MONTHLY OPERATING REPORT

CHAPTER 11

CASE NAME:	Simply Wheelz LL	C d/b/a Advantage Rent-A-Car				
CASE NUMBER: <u>13-03332-ee</u>		For Period Feb. 1 to Feb. 28 , 20 14 .				
		ER THE END OF THE MONTH. The debtor must attach each of the following forms unless requirement in writing. File with the court and submit a paper copy to UST with an original				
Form Attached	Previously Waived	REQUIRED REPORTS/DOCUMENTS				
(mark only one -	attached or waived)					
{ }	{ }	Comparative Balance Sheet (FORM 2-B)				
{ }	{ }	Profit and Loss Statement (FORM 2-C)				
{x }	{ }	Cash Receipts & Disbursements Statement (FORM 2-D)				
{ }	{ }	Supporting Schedules (FORM 2-E)				
{X}	{ }	Narrative (FORM 2-F)				
½ }	{ }	Copies of Bank Statement(s) and Reconciliations of Bank Balance to Book Balance for all Account(s)				
l declare under pe best of my knowle		following Monthly Operating Report and any attachments thereto, are true and correct to the				
Executed on:	3/19/14 (date)	Debtor(s)*: Simply Wheelz LLC d/b/a Advantage Rent-A-Car				
		ву:**				
		Position: ON TOLLER				
		Name of preparer: <u>Jeff Brauner</u>				
		Telephone No. of Preparer 973-287-5993				
* hath dahtass wa	et ainn if a ioint natition					

^{*} both debtors must sign if a joint petition

^{**} for corporate or partnership debtor

CASE NAME: Simply Wheelz d/b/a Adv	antage	CASE NUMBER: 13-03332-ee
CASH RECEIP	TS AND DISBU	PRSEMENTS STATEMENT
For Perio	od Feb. 1 t	o <u>Feb. 28</u> , 20 <u>14</u>
	CASH RECON	CILIATION
 Beginning Cash Balance (Ending Cash I from last month's report) 	Balance	<u>\$11,787,392</u>
Cash Receipts (total Cash Receipts from 2 of all FORM 2-D's)	n page	. 21 072 025
3. Cash Disbursements (total Cash Disburs	sements	\$ <u>21,973,825</u>
from page 3 of all FORM 2-D's)	, contonts	\$(25,725,200)
4. Net Cash Flow		\$ <u>-3,751,375</u>
5. Ending Cash Balance (to FORM 2-B)		\$ <u>8,036,017</u>
CASH	SUMMARY - E	NDING BALANCE
	Amour	t* <u>Financial Institution</u>
1. Real Estate Account	\$	
2. Trust Account	\$	
3. Operating and/or Personal Account	· 	
4. Payroll Account	\$	 -
5. Tax Account	\$	
6. Other Accounts (Specify checking	\$	
or savings) 7. Cash Collateral Account	ა \$	
	 \$	
8. Petty Cash		
TOTAL (must agree with line 5 above)	\$_8,036,017	
*These amounts should be equal to the pre- month's disbursements.	vious month's ba	lance for the account plus this month's receipts less this
ADJUSTED CASH DISBURSEMENTS Cash disbursements on Line 3 above less inter-account transfers & UST fees paid	325,725,200	*

* NOTE: This amount should be used to determine UST quarterly fees due and agree with Form 2-D, page 2 of 4.

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CASE NAME: Simply Wheelz LLC d/b/a Advantage CAS

CASE NUMBER: 13-03332-ee

Rent-A-Car

QUARTERLY FEE SUMMARY

MONTH ENDED February 2014

Payment Date January	Cash Disbursements * \$ 32,847,778	Quart Fee D	-	ck No. D	ate
February March	\$ 25,725,200 \$				
Total 1st Quarter	\$	_ \$			
April	\$				
May	\$				
June Total	\$				
2nd Quarter	\$	\$			
July	\$				
August	\$				
September Total	\$				
3rd Quarter	\$	\$			
October	\$				
November	\$				
December Total	\$				
4th Quarter	\$	\$			
	DISBURSEMENT (CATEGORY	QUARTERLY	FEE DUE	
	\$0 to \$14,999.99		\$3	325	
	\$15,000 to \$74,999.	99	\$6	550	
	\$75,000 to \$149,999	9.99	\$9	975	
	\$150,000 to \$224,99	99.99	\$1,6	525	
	\$225,000 to \$299,99	99.99	\$1,9	950	
	\$300,000 to \$999,99	99.99	\$4,8		
	\$1,000,000 to \$1,99	•	\$6,5		
	\$2,000,000 to \$2,99	-	\$9,7		
	\$3,000,000 to \$4,99	•	\$10,4		
	\$5,000,000 to \$14,9	•	\$13,0		
	\$15,000,000 to \$29,	•	\$20,0		
	\$30,000,000 or more	e	\$30.0)00	

Note that a minimum payment of \$325 is due each quarter even if no disbursements are made in the case during the period.

^{*} Note: should agree with "adjusted cash disbursements" at bottom of Form 2-D, Page 1 of 4. Disbursements are net of transfers to other debtor in possession bank accounts and net of payments of prior period quarterly fees.

