Appendix O

Dallas Love Field Master Plan Update – Public Outreach Event #3 (March 19, 2015)

Dallas Love Field Master Plan Update Open House

March 19, 2015

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Welcome to Public Outreach #3

- Open House format – no formal presentation will be conducted
- Informational boards are set up for your review
- City staff and consultants are available to answer your questions
- Comments can be submitted through forms at the Public Comment Station or by e-mail:

  LoveFieldMasterPlan@Dallascityhall.com

- Website: www.Dallas-LoveField.com

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What is an Airport Master Plan?

- A comprehensive study of an airport that defines the short, medium, and long-term plans to meet future aviation demand
- A strategic framework guiding future decision making and development actions

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Why Prepare an Airport Master Plan?

- Ensure that the Airport will be able to accommodate future aviation demand
- Comply with Federal Aviation Administration (FAA) requirements to maintain an up-to-date Airport Layout Plan (ALP) depicting future developments
- Address environmental and social impacts of airport development projects
- Define financial resources needed to implement short, medium, and long-term Airport plans

Master Plan Process

INVENTORY
- Document Existing Conditions at the Airport

AVIATION FORECAST
- Forecast Passenger Enplanements
- Forecast Aircraft Operations
- FAA Review and Approval

DEMAND/CAPACITY AND FACILITY REQUIREMENTS
- Define Future Facility Needs
- Assess Ability of Existing Facilities to Meet Future Needs
- Determine Future Facility Requirements

ALTERNATIVES DEVELOPMENT AND PUBLIC INVOLVEMENT
- Prepare Alternative Concepts that Meet Future Requirements
- Solicit Public Input
- Conduct an Environmental Overview of Alternatives
- Evaluate Alternatives and Select Preferred Plan

IMPLEMENTATION PLAN AND DOCUMENTATION
- Define Financing and Phasing Plans
- Complete Airport Layout Plan
- FAA Review and Approval

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Public Involvement

Outreach efforts organized to engage the public during the Master Plan Update Process:

- Ten Good Neighbor Plan Public Meetings (Fall 2012)
  - Engage residents and businesses to gather input on Airport perimeter areas
- Open House #2: July 10, 2014
  - Present the progress of the Master Plan Update and receive comments from the community
- **Open House #3: March 19, 2015**
  - Present results of the Master Plan Update and gather comments from the community

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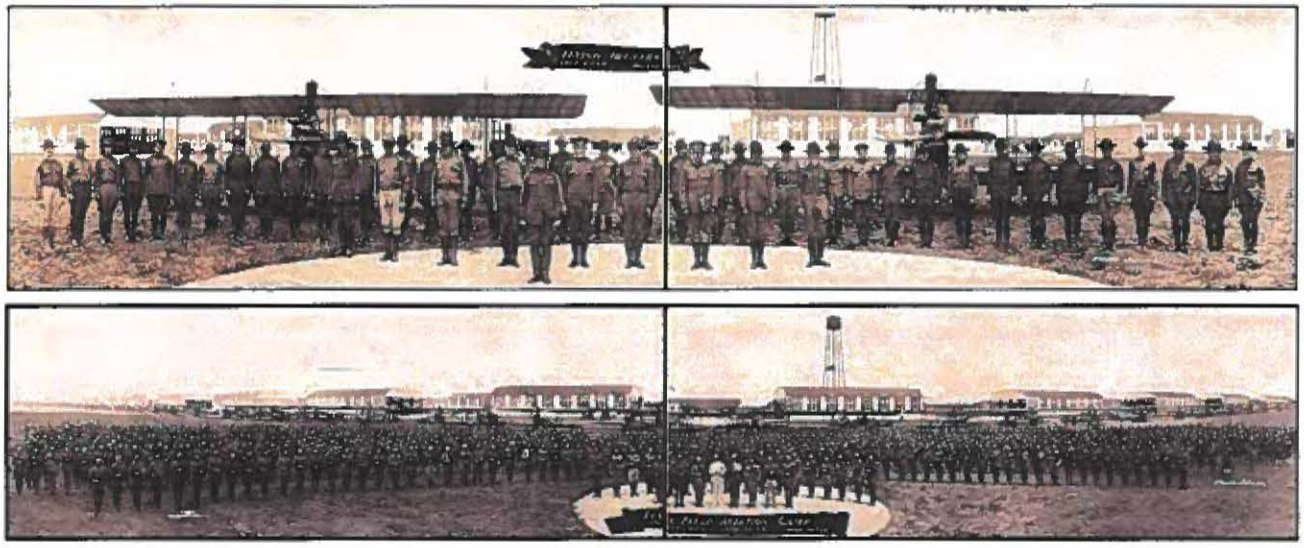
Love Field History



Love Field (DAL) opened in October 1917 as a military airfield

DAL opened to civilian use in 1927

The City of Dallas purchased DAL (167 acres) in 1928

U.S. Army Air Forces used DAL for World War II flight training

Lemmon Avenue Terminal

The Lemmon Avenue Terminal was built in 1953 as a part of Work Projects Administration

Cedar Springs Terminal

The Cedar Springs Terminal opened to airline service on January 20, 1958 – considered the most modern airport of its time

All airlines operated at DAL until DFW opened in 1974

Master Plan Update Inventory

DEFINITION: A comprehensive data collection effort that provides an understanding of past and present facilities and activity at the Airport and forms the basis of the Airport Master Plan study

ON-AIRPORT AREAS:

- Terminal
- Airfield/airspace
- Roads/parking and transit
- Support facilities

OFF-AIRPORT ELEMENTS

- Surrounding communities
- Regional transportation system

AVIATION ACTIVITY AND SOCIOECONOMIC HISTORICAL DATA

- Passenger activity (enplaned and deplaned passengers)
- Passenger characteristics (use of ticketing & baggage facilities, travel purpose, etc.)
- Aircraft activity (commercial and general aviation)
- Ground Transportation (auto parking, roadway traffic volumes)
- Transit ridership

