

DFW International Airport FY 2026 Budget

Fort Worth City Council Work Session
August 19, 2025

FY26 Budget Overview

FY26 budget reflects continued growth with record passengers, non-airline revenues, and net revenues to the DFW capital account

Passengers – record 87.4 million, a 1.6% increase

Non-airline revenues – record \$623.7 million, a 5.3% increase

Non-airline net revenues – record \$304.4 million, a 3.4% increase (\$152.2M to DFW's capital account)

Expenditure budget – \$1.4 billion, a 11.4% increase

- Mainly due to increase in debt service (72% of overall increase)
- Operating expenses up 5.8% (4.8% without transfer of A/C maintenance, lowest % increase since the pandemic)

Airline costs – \$756.6 million

- \$120.2 million (18.9% increase from FY25 Outlook) due primarily to debt service increases

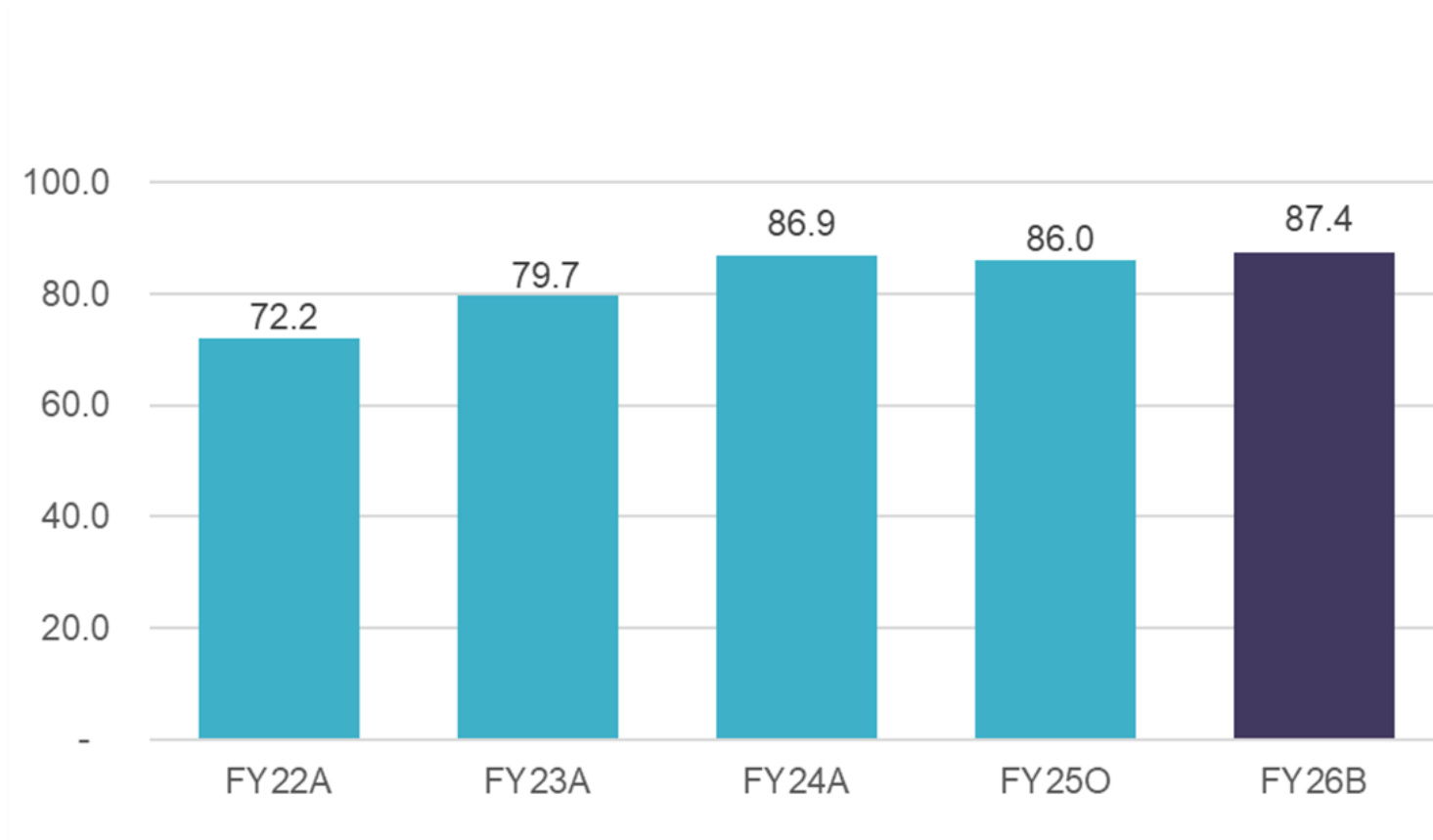
Cost per enplanement – \$16.99

- \$2.43 (16.7% increase from FY25 Outlook)



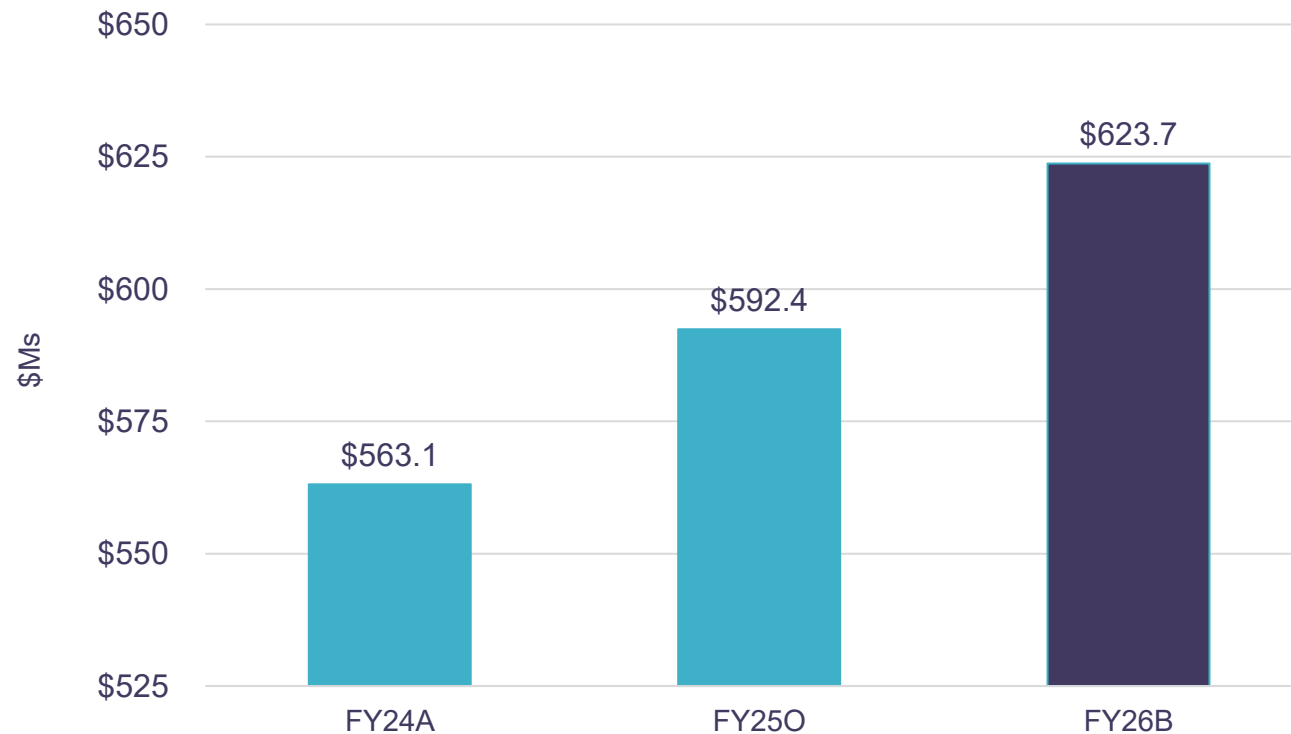
Passenger Forecasts

FY26 passenger budget is 87.4 million, a 1.6% increase over the FY25 Outlook



DFW Cost Center Revenues

FY26 budget is \$623.7 million, \$31.3 million (5.3%) higher than the FY25 Outlook