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Advantage Rent A Car February Bank Reconciliation March 13, 2014

Closing Bank Balance January 31, 2014		\$ 11,787,392
Receipts		
Operating Receipts	15,373,825	
DIP Funding	6,600,000	
Total Receipts		21,973,825
Disbursements		
ACH/EFT	(9,707,386)	
Wire Transfers	(11,610,388)	
Checks	(4,407,426)	
Total Disbursements		(25,725,200)
Closing Balance February 28, 2014		\$ 8,036,017

Advantage Rent A Car February Cash Receipts March 13, 2014

Date	Amount	Description
2/3/2014	\$ 1,299,849	Operating Deposit
2/4/2014		Operating Deposit
2/5/2014		Operating Deposit
2/6/2014		Operating Deposit
2/7/2014	556,000	Operating Deposit
2/10/2014	1,425,566	Operating Deposit
2/11/2014	296,742	Operating Deposit
2/12/2014	469,216	Operating Deposit
2/13/2014	579,760	Operating Deposit
2/14/2014	628,946	Operating Deposit
2/18/2014	2,848,217	Operating Deposit
2/19/2014	484,665	Operating Deposit
2/20/2014	601,011	Operating Deposit
2/21/2014	736,673	Operating Deposit
2/24/2014	1,770,512	Operating Deposit
2/25/2014	271,604	Operating Deposit
2/26/2014	487,823	Operating Deposit
2/27/2014	527,460	Operating Deposit
2/28/2014	611,183	Operating Deposit
2/3/2014	113,123	Purco
2/6/2014	1,295	misc
2/7/2014	13,117	dep
2/7/2014	•	dep
2/10/2014	·	purco
2/10/2014	·	plate
2/11/2014		ignore
2/11/2014	· ·	fee
2/11/2014		fee
2/11/2014		fee
2/12/2014	·	dep
2/13/2014	,	misc
2/14/2014		misc
2/18/2014	•	Purco
2/18/2014	` ' '	
2/18/2014		fee
2/20/2014	· · · · · · · · · · · · · · · · · · ·	return
2/21/2014		misc
2/24/2014	•	Purco
2/24/2014	<i>'</i>	return
2/25/2014	<i>'</i>	misc
2/25/2014	8,105	misc

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Advantage Rent A Car February Cash Receipts March 13, 2014

Date		Amount		Description
•	2/26/2014		20,361	misc
	2/26/2014		8,500	misc
	2/27/2014		1,610	misc
		\$	15,373,825	Operating Receipts Subtotal
	2/19/2014	\$	6,600,000	DIP
		\$	6,600,000	DIP Receipts Sub Total
		\$	21,973,825	Total Receipts

Date	Amount	Description
2/3/2014	\$ 837	sga
2/3/2014	1,230	sga
2/3/2014	502	sga
2/3/2014	3,731	sga
2/3/2014	3,679	sga
2/5/2014	5,845	fuel
2/5/2014	13,115	fuel
2/5/2014	32,029	fuel
2/5/2014	3,303	fuel
2/5/2014	345	sga
2/5/2014	529	sga
2/5/2014	2,331	sga
2/5/2014	9,147	fuel
2/6/2014	11,315	mag
2/6/2014	230	mag
2/6/2014	42,025	_
2/6/2014	22,500	_
2/6/2014	12,500	_
2/6/2014	188,406	-
2/6/2014	48,668	-
2/6/2014	102,967	-
2/6/2014	9,644	_
2/6/2014	7,420	-
2/6/2014	86,204	-
2/6/2014	25,975	
2/6/2014	8,100	_
2/6/2014	39,390	-
2/6/2014	2,194	_
2/6/2014	81,747	_
2/6/2014	72,078	
2/6/2014	58,967	
2/6/2014	3,637	-
2/6/2014	7,059	_
2/6/2014	20,462	_
2/6/2014	7,500	
2/6/2014	7,500	
2/6/2014	4,100	_
2/6/2014	11,063	
2/6/2014	10,801	
2/6/2014	95,301	-
2/6/2014	42,392	-
2/6/2014	13,000	mag