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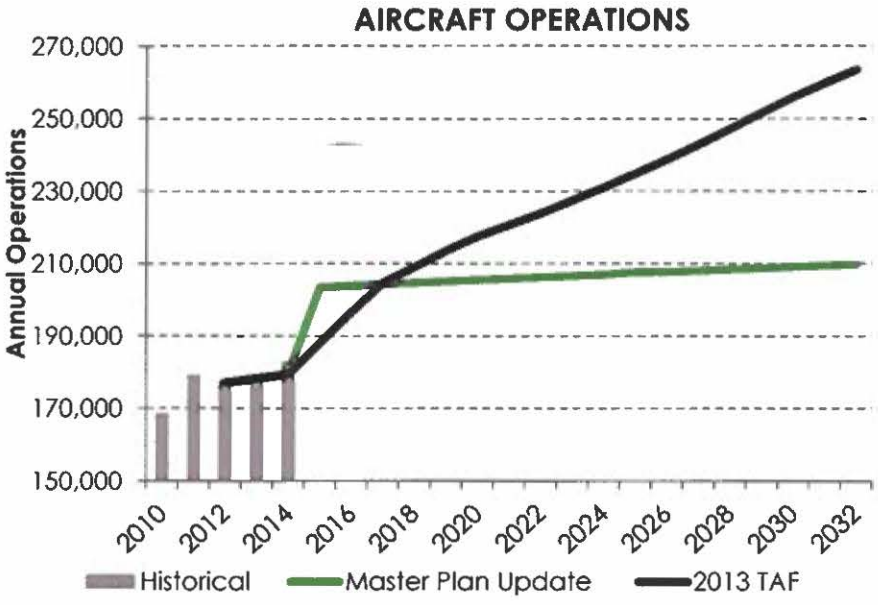
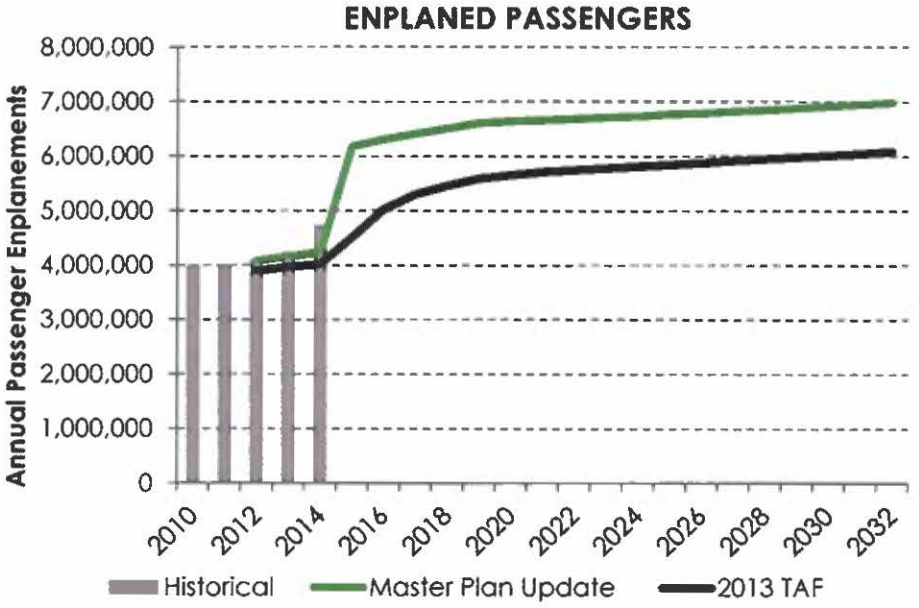
Aviation Activity Forecasts

DEFINITION: Projection of passenger enplanements and aircraft operations that is the basis for determining the requirements and timing for future developments





NOTES:

- The Passenger Enplanements are equal to half of the Annual Passengers
- The *Terminal Area Forecast (TAF)* is the official FAA forecast of aviation activity for U.S. airports and reflects a gradual adjustment of airline service
- The Master Plan Forecast reflects the rapid evolution to an expanded airline route structure at the Airport upon the expiration of the Wright Amendment restrictions

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Planning Activity Levels (PALs)

DEFINITION: Operations and enplaned passenger activity corresponding to a specific demand level

AIRCRAFT OPERATIONS	
Planning Activity Level	**Total Annual Operations**
PAL O1	200,000
PAL O2	210,000
PAL O3	245,000

PASSENGER ENPLANEMENTS	
Planning Activity Level	**Total Annual Enplanements**
PAL E1	5.5 million
PAL E2	6.2 million
PAL E3	7.0 million

NOTE:
- The Passenger Enplanements are equal to half of the Annual Passengers

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Demand/Capacity & Requirements

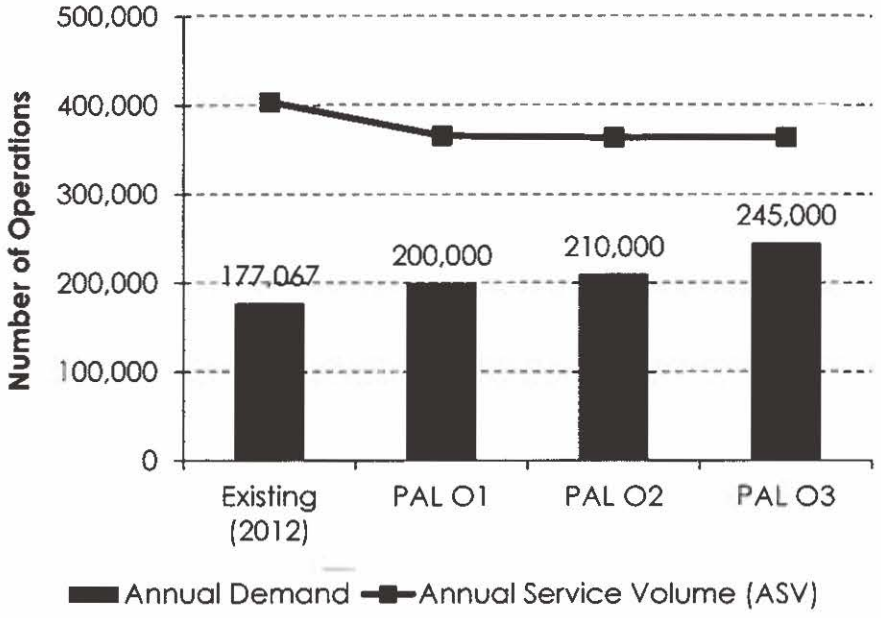
DEFINITION: Assessment of existing facilities' ability to accommodate future aviation demand and the identification of required facility modifications and developments