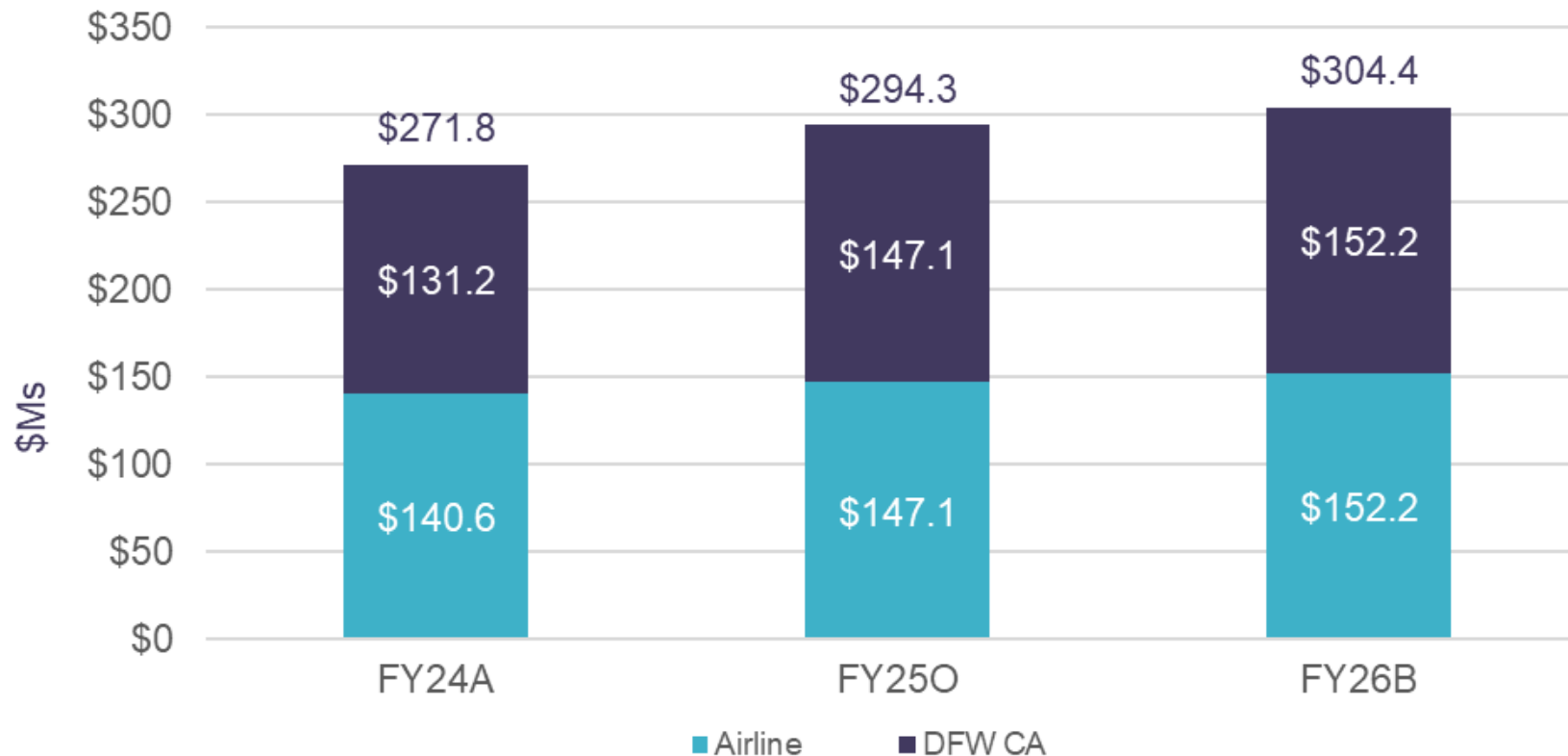
DFW Cost Center Non-Airline Revenues

Revenue increase of 5.3% due to TNC rate increase, terminal lounges, and new RAC leases

Revenues (\$Ms)	FY24A			FY26 vs FY25	
		FY25O	FY26B	Variance	
Parking/GT	\$242.7	\$260.0	\$273.2	\$13.2	5.1%
Concessions	129.9	132.4	138.4	6.0	4.5%
Rental Car	50.0	51.4	55.5	4.2	8.2%
Commercial Development	78.0	83.3	87.5	4.2	5.1%
Interest Income & Other	62.5	65.4	69.1	3.7	5.6%
Total Non-Airline Revenues	\$563.1	\$592.4	\$623.7	\$31.3	5.3%

