	FY 2006	% of total	FY 2005	% of total	FY 2004	FY 2003	FY 2002	FY 2001	FY 2000
AirTran	355	1.0%	364	1.0%	422	1.1%	564	1.4%	576	1.4%	390	204	208	254	224
American Airlines, Inc.	23,862	65.9%	24,504	65.2%	25,373	65.0%	25,795	65.5%	26,292	64.2%	25,693	23,994	24,130	26,444	26,545
American Eagle	4,108	11.4%	4,246	11.3%	4,237	10.9%	4,293	10.9%	3,899	9.5%	3,105	2,730	2,510	2,856	3,067
ATA	-	0.0%	136	0.4%	255	0.7%	193	0.5%	273	0.7%	259	238	215	255	212
British Airways	165	0.5%	155	0.4%	157	0.4%	157	0.4%	156	0.4%	156	151	157	152	156
China Airlines	141	0.4%	194	0.5%	235	0.6%	367	0.9%	96	0.2%	216	167	177	190	155
Continental	405	1.1%	436	1.2%	447	1.1%	445	1.1%	531	1.3%	527	541	613	778	804
Delta	577	1.6%	598	1.6%	641	1.6%	740	1.9%	1,707	4.2%	3,038	4,193	5,755	7,013	7,384
Federal Express	492	1.4%	643	1.7%	684	1.8%	649	1.6%	659	1.6%	690	673	728	548	532
Lufthansa	277	0.8%	278	0.7%	212	0.5%	202	0.5%	236	0.6%	241	240	211	239	286
Sun Country Airlines, Inc	81	0.2%	107	0.3%	116	0.3%	113	0.3%	48	0.1%	80	49	31	163	188
Northwest	236	0.7%	291	0.8%	449	1.2%	462	1.2%	496	1.2%	549	626	613	656	528
United	449	1.2%	557	1.5%	730	1.9%	767	1.9%	688	1.7%	732	774	866	1,040	984
UPS	964	2.7%	1,163	3.1%	1,208	3.1%	1,147	2.9%	1,107	2.7%	1,065	1,095	1,172	1,257	1,219
US Airways	775	2.1%	745	2.0%	842	2.2%	822	2.1%	1,078	2.6%	893	615	772	742	719
Others	3,298	9.1%	3,179	8.5%	2,998	7.7%	2,652	6.7%	3,118	7.6%	5,533	4,765	3,902	4,005	3,518
TOTAL	36,185		37,596		39,007		39,368		40,961		43,168	41,056	42,060	46,592	46,520

Source: Dallas/Fort Worth International Airport Finance Department

Dallas/Fort Worth International Airport
Landed Weights by Month
Last Ten Fiscal Years (Unaudited)
(Amounts in millions)

	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
October	3,132	3,361	3,218	3,263	3,440	3,640	3,452	3,464	3,962	3,767
November	2,902	3,213	3,218	3,263	3,440	3,640	3,452	3,464	3,962	3,767
December	3,076	3,223	2,904	2,937	2,985	3,422	3,011	3,105	3,599	3,631
January	2,962	3,146	3,342	3,319	3,397	3,728	3,497	3,543	4,029	3,958
February	2,716	2,925	3,188	3,186	3,259	3,562	3,287	3,510	3,822	3,778
March	3,022	3,022	3,363	3,437	3,643	3,786	3,466	3,690	4,123	3,991
April	2,947	2,963	3,262	3,357	3,449	3,626	3,368	3,623	3,923	3,861
May	3,033	3,165	3,393	3,401	3,560	3,699	3,553	3,770	4,139	3,985
June	3,023	3,115	3,423	3,455	3,547	3,677	3,507	3,747	4,100	4,096
July	3,194	3,245	3,177	3,198	3,246	3,389	3,334	3,496	3,011	3,882
August	3,164	3,226	3,348	3,315	3,558	3,540	3,724	3,412	4,046	4,001
September	3,014	2,992	3,171	3,237	3,437	3,460	3,406	3,236	3,878	3,806
Total	36,185	37,596	39,007	39,368	40,961	43,168	41,056	42,060	46,592	46,520
Increase (Decrease) over Prior Period	(3.75%)	(3.62%)	(0.92%)	(3.89%)	(5.11%)	5.14%	(2.39%)	(9.73%)	0.15%	

Source: Dallas/Fort Worth International Airport Finance Department

Dallas/Fort Worth International Airport
Employee Force – End of Year
Last Ten Fiscal Years (Unaudited)