2/6/2014 2,104 sga 2/6/2014 1,295 sga 2/6/2014 1,295 sga 2/10/2014 1,826 sga 2/10/2014 1,450 sga 2/10/2014 1,450 sga 2/10/2014 1,126 sga 2/10/2014 1,126 sga 2/10/2014 1,126 sga 2/10/2014 4,215 sga 2/10/2014 4,215 sga 2/10/2014 4,829 sga 2/10/2014 4,829 sga 2/10/2014 57,016 sga 2/10/2014 5,7016 sga 2/10/2014 16,441 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 2,863 labor 2/10/2014 226,634 labor 2/10/2014 226,634 labor 2/10/2014 30,822 labor 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag	Date	Amount	Description
2/6/2014 2,173 sga 2/6/2014 1,826 sga 2/10/2014 821,722 lease 2/10/2014 1,450 sga 2/10/2014 943 sga 2/10/2014 1,126 sga 2/10/2014 4,215 sga 2/10/2014 4,215 sga 2/10/2014 4,829 sga 2/10/2014 4,829 sga 2/10/2014 4,829 sga 2/10/2014 57,016 sga 2/10/2014 57,016 sga 2/10/2014 16,441 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 226,634 labor 2/10/2014 226,634 labor 2/10/2014 25,633 fuel 2/10/2014 24,910 ins 2/10/2014 30,822 labor 2/10/2014 30,823 fuel 2/10/2014 30,821 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,821 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,823 labor 2/10/2014 30,823 labor 2/10/2014 30,822	2/6/2014	2,104	sga
2/6/2014 1,826 sga 2/10/2014 821,772 lease 2/10/2014 1,450 sga 2/10/2014 943 sga 2/10/2014 1,126 sga 2/10/2014 4,215 sga 2/10/2014 3,763 sga 2/10/2014 4,829 sga 2/10/2014 4,829 sga 2/10/2014 57,016 sga 2/10/2014 9,862 sga 2/10/2014 16,441 sga 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 226,634 labor 2/10/2014 2,863 fuel 2/10/2014 3,7858 fuel 2/10/2014 30,822 labor 2/10/2014 5,444 sga 2/11/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 10,974 mag	2/6/2014	1,295	sga
2/10/2014	2/6/2014	2,173	sga
2/10/2014 1,450 sga 2/10/2014 943 sga 2/10/2014 1,126 sga 2/10/2014 4,215 sga 2/10/2014 3,763 sga 2/10/2014 4,829 sga 2/10/2014 4,464 sga 2/10/2014 57,016 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 13,705 fuel 2/10/2014 226,634 labor 2/10/2014 226,634 labor 2/10/2014 29,862 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 3,863 fuel 2/10/2014 30,822 labor 2/10/2014 30,821 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,821 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,821 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag	2/6/2014	1,826	sga
2/10/2014 943 sga 2/10/2014 1,126 sga 2/10/2014 4,215 sga 2/10/2014 3,763 sga 2/10/2014 4,829 sga 2/10/2014 4,464 sga 2/10/2014 57,016 sga 2/10/2014 9,862 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 226,634 labor 2/10/2014 2,863 fuel 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 5,444 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 59,370 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 10,974 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag	2/10/2014	821,722	lease
2/10/2014	2/10/2014	1,450	sga
2/10/2014	2/10/2014	943	sga
2/10/2014 3,763 sga 2/10/2014 4,829 sga 2/10/2014 4,464 sga 2/10/2014 57,016 sga 2/10/2014 9,862 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 950 sga 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 999 fuel 2/10/2014 2,863 fuel 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 5,444 sga 2/10/2014 5,444 sga 2/10/2014 5,444 sga 2/11/2014 5,444 sga 2/11/2014 6,388 fuel 2/11/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag	2/10/2014	1,126	sga
2/10/2014	2/10/2014	4,215	sga
2/10/2014	2/10/2014	3,763	sga
2/10/2014 57,016 sga 2/10/2014 9,862 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 999 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 5,444 sga 2/10/2014 6,388 fuel 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/13/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 59,970 mag 2/13/2014 59,970 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag	2/10/2014	4,829	sga
2/10/2014 9,862 sga 2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/13/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 10,974 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag	2/10/2014	4,464	sga
2/10/2014 16,441 sga 2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 909 fuel 2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 30,822 labor 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 69,386 fuel 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 10,974 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	57,016	sga
2/10/2014 12,104 fuel 2/10/2014 13,705 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 5,444 sga 2/10/2014 5,444 sga 2/10/2014 6,388 fuel 2/10/2014 5,388 fuel 2/10/2014 5,444 sga 2/11/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	9,862	sga
2/10/2014 13,705 fuel 2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	16,441	sga
2/10/2014 950 sga 2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	12,104	fuel
2/10/2014 186,334 labor 2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/10/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	13,705	fuel
2/10/2014 226,634 labor 2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 69,390 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag	2/10/2014	950	sga
2/10/2014 909 fuel 2/10/2014 2,863 fuel 2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag	2/10/2014	186,334	labor
2/10/2014	2/10/2014	226,634	labor
2/10/2014 457 sga 2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	909	fuel
2/10/2014 244,910 ins 2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014		
2/10/2014 30,822 labor 2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014		
2/10/2014 37,858 fuel 2/10/2014 1,181 sga 2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	244,910	ins
2/10/2014	2/10/2014	30,822	labor
2/10/2014 5,444 sga 2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/10/2014	37,858	fuel
2/11/2014 221,349 mag 2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag			
2/12/2014 6,388 fuel 2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	• •	5,444	sga
2/13/2014 12,500 mag 2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag		221,349	mag
2/13/2014 69,390 mag 2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag		6,388	fuel
2/13/2014 2,250 mag 2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014		_
2/13/2014 10,974 mag 2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014	69,390	mag
2/13/2014 59,170 mag 2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014	2,250	mag
2/13/2014 800 mag 2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014	10,974	mag
2/13/2014 13,967 mag 2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014	59,170	mag
2/13/2014 23,254 mag 2/13/2014 2,000 mag	2/13/2014	800	mag
2/13/2014 2,000 mag	2/13/2014	13,967	mag
	2/13/2014	23,254	mag
2/13/2014 26,639 mag			mag
	2/13/2014	26,639	mag
2/13/2014 11,406 mag			-
2/13/2014 54,167 mag	2/13/2014	54,167	mag

 Date	Amount	Description
 2/13/2014	4,127	mag
2/13/2014	5,840	mag
2/13/2014	23,893	mag
2/13/2014	11,000	mag
2/13/2014	20,209	mag
2/13/2014	64,796	mag
2/13/2014	36,283	mag
2/13/2014	18,842	mag
2/13/2014	9,648	mag
2/13/2014	5,766	mag
2/14/2014	5,342	
2/14/2014	357	sga
2/14/2014	1,024	sga
2/14/2014	1,106	
2/14/2014	4,130	
2/14/2014	2,352	sga
2/14/2014		sublease
2/14/2014	24,322	
2/14/2014	15,000	sga
2/14/2014	1,626	_
2/14/2014	18,724	_
2/14/2014	3,251	
2/14/2014	16,372	
2/14/2014	720	
2/14/2014	7,204	
2/14/2014	3,122	
2/14/2014		closing
2/14/2014	4,096	
2/14/2014	40,730	
2/14/2014	1,092	
2/14/2014	17,790	
2/14/2014	14,602	
2/14/2014	3,934	
2/14/2014	119,686	
2/14/2014	9,496	
2/14/2014	4,389	
2/14/2014	6,856	
2/14/2014	17,684	
2/14/2014	10,304	
2/14/2014	31,520	
2/14/2014		mag
2/14/2014	204,714	ota