AREAS EVALUATED

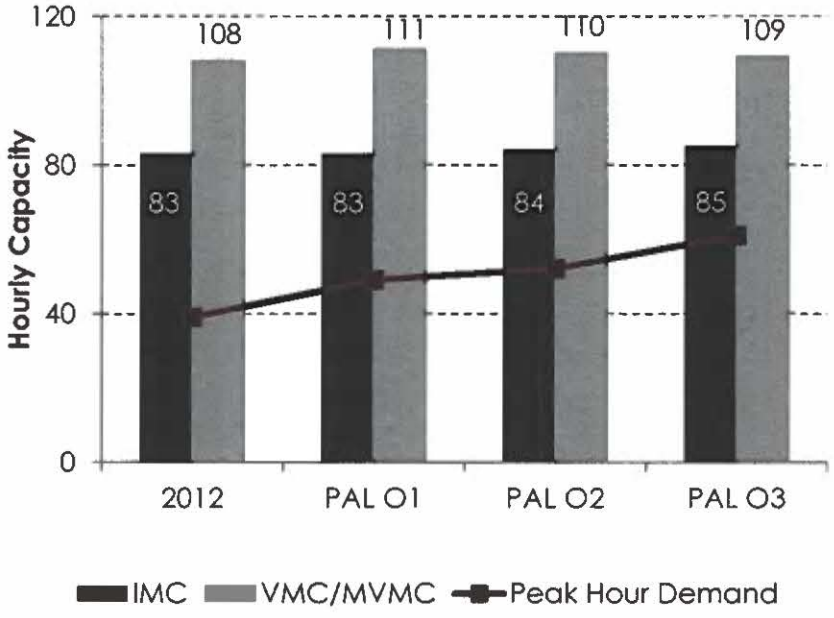
- Airfield
- Landside
  - On-Airport Parking
  - On-Airport Roadways
  - Off-Airport Roadways
  - Rental Car Facilities
- Support Facilities
  - Fixed Base Operators
  - Corporate/Maintenance Facilities

Demand/Capacity & Requirements
Airfield

Annual Demand/Capacity



Hourly Demand/Capacity



- Annual Service Volume (ASV): an estimate of the annual airfield capacity
- The capacity of the existing airfield is adequate to accommodate future demand

NOTES:
- PAL = Planning Activity Level
- VMC = Visual Meteorological Conditions
- IMC = Instrument Meteorological Conditions
- MVMC = Marginal VMC

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Demand/Capacity & Requirements
Landside: Airport Parking

- Parking requirements are calculated based on an all-inclusive Airport parking system in which on-Airport and off-Airport parking demands are highly correlated.

	2012 Baseline		PAL E1	PAL E2	PAL E3
	Parking Capacity	Parking Spaces Required			
Design Day (typical busy week demand)	**9,480**	**6,620**	**9,940**	**11,060**	**12,370**
On-Airport (Garages A and B, Employee and Valet Spaces)	6,980	4,740	7,400	8,200	9,140
Off-Airport (The Parking Spot and Best Parking)	2,500	1,880	2,540	2,860	3,230
Surplus/(Deficit)	-	2,860	(460)	(1,580)	(2,890)
Peak Day (very busy holiday or special event)	**9,480**	**7,350**	**10,920**	**12,180**	**13,620**
On-Airport (Garages A and B, Employee and Valet Spaces)	6,980	4,970	7,710	8,560	9,530
Off-Airport (The Parking Spot and Best Parking)	2,500	2,380	3,210	3,620	4,090
Surplus/(Deficit)	-	2,130	(1,440)	(2,700)	(4,140)

NOTES:
- Valet requirements include 1,000 spaces as estimated by Department of Aviation
- Additional analyses have been initiated to evaluate post-Wright Amendment activity

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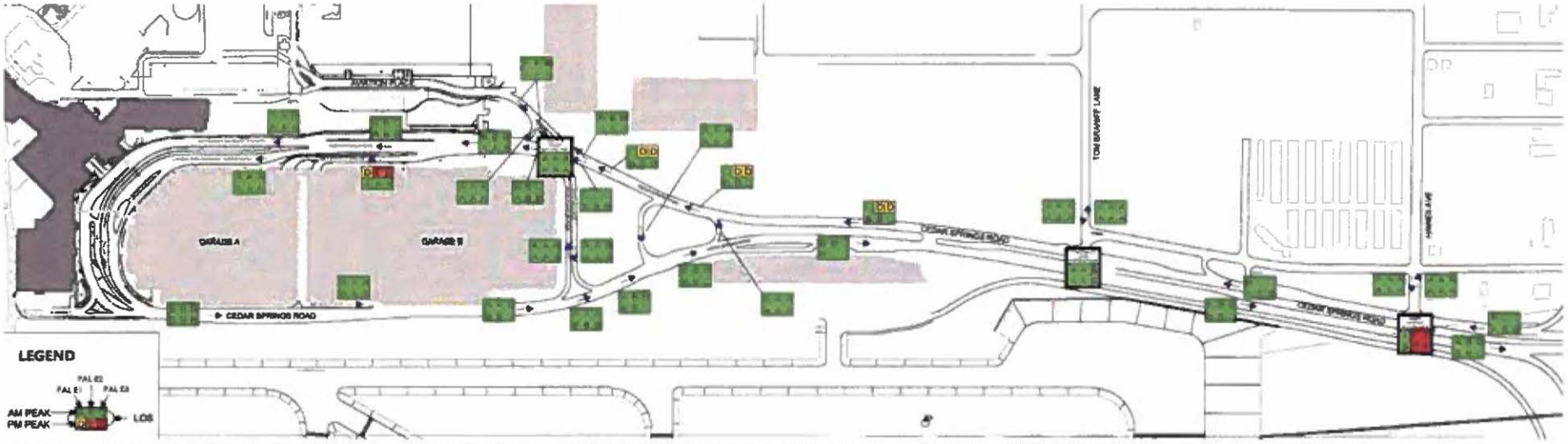
Demand/Capacity & Requirements
Landside: On-Airport Roadways



Note: AM Peak is from approximately 6:30 AM to 7:30 AM; PM Peak is from approximately 7:00 PM to 8:00 PM.

