

FT. WORTH AIR TERMINAL BUILDING
Estimated Revenues, Cash Forecast and Loan Repayments

Year of Operation	Estimated Revenues	Oper. & Maint.	Operating Balance	Bal. after		Cash Flow Bal. for Prin. #	Principal Payments		Estimated Amt. Avail. for S.P. #
				& Estd. Fed. Inc. Taxes ⁶	Deprec.		Notes (650)	1st Mtge. (750)	
1	383,600	160,000	223,600	74,400	40,500	114,900	50,000	-	32,000
2	420,700	166,400	254,300	94,800	40,500	135,300	75,000	-	30,000
3	450,600	172,800	277,800	109,900	40,500	150,500	100,000	-	25,000
4	482,600	179,200	303,400	130,200	40,500	170,700	100,000	25,000	22,500
5	513,500	185,600	327,900	148,900	40,500	189,400	100,000	50,000	19,000
6	542,300	192,000	350,300	178,100	40,500	218,600	100,000	50,000	34,000
7	568,000	198,400	369,600	183,100	40,500	223,600	125,000	50,000	24,000
8	592,400	204,800	387,600	199,100	40,500	239,600	-	175,000	32,000
9	611,700	211,200	400,500	212,000	40,500	252,500	-	200,000	26,000
10	627,600	217,600	410,000	223,500	40,500	264,000	-	200,000	32,000
11	638,300	224,000	414,300	-	40,500				
							<u>\$650,000</u>	<u>\$750,000</u>	<u>\$277,500</u>

⁶ At 38%, after deduction \$40,500 estimated depreciation (3% on \$1,350,000 estimated cost) and \$63,000 interest (4 1/2% on \$1,400,000 total financing), total deductions \$103,500.

No reflection herein for Notes or Mortgage Payments through Sinking Fund.

7/6/48

*7/6/48
JMO*

FORT WORTH TRAFFIC FORECASTS

PASSENGERS

	<u>Madigan- Hyland</u>	<u>Airlines Term. Corp.</u>
1950	485,000	352,000
1951	535,000	395,000
1952	605,000	433,000
1953	650,000	473,000
1954	716,000	510,000
1955	844,000	547,000
1956	896,000	580,000
1957	964,000	609,000
1958	1,017,000	635,000
1959	1,085,000	653,000
1960	1,138,000	667,000

Factors and method of developing passenger forecasts and revenue estimates.

1. Three steps were taken in preparing revenue estimates:

- (a) Develop forecast for annual total nation-wide airline passengers.
- (b) Determine ratio of locally originating passengers to national passengers from prior appropriate periods - apply such ratio (adjusted if appropriate) to national forecast to obtain forecast for locally originating passengers.
- (c) Three types of revenue were estimated:
 - (1) Landing fees based upon established fee schedule (\$100 for first and second schedules, \$75 for third and fourth schedules, etc.) being applied to estimated number of schedules, which was computed from data of number of passengers, size of airplanes, probable load factor, etc.
 - (2) Airline rental for space in the terminal building, computed from established rental rates and amount of space needed to accommodate the passenger estimate.
 - (3) Non-airline revenues which includes revenues from all sources other than airlines were computed by multiplying the forecast of passengers by 80 cents per passenger. This per passenger revenue factor was based upon experience at Detroit (airport operated by Airlines Terminal Corporation). Detroit experience for the first quarter of 1948, together with two minor assumptions explained below, produced non-airline revenues for the Terminal Corporation equalling 82 cents per originating passenger. The dining room and coffee shop were not in operation during the first quarter -- 11 cents per originating passenger was assumed as adequately supported by experience at other airports. The cocktail lounge was not in operation - 5 cents per originating passenger was assumed as supported by experience at other airports.

2. A number of organizations have prepared nation-wide forecasts for passengers. Among such organizations were certain airlines, The Port of New York Authority, Madigan-Lyland, Engineers, et al.

After studying available forecasts, the Terminal Corporation has prepared a national forecast to be used for planning purposes. This forecast is more conservative than any other reviewed, particularly as to the rate of increase of passenger travel during the next 10 to 15 years, due partially to recognition of inadequate terminal construction program, obsolete nature of certain procedures which prevent accommodation of potential traffic, and other existing factors that may seriously retard the industry growth. The financial plan to which this is attached is based upon the conservative forecast - although estimated revenues based upon the Madigan-Lyland forecasts are listed for comparative purposes.