Date	Amount	Description
2/14/2014	88,921	SGA
2/14/2014	95,689	sga
2/14/2014	141	mag
2/14/2014	747	util
2/14/2014	369	mag
2/14/2014	12,073	mag
2/14/2014	554	mag
2/14/2014	9,163	sga
2/14/2014	54,030	ota
2/14/2014	64,062	ota
2/14/2014	271,829	selling
2/14/2014	1,968	benefits
2/14/2014	635	ota
2/19/2014	1,252	sga
2/19/2014	5,892	sga
2/20/2014	12,538	mag
2/20/2014	22,908	mag
2/20/2014	38,456	mag
2/20/2014	3,075	mag
2/20/2014	87,737	mag
2/20/2014	50,346	-
2/20/2014	24,047	_
2/20/2014	5,333	-
2/20/2014		mag
2/20/2014	51,101	-
2/20/2014	21,749	_
2/20/2014	69,452	
2/20/2014	3,436	
2/20/2014	42,706	•
2/20/2014		mag
2/20/2014	6,633	_
2/20/2014	35,116	_
2/20/2014	27,585	_
2/20/2014	18,086	_
2/20/2014	1,680	_
2/20/2014	18,834	
2/20/2014	27,088	_
2/20/2014	56,009	
2/20/2014	59,110	
2/20/2014		mag
2/20/2014	26,305	
2/20/2014	3,776	mag

Date	Amount	Description
2/20/2014	1,133	mag
2/20/2014	182,716	mag
2/20/2014	12,704	sga
2/20/2014	1,106	sga
2/21/2014	3,332	labor
2/21/2014	1,295	sga
2/21/2014	3,858	sga
2/21/2014	5,938	fuel
2/21/2014	15,338	fuel
2/21/2014	357	labor
2/21/2014	53,384	sga
2/21/2014	29,295	labor
2/21/2014	512	labor
2/21/2014	10,257	mag
2/21/2014		mag
2/21/2014		mag
2/21/2014	288,541	
2/21/2014	17,350	
2/21/2014	6,311	sga
2/21/2014	1,626	-
2/21/2014	9,074	
2/21/2014	1,735	
2/21/2014		util
2/21/2014	7,336	_
2/21/2014	214,667	
2/21/2014	24,322	
2/21/2014	53,156	
2/21/2014	109,754	
2/21/2014	3,188	_
2/21/2014	1,215	
2/21/2014	8,198	
2/21/2014	38,534	_
2/21/2014	334	
2/21/2014	73,790	
2/21/2014		util
2/21/2014	5,630	
2/21/2014	12,529	
2/21/2014	6,000	
2/21/2014	146,685	
2/21/2014		util
2/21/2014	2,914	
2/21/2014	201,229	ota

Date	Amount	Description
2/21/2014	48,753	sga
2/21/2014	16,305	sga
2/21/2014	31	util
2/21/2014	19	util
2/21/2014	11,375	mag
2/21/2014	600	mag
2/21/2014	1,425	mag
2/21/2014	2,500	mag
2/21/2014	3,579	mag
2/21/2014	14,757	labor
2/21/2014	59,084	ota
2/21/2014	59,680	ota
2/21/2014	294	ota
2/21/2014	2,185	
2/21/2014	640	
2/21/2014	7,051	sga
2/24/2014	6,289	sga
2/25/2014	1,360	
2/25/2014	810	
2/25/2014	394	-
2/25/2014	1,043	-
2/25/2014	5,354	
2/26/2014	6,595	
2/26/2014	6,067	
2/26/2014	860	-
2/26/2014	23,179	
2/26/2014	31,449	
2/26/2014	1,677	_
2/26/2014	9,132	
2/26/2014	1,720	
2/26/2014		mag
2/26/2014	53,563	
2/26/2014	78,097	
2/26/2014	88,318	
2/26/2014	47,104	sga
2/26/2014	1,275	_
2/26/2014	69,182	
2/26/2014	15,072	
2/26/2014	4,252	-
2/26/2014	2,475	
2/26/2014	49,628	
2/26/2014	50,896	fuel

Date	Amount	Description
2/26/2014	103	fuel
2/26/2014	623	util
2/26/2014	3	util
2/26/2014	5,075	labor
2/26/2014	1,785	ins
2/26/2014	218	sga
2/26/2014	263	fuel
2/28/2014	50,228	mag
2/28/2014	12,500	mag
2/28/2014	42,025	mag
2/28/2014	1,256	sga
2/28/2014	69,390	mag
2/28/2014	2,250	mag
2/28/2014	22,500	mag
2/28/2014	12,500	mag
2/28/2014	189,188	mag
2/28/2014	48,668	mag
2/28/2014	11,166	-
2/28/2014	24,322	
2/28/2014	9,644	
2/28/2014	7,420	-
2/28/2014	82,970	-
2/28/2014	86,204	-
2/28/2014	23,811	-
2/28/2014	8,100	_
2/28/2014	39,390	
2/28/2014		mag
2/28/2014	13,967	
2/28/2014	22,994	
2/28/2014	2,194	_
2/28/2014		_
2/28/2014	81,747	_
2/28/2014	72,078	-
2/28/2014	75,057	_
2/28/2014	42,392	_
2/28/2014	13,000	mag
2/28/2014	26,639	-
2/28/2014		_
2/28/2014	11,406	_
2/28/2014		-
2/28/2014	4,127	mag
2/28/2014	5,840	mag