Level of Service (LOS)	Color on Exhibit	Condition	Description
A		Excellent	Traffic is free flow, with low volumes and high speeds
B		Very good	Drivers have reasonable freedom to select their speed and lane of operation
C		Good	Drivers become restricted in their ability to select their speed or to change lanes
D		Fair	Drivers have little freedom to maneuver and driving comfort levels are low
E		Poor	Roadway is operating at or near capacity
F		Failure	Forced flow operations where excessive roadway queuing develops

SOURCE: Transportation Research Board, *Highway Capacity Manual*, 2000

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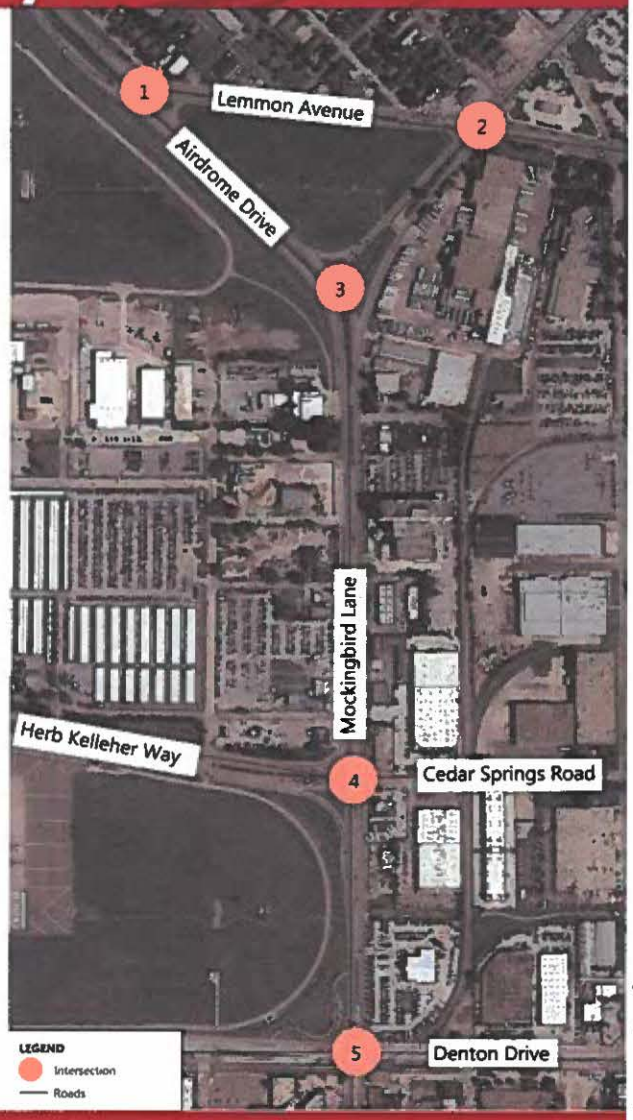
Demand/Capacity & Requirements
Landside: Off-Airport Roadways

	Intersection	PAL E3 LOS	
		AM Peak	PM Peak
1	Lemmon Avenue and Airdrome Drive	C	C
2	Lemmon Avenue and Mockingbird Lane	C	C
3	Mockingbird Lane and Airdrome Drive	B	C
4	Mockingbird Lane and Cedar Springs Road	F	F
5	Mockingbird Lane and Denton Drive	E	E

Mockingbird Lane intersections at Herb Kelleher Way/Cedar Springs Road and Denton Drive are expected to experience a poor level of service prior to PAL E3

NOTES:
- LOS = Level of Service
- PAL = Planning Activity Level



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Demand/Capacity & Requirements
Landside: Rental Car Facility

	Existing	PAL E1	PAL E2	PAL E3
Rental Car Ready/Return/Storage Areas				
Requirements (acres)	10.4	14.1	15.9	17.9
Surplus/ **(Deficit)** (acres)	-	**(3.7)**	**(5.5)**	**(7.5)**
Structured Rental Car Quick Turnaround Area (QTA)/Service Site				
Requirements (acres)	3.1	4.1	4.7	5.3
Surplus/ **(Deficit)** (acres)	-	**(1.0)**	**(1.6)**	**(2.2)**

NOTES:
- Additional analyses have been initiated to evaluate post-Wright Amendment activity. Updated requirements will be derived from this analysis
- PAL = Planning Activity Level

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Demand/Capacity & Requirements
Support Facilities

Fixed Base Operators and Corporate/Maintenance Facility Requirements			
	Fixed Base Operator Facilities (acres)	**Corporate/Maintenance Facilities (acres)**	**Total (acres)**
Existing	122.7	82.6	205.3
PAL O1	130.8	82.6	213.4
PAL O2	141.8	100.9	242.7
PAL O3	161.3	115.2	276.5

NOTE: PAL = Planning Activity Level

- Based aircraft growth rates were used to determine requirements for Fixed Base Operator facilities
- Growth rates of forecast based aircraft and aircraft operations were used to determine requirements for corporate/maintenance facilities
- Facility requirements include hangar, apron, auto parking and circulation areas

Alternatives Development & Evaluation

DEFINITION: Identification, development and evaluation of Airport development alternatives that satisfy future aviation demand over the planning horizon; respond to the needs of the communities served by the Airport; and maximize revenue generating opportunities while effectively managing land uses and development, and providing flexibility to adapt to the dynamic nature of the aviation industry