DFW Cost Center Net Revenues

Net revenues shared with airlines and retained by DFW in its capital account are budgeted at a record \$152.2 million



Expenditure Budget

FY26 Budget is \$1.4 billion, a \$147.7 million (11.4%) increase from FY25 Outlook

Operating expense budget reflects cost increases primarily related to:

- Employee related costs
- Fixed contract increases (including new A/C maintenance transfer)

Debt service budget increase due primarily to the planned issuance of \$2.1 billion of debt in September 2025 to fund capital projects, primarily the CTA Expansion and Terminal F.



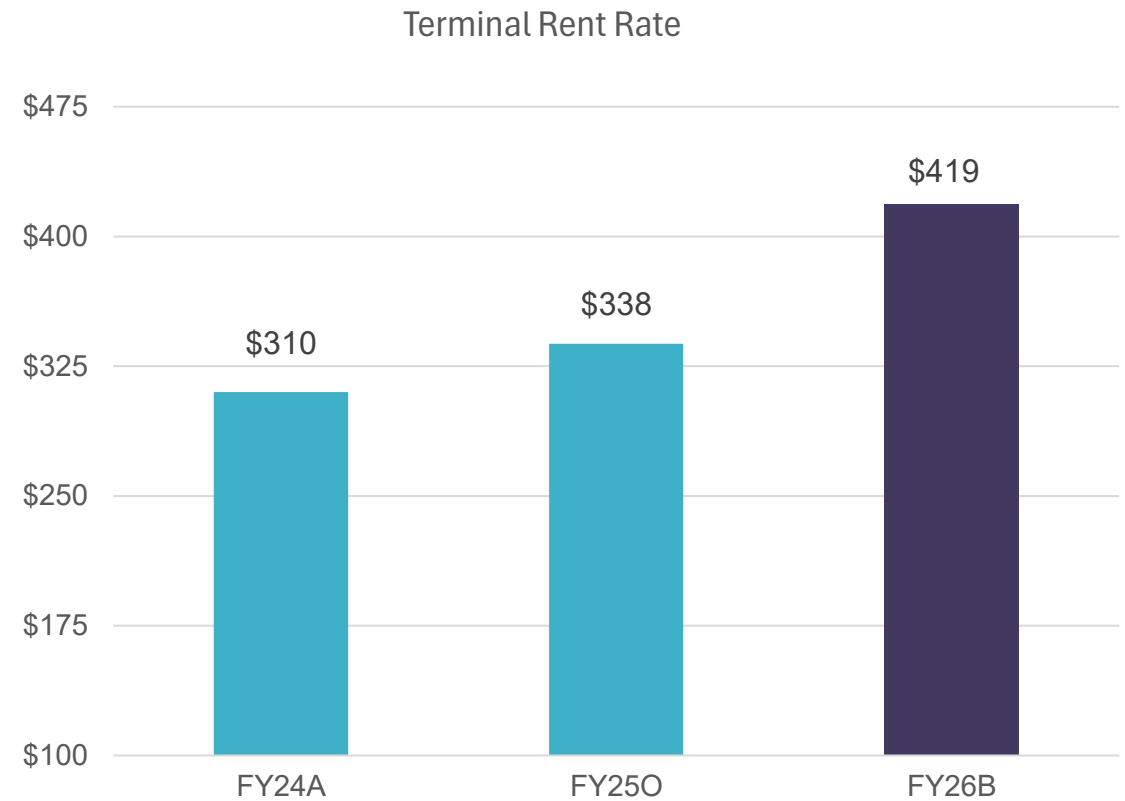
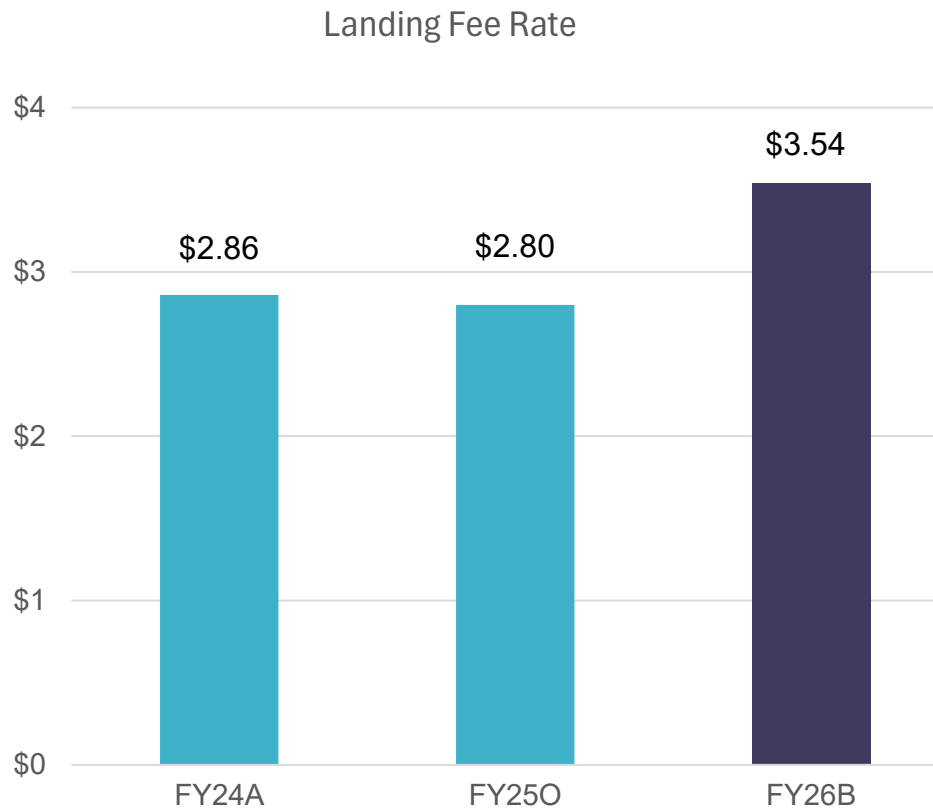
Annual Expenditure (in Millions)	FY24 Actuals	FY25 Outlook	FY26 Budget	FY26 vs. FY25 Increase/(Decrease)	
Operating Expenses	\$ 674.3	\$ 715.7	\$ 756.9	\$ 41.2	5.8%
Gross Debt	559.6	578.4	684.9	106.5	18.4%
Total Expenditure Budget within Rate Base	\$ 1,233.9	\$ 1,294.1	\$ 1,441.8	\$ 147.7	11.4%
Board Contingency outside Rate Base		10.0	10.0		
Total Budget with Contingency	\$ 1,233.9	\$ 1,304.1	\$ 1,451.8		