Date	Amount	Description
2/28/2014	23,893	mag
2/28/2014	11,000	mag
2/28/2014	7,059	sga
2/28/2014	8,100	mag
2/28/2014	20,462	mag
2/28/2014	20,209	mag
2/28/2014	64,796	mag
2/28/2014	7,500	mag
2/28/2014	7,250	mag
2/28/2014	4,100	mag
2/28/2014	36,283	mag
2/28/2014	59,520	mag
2/28/2014	95,301	mag
2/28/2014	18,842	mag
2/28/2014	9,648	mag
2/28/2014	9,280	mag
2/28/2014	6,272	mag
2/28/2014	2,237	sga
2/28/2014	2,676	sga
2/28/2014	1,921	sga
2/28/2014	5,599	sga
2/28/2014	2,793	sga
2/28/2014	2,348	sga
2/28/2014	649	sga
2/28/2014	59,495	mag
2/28/2014	7,077	sga
2/28/2014	6,303	_sga
	\$ 9,707,386	

Date	Amount	Description
2/3/2014	\$ 1,448,428	sublease
2/3/2014	43,897	pcard
2/3/2014	829	sga
2/3/2014	230,000	fleet
2/4/2014	97,392	pcard
2/4/2014	34,714	fleet
2/4/2014	344,376	ADP
2/4/2014	145,411	ADP
2/4/2014	2,083	mag
2/5/2014	75,000	closing
2/5/2014	30,100	pcard
2/5/2014	164,665	ADP
2/5/2014	51,611	ADP
2/5/2014	3,974	ADP
2/5/2014	1,979	ADP
2/6/2014	63,366	pcard
2/6/2014	14,447	ADP
2/6/2014	637	ADP
2/7/2014	67,631	pcard
2/7/2014	72	ADP
2/7/2014	49,875	ADP
2/7/2014	28,800	ADP
2/7/2014	22,711	
2/10/2014	36,667	pcard
2/10/2014	145	adp
2/10/2014	410,067	over
2/10/2014	294	adp
2/11/2014	98,506	
2/11/2014	4,967	sga
2/11/2014	2,394,233	
2/12/2014	38,935	
2/12/2014	143,225	
2/12/2014	48,299	
2/12/2014	1,524	
2/13/2014	73,371	
2/13/2014	381	_
2/13/2014	82,467	
2/13/2014	2,867	-
2/13/2014		ADP
2/14/2014	63,797	
2/14/2014	241,884	
2/14/2014	206,733	fleet

Date	Amount	Description
2/14/2014	150,245	fleet
2/14/2014	72,790	fleet
2/14/2014	46,283	fleet
2/14/2014	45,306	fleet
2/14/2014	684,083	fleet
2/14/2014	153,153	fleet
2/14/2014	50,000	fuel
2/18/2014	115,703	pcard
2/18/2014	54,908	pcard
2/18/2014	35,554	tax
2/18/2014	9,508	sga
2/18/2014	163	sga
2/18/2014	46,627	sga
2/19/2014	178,742	tax
2/19/2014	128,142	tax
2/19/2014	102,634	tax
2/19/2014	67,150	tax
2/19/2014	47,912	pcard
2/19/2014	45,889	tax
2/19/2014	10,670	sga
2/19/2014	8,096	tax
2/19/2014	2,200	
2/19/2014	133	tax
2/19/2014	400,587	ADP
2/19/2014	328,952	
2/19/2014	207,007	
2/19/2014	169,188	
2/19/2014	2,984	
2/19/2014	2,109	
2/20/2014	75,602	
2/20/2014	65,560	pcard
2/20/2014	•	tax
2/20/2014	21,362	
2/20/2014	19,373	
2/20/2014	12,921	tax
2/20/2014	11,657	
2/20/2014	50,000	
2/20/2014	14,325	
2/20/2014	2,748	
2/21/2014	43,610	_
2/21/2014	29,845	
2/21/2014	8,647	tax

Date	Amount		Description
2/21/2014	4,179	tax	•
2/21/2014	129,600	fleet	
2/21/2014	41,141	fleet	
2/21/2014	39,000	fleet	
2/21/2014	136,136	fleet	
2/24/2014	149,929	tax	
2/24/2014	63,626	pcard	
2/24/2014	29,511	tax	
2/24/2014	4,000	sga	
2/24/2014	1,236	sga	
2/24/2014	414	-	
2/24/2014		sga	
2/24/2014	100,000		
2/25/2014	82,226	pcard	
2/25/2014	163,803	adp	
2/26/2014	37,371	pcard	
2/26/2014	16,475	tax	
2/26/2014	55,962	ADP	
2/26/2014	23,693	tax	
2/26/2014	1,519	ADP	
2/27/2014	64,940	pcard	
2/27/2014	57,432	tax	
2/27/2014	41,172	tax	
2/27/2014	4,353	tax	
2/27/2014	30	ADP	
2/27/2014	753	ADP	
2/28/2014	45,540	pcard	
	\$ 11,610,388	_	