AREAS CONSIDERED

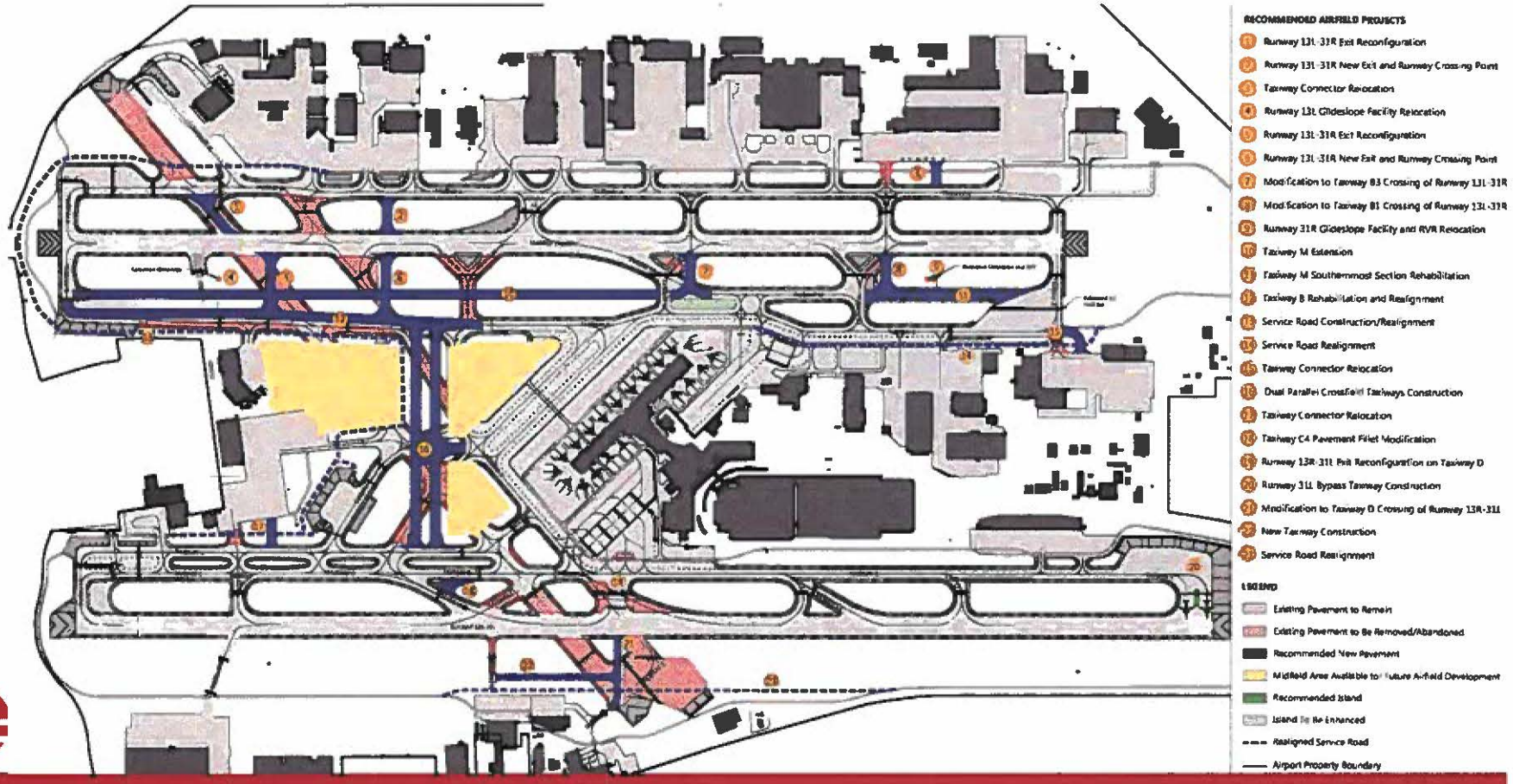
- Airfield
- Landside
  - On-Airport Parking
  - Off-Airport Roadways
  - Rental Car Facilities
- Support Facilities
  - Fixed Base Operators
  - Maintenance/Corporate Facilities
- Lemmon Avenue and Airdrome Drive Developments

PREFERRED ALTERNATIVE

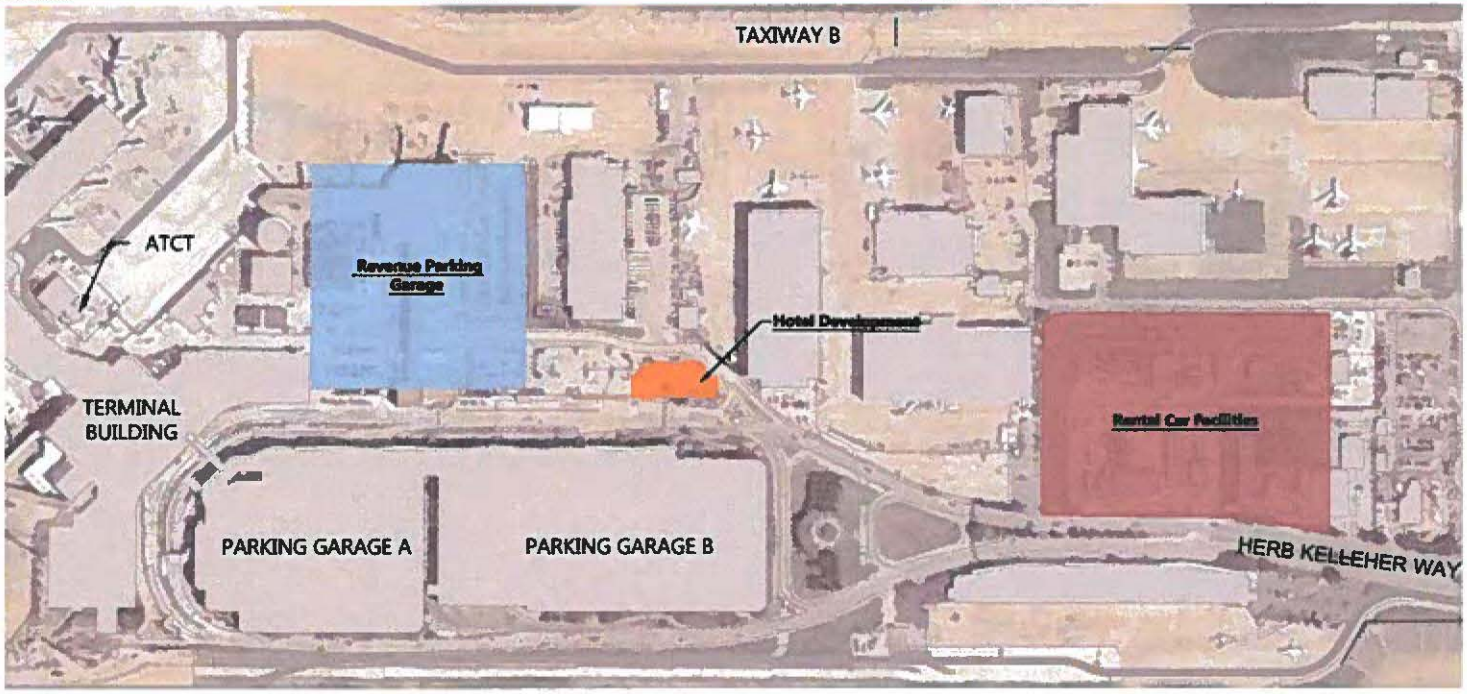
- Several alternatives were developed and evaluated for each area considered