Year Ending	No. of Employees
2009	1,765
2008	1,793
2007	1,766
2006	1,749
2005	1,720
2004	1,664
2003	1,634
2002	1,856
2001	1,868
2000	1,730

Dallas/Fort Worth International Airport
Capital Assets as a Function of Operations
Fiscal Year Ended September 30, 2009

Asset Type:	Nature of Capital Asset:
Terminals	Enplanements and Concessions
Grand Hyatt	Hotel associated revenues
Ground and facilities buildings	Tenant usage for various businesses
Utility operations	Electrical, water, sewer and gas usage
Runways	Aircraft Landings
Parking infrastructure	Parking for airport passengers
Machinery and equipment	System infrastructure and other equipment for maintaining the airport
Vehicles	Transportation for police, fire, and maintenance activities

	2009				
Description	Balance September 30, 2008	Additions	Transfer and Completed Projects	Retirements	Balance September 30 2009
Capital assets not being depreciated:					
Land	$ 290,442	$ -	$ 4,670	$ -	$ 295,112
Construction in progress	135,067	120,593	(156,080)	-	99,580
	425,509	120,593	(151,410)	-	394,692
Depreciable capital assets:					
Buildings	2,197,904	-	19,595	-	2,217,499
Improvements other than buildings	2,219,243	-	104,548	-	2,323,791
Machinery and equipment	859,961	-	19,420	(3,830)	875,551
Vehicles	143,707	-	7,847	(2,991)	148,563
	5,420,815	-	151,410	(6,821)	5,565,404
Less accumulated depreciation for:					
Buildings	(567,686)	(57,341)	-	-	(625,027)
Improvements other than buildings	(740,663)	(71,393)	-	-	(812,056)
Machinery and equipment	(282,545)	(50,162)	-	1,472	(331,235)
Vehicles	(58,572)	(11,823)	-	2,410	(67,985)
Accumulated depreciation	(1,649,465)	(190,719)	-	3,882	(1,836,302)
Depreciable capital assets, net	3,771,350	(190,719)	151,410	(2,939)	3,729,102
Total, net	$ 4,196,859	$ (70,127)	$ -	$ (2,939)	$ 4,123,793

Dallas/Fort Worth International Airport
2009 Reconciliation of Settlement with GAAP Amounts
(Amounts in thousands)