Operating Expense Budget Walkforward

Operating Expenses (in Millions)	Total
FY25 Outlook	\$715.7
Budget reductions	(12.0)
Employee related increases	21.2
Fixed contract increases	17.8
Digital and technology investments	3.4
CEO Contingency	8.0
Other increases	2.9
Net increase	41.2
FY26 Budget	<u>\$756.9</u>

Airline Rates and Fees

Airline rates & fees increase primarily due to the increase in airline cost shown on the previous slide.



OBA – Approval of Budget to be Sent to the Cities

<u>Annual Expenditure (in Millions)</u>	<u>FY26 Budget</u>
Operating Expenses	\$ 756.9
Gross Debt	684.9
Total Expenditure Budget within Rate Base	<u>\$ 1,441.8</u>
Board Contingency outside Rate Base	10.0
Total Budget with Contingency	<u><u>\$ 1,451.8</u></u>

Tax Sharing to Owner Cities

Euless, Irving, Coppell, and Grapevine (south of HWY 114) have tax sharing arrangements with DFW and the Owner Cities.

Revenues split between “Host City” (1/3rd) and Owner Cities (2/3rd)

- Split between Dallas and Fort Worth is based upon 7/11th and 4/11th ownership, except for Rental Car Center taxes which are shared equally

Host Cities paid \$29.8 million in 2024

- \$2.3 million (8.2%) increase from prior year
- Dallas - \$17.1 million
- Fort Worth - \$12.7 million

Questions?