Airfield Preferred Alternative

- FAA has issued a Finding of No Significant Impact for the decommissioning of Runway 18-36
- Current runway system is adequate to meet PAL O3 demand levels
- Airfield alternatives focus on reconfiguration of the taxiway infrastructure to comply with current FAA design standards



Landside Preferred Alternative
On-Airport Parking/Rental Car Facilities



Developments include:

- Revenue Parking Garage
- Rental Car Facilities
- Hotel (optional)

NOTE:

- Additional analysis has been initiated to evaluate post-Wright Amendment activity. Updated requirements and alternative concepts will be derived from this analysis

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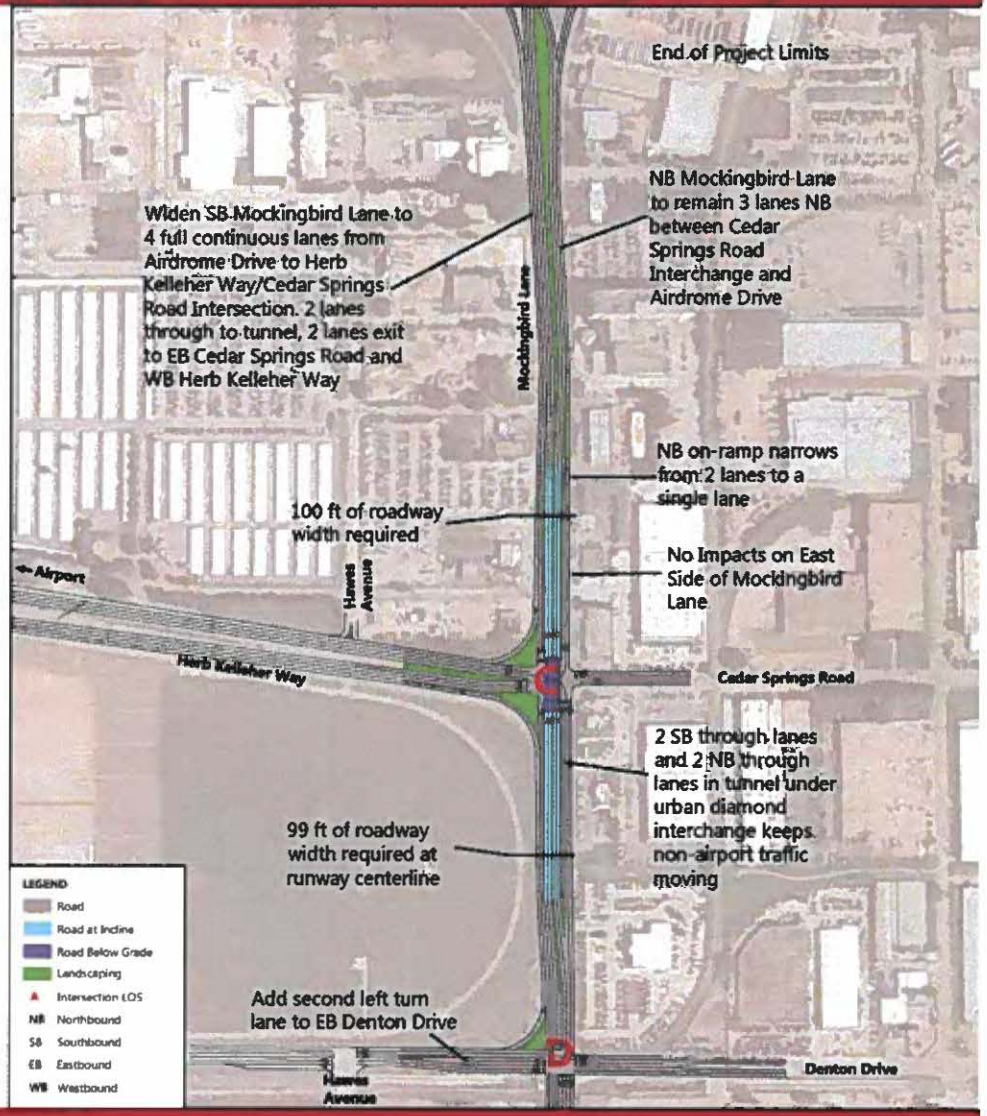
Landside Preferred Alternative
Off-Airport Roadways

Preferred alternative will improve the Level of Service (LOS) during peak times at the intersections of Mockingbird Lane and:

- Herb Kelleher Way/Cedar Springs Road
- Denton Drive



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Support Facilities Preferred Alternative