Date	Amount	Description
2/3/2014 \$	70,214	mag
2/3/2014	17,569	sga
2/3/2014	10,208	sga
2/3/2014	6,914	sga
2/3/2014	6,681	tax
2/3/2014	2,226	util
2/3/2014	1,732	mag
2/3/2014	1,631	util
2/3/2014	650	util
2/3/2014	357	sga
2/3/2014	307	sga
2/3/2014	249	
2/3/2014	244	
2/3/2014	210	
2/3/2014	197	
2/3/2014	172	
2/3/2014	164	
2/3/2014	124	
2/3/2014	112	
2/3/2014	101	
2/3/2014	100	_
2/3/2014		sga
2/4/2014	23,553	
2/4/2014	4,128	
2/4/2014	2,332	
2/4/2014	637	
2/4/2014		labor
2/4/2014	264	
2/4/2014		sga
2/4/2014		sga
2/5/2014	48,339	
2/5/2014	1,682	
2/5/2014	878	
2/5/2014	125	
2/5/2014		sga
2/6/2014	87,894	
2/6/2014	40,000	
2/6/2014	15,700	
2/6/2014	3,591	
2/6/2014	1,982	
2/6/2014	1,512	
2/6/2014	999	ota

Date	Amount	Description
2/6/2014	718	mag
2/6/2014	650	util
2/6/2014	547	mag
2/6/2014	409	util
2/6/2014	375	sga
2/6/2014	44	sga
2/6/2014	23	sga
2/7/2014	12,677	tax
2/7/2014	7,606	tax
2/7/2014	1,944	sga
2/7/2014	1,012	util
2/7/2014	650	mag
2/7/2014	509	sga
2/7/2014	265	sga
2/7/2014	41	sga
2/7/2014	31	sga
2/10/2014	118,979	mag
2/10/2014	113,733	_
2/10/2014	6,854	mag
2/10/2014	2,808	mag
2/10/2014	2,528	_
2/10/2014	614	
2/10/2014		mag
2/10/2014	475	
2/10/2014	349	_
2/10/2014	148	
2/10/2014	131	
2/10/2014	103	
2/10/2014		sga
2/11/2014	101,364	
2/11/2014	45,231	
2/11/2014	26,885	
2/11/2014	15,090	_
2/11/2014	13,771	
2/11/2014	10,868	
2/11/2014	5,498	_
2/11/2014		closing
2/11/2014	1,924	
2/11/2014	300	-
2/11/2014	205	
2/11/2014	127	
2/11/2014	118	mag

Date	<u> </u>	Amount	Description
2/11,	/2014	3	sga
2/12,	/2014	21,305	restructuring
2/12,	/2014	18,235	labor
2/12,	/2014	16,946	util
2/12,	/2014	6,098	labor
2/12,	/2014	4,622	mag
2/12,	/2014	1,106	sga
2/12,	/2014	230	sga
2/12,	/2014	24	sga
2/13,	/2014	46,438	mag
2/14,	/2014	66,357	mag
2/14,	/2014	2,718	sga
2/14,	/2014	2,245	sga
2/14,	/2014	219	sga
2/14,	/2014	50	tax
2/18,	/2014	8,000	mag
2/18,	/2014	5,898	mag
2/18,	/2014	4,622	-
2/18,	/2014	2,311	mag
2/18,	/2014	2,311	mag
	/2014	1,107	
	/2014	222	sga
	/2014		util
	/2014	184	
	/2014		sga
	/2014	100	
	/2014		sga
	/2014		sga
	/2014	11,577	
	/2014	6,800	_
	/2014	3,855	
	/2014		sga
	/2014	232	
	/2014	155	
	/2014		sga
	/2014		sga
	/2014		labor
	/2014	1,295	
	/2014	237	_
	/2014		sga
	/2014		sga
2/21,	/2014	32,493	mag

Date	Amount		Description
2/21/2014	30,201	mag	
2/21/2014	12,207	mag	
2/21/2014	2,291	tax	
2/21/2014	586	sga	
2/21/2014	19		#N/A
2/24/2014	537,045	mag	
2/24/2014	73,898	sga	
2/24/2014	53,157	tax	
2/24/2014	41,660	ota	
2/24/2014	17,066	mag	
2/24/2014	13,010	tax	
2/24/2014	11,397	mag	
2/24/2014	10,826	sga	
2/24/2014	4,735	tax	
2/24/2014	3,931	mag	
2/24/2014	3,610	tax	
2/24/2014	2,688	mag	
2/24/2014	2,311	mag	
2/24/2014	2,311	mag	
2/24/2014	1,882	util	
2/24/2014	1,739		
2/24/2014	1,207		
2/24/2014	998		
2/24/2014	731	_	
2/24/2014	660	mag	
2/24/2014	655	-	
2/24/2014	407		
2/24/2014	400		
2/24/2014	381		
2/24/2014	260		
2/24/2014		mag	
2/24/2014	157		
2/24/2014	148	_	
2/24/2014	134		
2/24/2014		sga	
2/24/2014		sga	
2/25/2014	727,163		
2/25/2014	210,792		
2/25/2014	138,048	_	
2/25/2014	85,060		
2/25/2014	60,670	_	
2/25/2014	57,806	labor	

Date	Amount	Description
2/25/20	14 45,729	labor
2/25/20	14 35,893	tax
2/25/20	14 29,089	mag
2/25/20	14 15,876	mag
2/25/20	14 11,011	mag
2/25/20	14 9,439	sga
2/25/20	14 9,286	util
2/25/20	14 7,917	mag
2/25/20	14 7,450	fuel
2/25/20	14 7,104	sga
2/25/20	14 7,036	sga
2/25/20	14 5,307	util
2/25/20	14 5,073	sga
2/25/20	14 5,000	mag
2/25/20	14 3,782	sga
2/25/20	14 2,589	util
2/25/20	14 2,048	mag
2/25/20	14 1,924	mag
2/25/20		
2/25/20	14 1,453	sga
2/25/20		tax
2/25/20	14 1,172	mag
2/25/20	14 1,075	mag
2/25/20	14 1,073	util
2/25/20		sga
2/25/20		util
2/25/20		sga
2/25/20	14 325	sga
2/25/20	14 322	sga
2/25/20		sga
2/25/20		sga
2/25/20		mag
2/25/20		-
2/25/20		sga
2/25/20	14 283	sga