		GAAP Operating Revenues											GAAP Non-Operating Revenues				Capital Contributions	
	Settlement Grand Total	Landing fees	Parking	Natural Gas	Ground and facilities leases	Terminal rent, use fees, and concessions	Grand Hyatt	Utility svcs	RAC transp	Employee transp	Taxi & limo fees	Other	PFC	Rental car fee	Interest income	Other, net	Federal and Grant Reimb	Settlement Refund
Airfield Services																		
Signatory Landing Fees	$162,740	$165,099	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(2,359)
Non-Signatory Landing Fees	1,688	1,688	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bad Debt Expense	547	-	-	-	-	-	-	-	-	-	-	547	-	-	-	-	-	-
Fueling System	5,350	-	-	-	-	-	-	-	-	-	-	5,350	-	-	-	-	-	-
General Aviation	1,366	315	-	-	-	1,050	-	-	-	-	-	0	-	-	-	-	-	-
AACS Badges	661	-	-	-	-	-	-	-	-	-	-	661	-	-	-	-	-	-
Aircraft Parking	383	-	-	-	-	-	-	-	-	-	-	383	-	-	-	-	-	-
Total Airfield Services	**172,735**	**167,103**	**-**	**-**	**-**	**1,050**	**-**	**-**	**-**	**-**	**-**	**6,941**	**-**	**-**	**-**	**-**	**-**	**(2,359)**
Commercial Development	29,463	-	-	2,806	25,354	-	-	-	-	-	-	1,809	-	-	-	-	-	(506)
Parking	92,728	-	92,728	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Concessions	47,786	-	-	-	130	47,627	-	-	-	-	-	28	-	-	-	-	-	-
Rental Car Center (RAC)	25,697	-	-	-	25,697	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Concessions/RAC	**73,482**	**-**	**-**	**-**	**25,827**	**47,627**	**-**	**-**	**-**	**-**	**-**	**28**	**-**	**-**	**-**	**-**	**-**	**-**
Total Revenue Management	**195,674**	**-**	**92,728**	**2,806**	**51,181**	**47,627**	**-**	**-**	**-**	**-**	**-**	**1,837**	**-**	**-**	**-**	**-**	**-**	**(506)**
Utilities	16,795	-	-	-	-	-	-	16,809	-	-	-	-	-	-	-	-	-	(15)
Employee Services	8,383	-	-	-	-	-	-	-	-	8,383	-	-	-	-	-	-	-	-
Taxis, Limos & Shuttles	5,827	-	-	-	-	-	-	-	-	-	5,825	2	-	-	-	-	-	-
Department of Public Safety	2,045	-	-	-	-	-	-	-	-	-	-	2,045	-	-	-	-	-	-
Terminal Services	42,477	-	-	-	-	43,622	-	-	-	-	-	452	-	-	-	1,167	2,510	(5,274)
Miscellaneous Operating Revenues	997	-	-	-	-	-	-	-	-	-	-	997	-	-	-	-	-	-
Total Operating Revenue	**444,932**	**167,103**	**92,728**	**2,806**	**51,181**	**92,300**	**-**	**16,809**	**-**	**8,383**	**5,825**	**12,274**	**-**	**-**	**-**	**1,167**	**2,510**	**(8,154)**
Non-Operating Revenues																		
Passenger Facility Charge	123,755	-	-	-	-	-	-	-	-	-	-	-	123,755					
Reimbursements from 301	25,602	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25,602	-	-
7/7/7 Program	14,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14,000	-	-
Interest Income	8,573	-	-	-	-	-	-	-	-	-	-	-	-	-	8,573	-	-	-
Total Non-Operating Revenue	**171,931**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123,755**	**-**	**8,573**	**39,602**	**-**	**-**
TOTAL REVENUE	**616,863**	**167,103**	**92,728**	**2,806**	**51,181**	**92,300**	**-**	**16,809**	**-**	**8,383**	**5,825**	**12,274**	**123,755**	**-**	**8,573**	**40,769**	**2,510**	**(8,154)**
Settlement Adjustment		(2,359)	-	-	(506)	(5,246)	-	(15)	-	-	-	(28)	-	-	-	-	-	-
Public Safety Funds (100's)	449	-	-	-	-	270	-	-	-	-	-	160	-	-	18	-	-	-
PFC Fund (252)	(15,966)	-	-	-	-	-	-	-	-	-	-	-	(18,853)	-	2,886	-	-	-
Capital Funds (300's, 400's, 907 & 910)	70,317	-	-	23,449	-	-	25,290	-	8,430	-	-	(2,357)	-	16,510	12,713	(55,816)	42,099	-
Debt Service Funds (101,500's, & 600's)	2,127	-	-	-	-	-	-	-	-	-	-	-	-	-	2,668	(541)	-	-
Pass-Thru (108)	3,344	-	-	-	695	731	-	-	-	-	-	1,918	-	-	-	-	-	-
Total after the adjustment	**677,134**	**164,744**	**92,728**	**26,255**	**51,370**	**88,055**	**25,290**	**16,795**	**8,430**	**8,383**	**5,825**	**11,967**	**104,903**	**16,510**	**26,859**	**(15,587)**	**44,609**	**(8,154)**
GAAP statement	**677,134**	**164,744**	**92,728**	**26,255**	**51,370**	**88,055**	**25,290**	**16,795**	**8,430**	**8,383**	**5,825**	**11,967**	**104,903**	**16,510**	**26,859**	**(15,587)**	**44,609**	**-**

Dallas/Fort Worth International Airport
Schedule Of Insurance In Force
September 30, 2009 (Unaudited)

Policy number	Insurer	Policy Period From	Policy Period To	Coverage	Estimated Annual premium	Policy Limits (thousands)	Retention Limits (thousands)
JT779	FM Global Insurance Group	3/1/09	3/1/10	All risk & extended property	2,516,140	2,000,000	250
	Factory Mutual Insurance Co.						
				Sublimits:			
				Buildings		2,000,000	250
				Contents		2,000,000	250
				Hail/Windstorm		2,000,000	1,000
	Deductibles			Flood/Earth Movement		100,000	250
	50K for Grand Hyatt			Trains/Mobile Equip/Vehicles		100,000	25
	10K Boiler and Machinery Grand Hyatt			Fine Arts		10,000	$2.5 to $25
				Infrastructure		2,000,000	250
				Certified Terrorism		2,000,000	1 percent
				Non-Certified Terrorism		250,000	1 percent
				Business Interruption (Airport)		519,888	
				Business Interruption (Hyatt Hotel)		13,064	
				Errors & Omissions		10,000	250
				Accounts Receivable		10,000	250
16457	Underwriters of Lloyds	5/1/09	5/1/10	Professional Liability(EMT)	1,942	1,000	—
	Binder			Training off premises			
		5/1/09	5/1/10	General Liability (EMT)	577	1,000	—
565-82-03	National Union Fire Ins. Co.	10/1/08	10/1/09	D & O; PFIC (Hotel Board) Public Facilities Improvement Corp.	12,605	5,000	50
SRG 9115492		2/1/09	2/1/10	Airport Ambassador Program	3,175	25	
EWC005922	Midwest Employers	1/1/09	1/1/10	Excess Workers' Compensation	251,871	10,000	750
AHD0007954	Capital Indemnity #43	2/1/09	2/1/10	Airport Ambassador Program	3,175	25	—
				Medical Accident Insurance			
	Chase Bank	2/1/09	2/1/10	TNRCC Standby Trust Agreement	1,050	N/A	
8170-6433	Federal Insurance Co. (Chubb)	12/16/08	12/16/09	Fiduciary Liability Policy	10,035	5,000	25
EONG2167333A002	ACE USA	10/1/08	10/1/09	Public Officials Liability	142,507	5,000	100 SIR