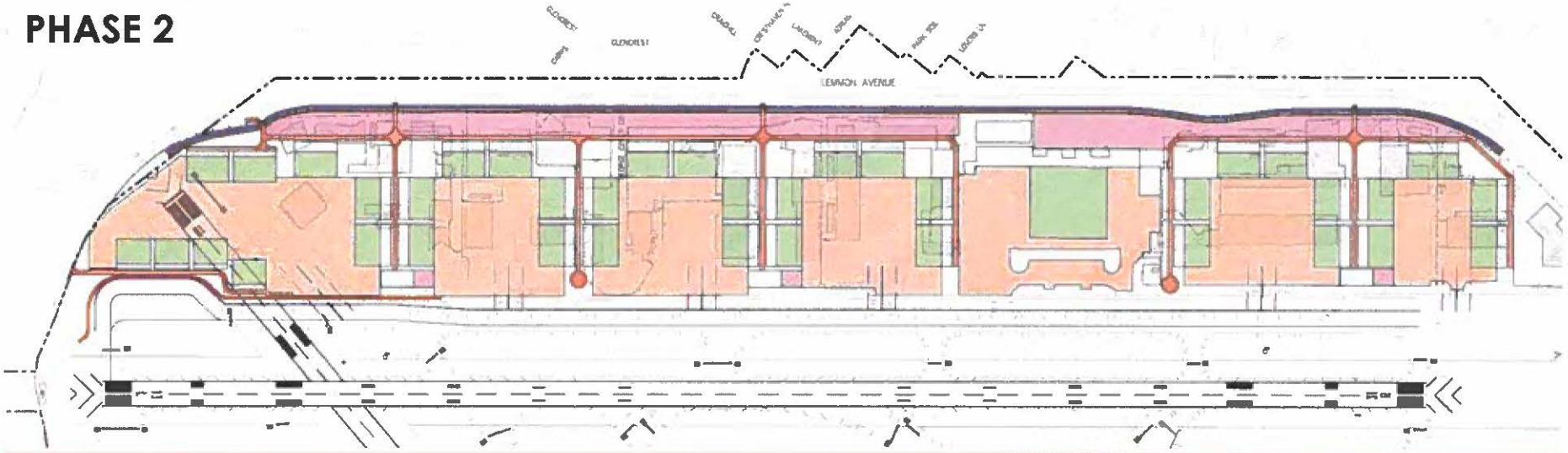
PHASE 1

As leases expire, the preferred alternative will be developed incrementally from Phase 1 to Phase 2 in response to market demand

LEGEND

- Existing Buildings
- Non-Aeronautical Development
- Hangars
- Apron Areas
- Vehicle Parking Areas
- FBO Terminal
- Sidewalk
- Bike Path
- Realigned Patrol Road
- Taxilane OFA
- Property Line

PHASE 2



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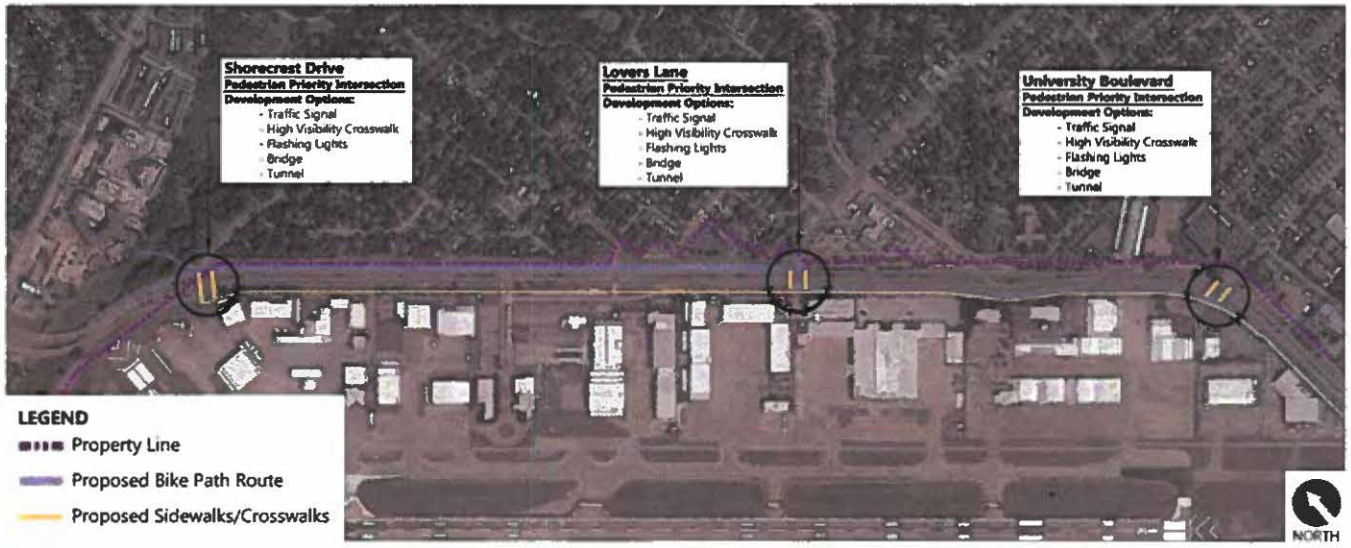
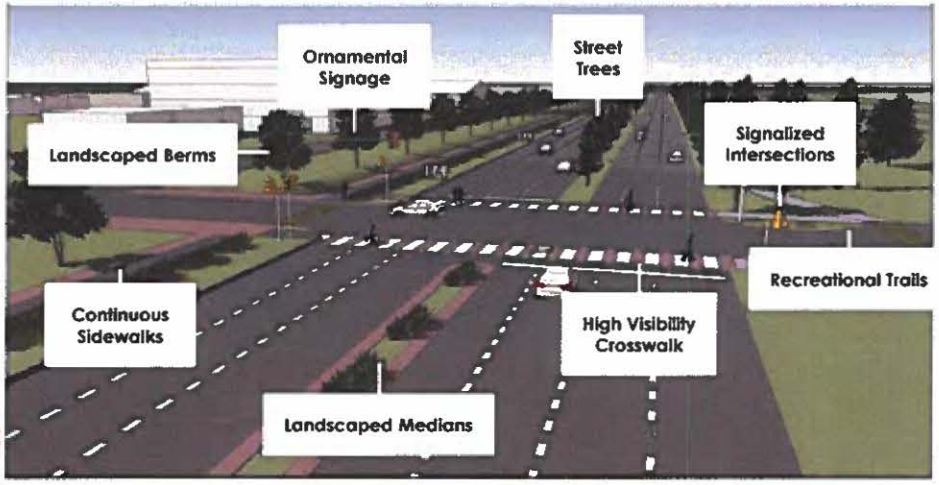
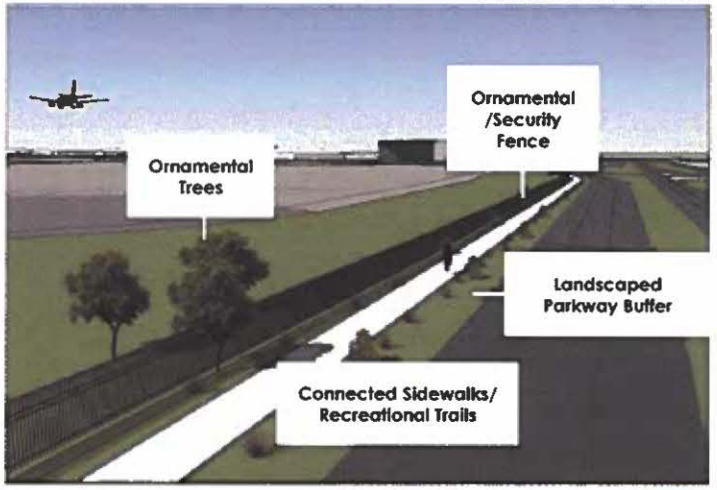
Pedestrian Connections, Landscaping and Buffers