Date	Amount	Description
2/25/2014	273	util
2/25/2014	268	sga
2/25/2014	245	sga
2/25/2014	237	sga
2/25/2014	236	sga
2/25/2014	230	sga
2/25/2014	223	sga
2/25/2014	214	sga
2/25/2014	213	sga
2/25/2014	182	sga
2/25/2014	179	sga
2/25/2014	177	sga
2/25/2014	164	sga
2/25/2014	161	sga
2/25/2014	147	sga
2/25/2014	138	util
2/25/2014	113	sga
2/25/2014		tax
2/26/2014	77,292	
2/26/2014	65,214	
2/26/2014	50,782	
2/26/2014	48,566	
2/26/2014	23,473	
2/26/2014	20,520	-
2/26/2014	13,638	_
2/26/2014	13,429	
2/26/2014	13,060	
2/26/2014	12,353	
2/26/2014	9,169	
2/26/2014	6,874	
2/26/2014	5,608	
2/26/2014	4,077	
2/26/2014	3,408	
2/26/2014	3,298	
2/26/2014	3,188	
2/26/2014	2,731	
2/26/2014	2,618	
2/26/2014	2,239	util

Date	Amount	Description
2/26/2014	1,958	mag
2/26/2014	1,451	util
2/26/2014	1,000	mag
2/26/2014	517	sga
2/26/2014	408	mag
2/26/2014	326	sga
2/26/2014	312	sga
2/26/2014	291	sga
2/26/2014	259	mag
2/26/2014	225	sga
2/26/2014	225	util
2/26/2014	216	
2/26/2014	182	util
2/26/2014	170	sga
2/26/2014	152	
2/26/2014	132	
2/26/2014		sga
2/26/2014		sga
2/26/2014		mag
2/26/2014		sga
2/26/2014		sga
2/26/2014		sga
2/27/2014	52,133	
2/27/2014	45,040	
2/27/2014		closing
2/27/2014	13,436	
2/27/2014	12,081	
2/27/2014	10,392	
2/27/2014	9,233	
2/27/2014	8,664	
2/27/2014	5,171	
2/27/2014	3,813	
2/27/2014	3,489	
2/27/2014	2,819	
2/27/2014	1,514	
2/27/2014		mag
2/27/2014		mag
2/27/2014	747	
2/27/2014	650	
2/27/2014	638	
2/27/2014	544	
2/27/2014	479	sga

[Date	Amount	Description
2	2/27/2014	438	mag
2	2/27/2014	417	sga
2	2/27/2014	325	sga
2	2/27/2014	320	sga
2	2/27/2014	307	sga
2	2/27/2014	276	sga
2	2/27/2014	274	util
2	2/27/2014	263	util
2	2/27/2014	183	util
2	2/27/2014	174	sga
2	2/27/2014	148	sga
2	2/27/2014	127	sga
2	2/27/2014	111	sga
2	2/27/2014	105	sga
2	2/27/2014	98	sga
2	2/27/2014	94	sga
	2/27/2014	91	sga
2	2/27/2014		sga
	2/28/2014	218,677	
	2/28/2014	31,408	-
	2/28/2014		benefits
	2/28/2014	15,142	_
	2/28/2014	10,111	_
	2/28/2014	6,513	_
	2/28/2014	4,826	_
	2/28/2014	4,594	
	2/28/2014	4,024	_
	2/28/2014	2,807	
	2/28/2014	1,836	
	2/28/2014	1,648	_
	2/28/2014	1,600	
	2/28/2014	1,500	
	2/28/2014	1,307	_
	2/28/2014	1,206	
	2/28/2014	1,161	
	2/28/2014	1,160	
	2/28/2014	912	
	2/28/2014	871	
2	2/28/2014	857	util

Date	Amount	
2/28/2014	550	util
2/28/2014	535	sga
2/28/2014	505	sga
2/28/2014	382	sga
2/28/2014	376	sga
2/28/2014	375	sga
2/28/2014	267	sga
2/28/2014	247	util
2/28/2014	220	sga
2/28/2014	178	sga
2/28/2014	167	sga
2/28/2014	146	sga
2/28/2014	143	sga
2/28/2014	135	util
2/28/2014	121	util
2/28/2014	113	sga
2/28/2014	104	util
2/28/2014	100	sga
2/28/2014	91	sga
2/28/2014	91	sga
2/28/2014	89	util
2/28/2014	76	sga
2/28/2014	56	util
2/28/2014	45	ins
2/28/2014	38	sga
2/28/2014	37	sga
2/28/2014	28	mag
2/28/2014	16	sga
2/28/2014	15	sga
	\$ 4,407,426	

Filed 03/26/14 Entered 03/26/14 16:58:18 Desc Main Case 13-03332-ee Doc 495 Document Page 27 of 29 CASE NAME: Simply Wheelz LLC aka Advantage 13-03332-ee CASE NUMBER: Rent-A-Car NARRATIVE STATEMENT _____ to __ Feb. 28 _____, 20 14 For Period Feb. 1 Please provide a brief description of the significant business and legal action by the debtor, its creditors or the court during the reporting period. Comments should include any change in bank accounts, explanation of extraordinary expenses, and purpose of any new post-petition financing. Comments should also include debtor's efforts during the month to rehabilitate the business and to develop a plan. See Attached