Dallas/Fort Worth International Airport
Schedule Of Insurance In Force
September 30, 2009 (Unaudited)

Policy number	Insurer	Policy Period From	Policy Period To	Coverage	Estimated Annual Premium	Policy Limit (Thousands)	Retention Limit Thousands
EIL 05-6345-002	American safety casualty co.	2/16/09	2/16/12	Pollution Liability (UST/AST)	84,700	1,000	250
AAPN00979272003	ACE Insurance	10/1/08	10/1/09	General Liability	488,500	2000/Occur.	50/Occur. $1 M agg.
				Auto Liability On Premises	Included	1,000	50
RLB0004048	RLI Insurance Co.	11/20/08	11/20/09	TNRCC Bond for Terminal B Incinerators permit # MSW-115	1,100	50	—
Bond# 040716007	Westchester Fire Insurance Co.	8/20/09	8/19/10	U.S. Customs Office Bond	400	50	—
GVT 2667620	Great American Ins. Co.	10/1/08	10/1/09	Commercial Crime	14,595		
				Form O: EmployeesHonesty Blanket Bond		5,000	10
				Form B: Forgery or Alteration		5,000	10
				Form C: Theft, Disappearance & Destruction (Inside)		500	5
				Form C: Theft, Disappearance & Destruction (Outside)		50	1
				Credit Card		50	250 (not thousand)
4575	TML Risk Pool	10/1/08	10/1/09	Automobile Liability Off Premises	37,385	1,000 CSL	25

Dallas/Fort Worth International Airport
Schedule Of Insurance In Force
September 30, 2009 (Unaudited)

Policy number	Insurer	Policy Period From	Policy Period To	Coverage	Estimated Annual Premium	Policy Limit (Thousands)	Retention Limit Thousands
819974	Aetna	1/1/09	12/31/09	Medical & Dental Administrative Services only	535,570	—	—
819774	Aetna	1/1/09	12/31/09	Flexible spending Administrative Services Only	16,512	—	—
819774	Aetna	1/1/09	12/31/09	Quarterly IBA Administrative Services Only	7,694	—	—
9043	CompBenefits Corporation	1/1/01	12/31/09	DMO-Employee Group Dental Insurance (no employee contributions)	270,876	—	—
0063181-7	ING	1/1/03	12/31/09	Specific stop-loss coverage over $125,000	899,245	—	—
	Labyrinth - Patient Care	1/1/09	12/31/09	Healthcare Advocacy and Benefit Assistance Svcs.	50,308	—	—
302593	Metropolitan Life Insurance Company	1/1/04	12/31/09	Short-term Disability (STD) Management	61,671	% based on Salary & Tenure	—
112945	Metropolitan Life Insurance Company	1/1/04	12/31/09	Employee group long-term disability (LTD) insurance	474,332	60% annual salary (70% if Fam.SS)	—
GFZ01588	Fort Dearborn Life	1/1/04	12/31/09	Employee basic group term life and ad&d insurance policy and accidental death and dismemberment insurance	580,359	two times base salary for life and two times base salary for AD&D	—
				Supplemental term life and accidental death and dismemberment insurance (No DFW contributions)	365,010	one, two or three times base salary	—
				Dependent group term life insurance policy - spouse (No DFW Contributions)	114,514	One times base salary up to $75,000	—
				Dependent group term life insurance policy - Child (No DFW Contributions)	1,006	10,000 flat	—