Lemmon Avenue and Lovers Lane



Airdrome Drive



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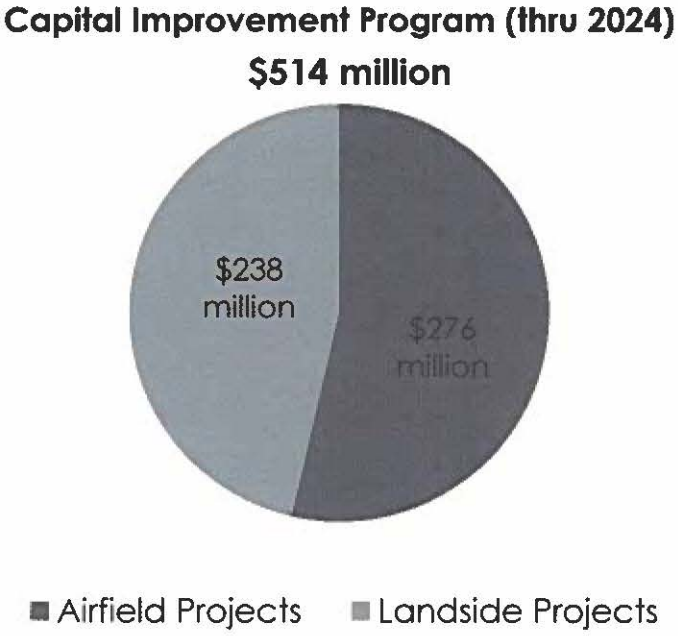
Financial Plan

- **Purpose:** demonstrate Airport's ability to fund the projects recommended in the Master Plan Update

- **Financial Plan Development Process**
  - Review Airport's financial structure
  - Analyze historical revenues and expenses
  - Develop a Capital Improvement Program (CIP) funding plan
  - Develop financial projections
  - Conduct sensitivity analyses
  - Analyze the financial feasibility by testing Airport's ability to cover the cost of the CIP



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Airport Development Funding Sources

Airport Improvement Program (AIP)

- Administered by the FAA and funded through the Aviation Trust Fund (user taxes on airfares, air freight, and aviation fuel)
- Eligible projects generally include improvements related to preserving or enhancing airport safety, capacity, security, and environmental concerns
- Funding share for eligible projects at DAL:
  - 75% federal (FAA) share (grant)
  - 25% Airport share (grant match)

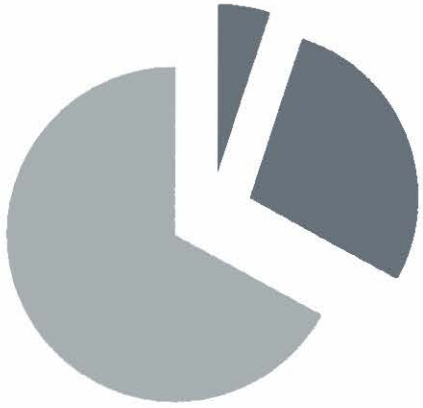
Passenger Facility Charge (PFC)

- PFC fees of up to $4.50 can be collected for every enplaned passenger at commercial airports controlled by public agencies
- PFCs used to fund FAA-approved projects that preserve or enhance safety, security, or capacity; reduce noise; or increase air carrier competition

Other Funding Sources

- Long-term debt – Revenue and General Obligation bonds
- Short-term debt – Commercial paper, bank loans
- Private sector/third-party investment
- Airport cash flow – Funds available after paying for Airport's expenses

DAL CIP – Estimated Funding thru 2024



- Federal Airport Improvement Program (AIP) Grants
- Passenger Facility Charge (PFC)
- Other

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Final Steps

IMPLEMENTATION AND DOCUMENTATION

- Submit the Master Plan Update to the FAA for final review and approval of the ALP

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Public Comments

- Comments can be submitted through forms provided or by e-mail LoveFieldMasterPlan@Dallascityhall.com

- WEBSITE: www.Dallas-LoveField.com

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RICONDO
& ASSOCIATES

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