IN THE UNITED STATES BANKRUPTCY COURT FOR THE SOUTHERN DISTRICT OF MISSISSIPPI

In re:)	
)	
SIMPLY WHEELZ LLC, d/b/a)	CASE NO. 13-0332-EE
ADVANTAGE RENT-A-CAR)	Chapter 11
Debtor)	-
)	

NARRATIVE STATEMENT

For the period of February 1, 2014 to February 28, 2014

Please provide a brief description of the significant business and legal action by the debtor, its creditors or the court during the reporting period. Comments should include any change in bank accounts, explanation of extraordinary expenses, and purpose of any new post-petition financing. Comments should also include debtor's efforts during the month to rehabilitate the business and to develop a plan.

Simply Wheelz LLC d/b/a Advantage Rent-A-Car (the "<u>Debtor</u>" or the "<u>Company</u>"), filed this chapter 11 case (the "<u>Case</u>") on November 5, 2013 (the "<u>Petition Date</u>"). The Debtor has continued to operate and manage its business pursuant to Bankruptcy Code §§ 1107(a) and 1108. Please see the previously filed Monthly Operating Reports for background information on the Company and for developments in the bankruptcy case for the previous months.

On February 4, the United States District Court entered its *Agreed Order Dismissing Appeal* [Dkt. # 444], in which the appeal of Sixt Rent-A-Car LLC from the *Order (I) Approving Purchase Agreement, (II) Authorizing Sale Free and Clear of All Liens, Claims, Encumbrances, and Other Interests, and (III) Granting Related Relief (the "Sale Order") was dismissed.*

During February, the Debtor and its professionals worked with The Catalyst Capital Group Inc., on behalf of one or more funds managed by it and/or through certain affiliates or its designee(s) ("<u>Catalyst</u>") and its professionals to lay the groundwork for a secondary sales process for those locations which it appeared would not be transferred to Catalyst. Through this process, the Debtor sought prospective purchasers with respect to certain of the "Non-Transferred Locations."

The Court also entered its *Order Granting Application of Debtor for Authority to Retain and Employ Certain Professionals Utilized in the Ordinary Course of Business* [Dkt. # 422] which permits the Debtor to retain those "ordinary course professionals" necessary to permit it to manage and operate its business and to fulfill its obligations to the bankruptcy estate.

The Debtor also filed its Motion of the Debtor Pursuant to § 365(d)(4)(B)(i) to Extend Time to Assume or Reject Leases of Non-Residential Real Property [Dkt. # 416], which requested 90 additional days within which the Debtor could assume or reject unexpired leases of non-residential real property, which Motion was granted as to all locations except one by virtue of that certain Order Granting Motion of the Debtor Pursuant to 11 U.S.C. § 365 (d)(4)(B)(i) to

Extend Time to Assume or Reject Leases of Non-Residential Real Property [Dkt. # 453] (and which was subsequently extended as to that location as well).

The Debtor filed its *Motion of Debtor Pursuant to Section 365 to Authorize the Assumption and Assignment of a Non-Exclusive Concession Agreement with Eagle County Air Terminal Corporation for Operation of Rental Car Services* [Dkt. # 420] by which the Debtor could assume and assign the non-exclusive concession agreement to Frontier Rental, Inc., be relieved of certain MAG obligations and obtain two options to lease and operate an off-airport rental car facility for 2015 and 2016. The Court granted the Debtor the requested relief [Dkt. # 433].

The Court granted the Debtor's motion to supplement and amend the Final DIP Facility Order to increase the amount of the DIP Facility by an additional \$29,000,000 to a total of \$75,000,000 and to extend the term of the DIP Facility in its *Order Supplementing and Amending Final DIP Financing Order* [Dkt. # 437].

The Debtor also filed with the Court its *Notice of Filing of Approved Budget* for the period through and including March 1, 2014 [Dkt. # 434].

The Debtor and Hertz entered an Agreed Order to amend the settlement agreement with Hertz and other parties with related relief, as more particularly reflected in that certain *Agreed Order Granting Motion of Debtor for Entry of an Order to Amend Settlement Agreement with The Hertz Corporation and Other Parties and Granting Related Relief* [Dkt. # 447].

The Court granted the Motion of the Debtor to Extend Period of Exclusivity for Filing of Disclosure Statement and Plan of Reorganization Pursuant to § 1121(d)(1)[Dkt. # 417] in its Order Granting Motion to Extend Period of Exclusivity for Filing of Disclosure Statement and Plan of Reorganization Pursuant to § 1121(d) and granted the Debtor the exclusive right to file a Plan and Disclosure Statement in this Chapter 11 case through and including June 3, 2014; and extended the Plan Solicitation Period during which time the Debtor has the exclusive right to obtain acceptances on such a Plan through and including August 2, 2014.

Finally, the Debtor and its management and professionals continued to focus on making the core car rental business and operation more profitable. At the same time, the Debtor and its management and professionals prepared for the closing of the sale to Catalyst by, among other things, (i) seeking approvals from the various airport authorities and the various counterparties to consent to the assignment and assumption of other agreements related to the continuing business; and (ii) assisting in the preparation and filing of applications for various permits, licenses and other governmental approvals or authorizations related to the continuity of the Advantage business after the closing of the sale to Catalyst.

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