

Dallas Love Field Master Plan Briefing

City Council Briefing
August 20, 2025

The logo of the City of Dallas, featuring a stylized white 'D' on a dark blue background. Inside the 'D' is a white three-leaf plant. The background of the slide has a dark blue curved shape on the left with a fine white diagonal line pattern.

City of Dallas

Patrick Carreno, Director
Department of Aviation

Agenda



- Background
- Master Plan Overview
- Forecast of Activity
- Requirements Analysis
- Alternatives Development
- Selection of Preferred Airport Development Plan
- Visualization
- Next Steps



Background – Budget and Economic Impact



- **FY 25-26 Budget**
 - Reflects capacity constraints at Dallas Love Field (DAL)
- **Overall Economic Generator**

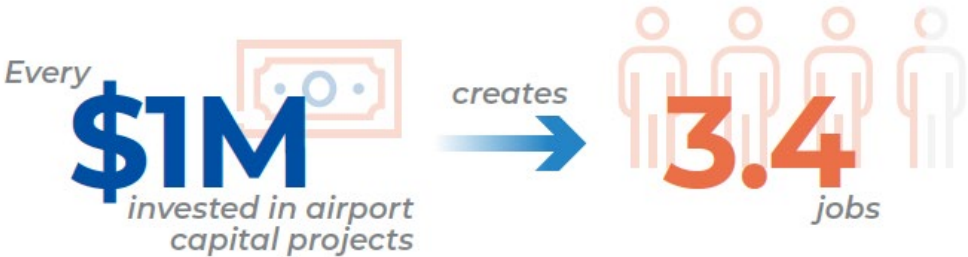
Table 2: Economic Contributions of Dallas Love Field Operations (City of Dallas)

Description	FY2024 Impact
Output	\$ 6,274,145,059
Value Added	\$ 4,035,814,202
Labor Income	\$ 3,126,512,547
Jobs	27,981
City Tax Revenues	\$ 33,746,724

*Includes visitor spending outside of airport. Sources: City of Dallas Aviation Department; Tourism Economics; FAA; IMPLAN; Weinstein, Clower and Associates

Source: City of Dallas Fiscal Year 2024 Update -The Economic Impacts and Contributions of Dallas Love Field Airport, Weinstein, Clower, & Associates

- **Major Capital Investment- Love Field Expansion Airport Program (LEAP)**



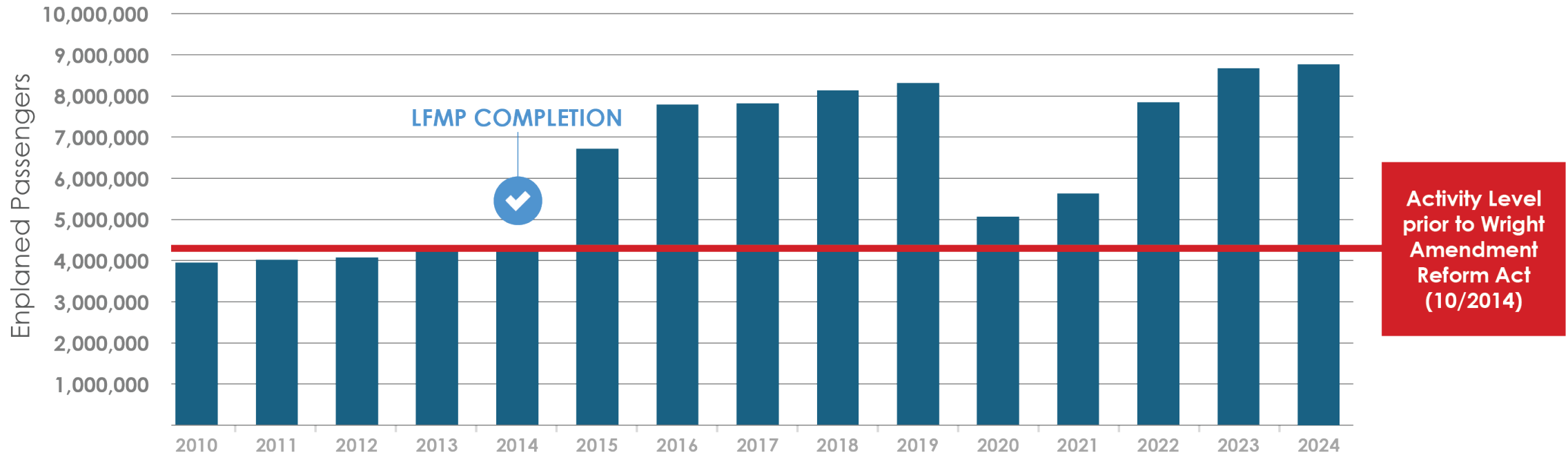
Source: Airports Council International – North America, The Economic Impact of U.S. Commercial Service Airports – March 2025



Background – Passenger Activity



Pronounced growth in activity following the Love Field Modernization Program (LFMP) Completion due to the Wright Amendment Reform Act



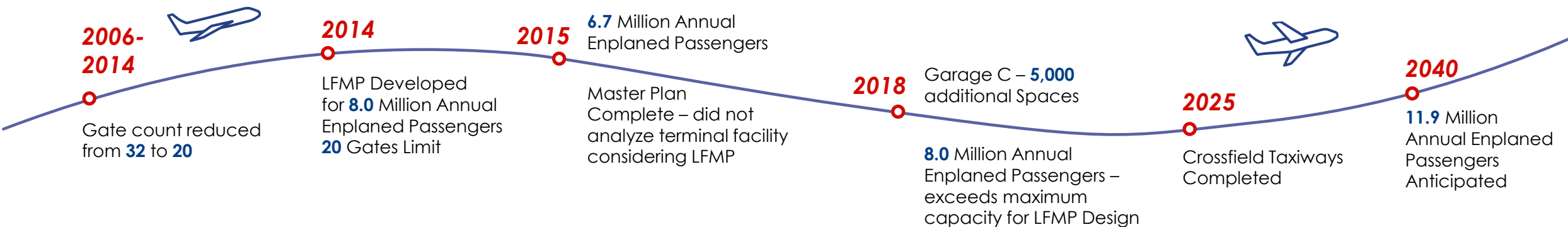
Background – Why Now?



Designed in 2013, the Terminal Complex was designed for a maximum capacity of 8 Million Annual Enplaned Passengers. By 2018, passengers moving through the Terminal exceeded that level.

The City of Dallas – Department of Aviation is taking a fresh look at the Airport's long-term strategy in the context of advancing technologies, evolving industry trends, and increasing passenger demand.

Limited to 20 gates with demand outpacing original forecasts, the City of Dallas and DAL stakeholders are prioritizing the definition of a plan to safely, efficiently, and economically accommodate growth in activity.



Master Plan Overview



Objectives

Plan future development of the terminal area through 2045

Incorporate the latest innovations and technologies

Meet growing passenger demand while balancing terminal and landside capacities

Optimize infrastructure and resources in an operationally, financially, and environmentally sustainable manner

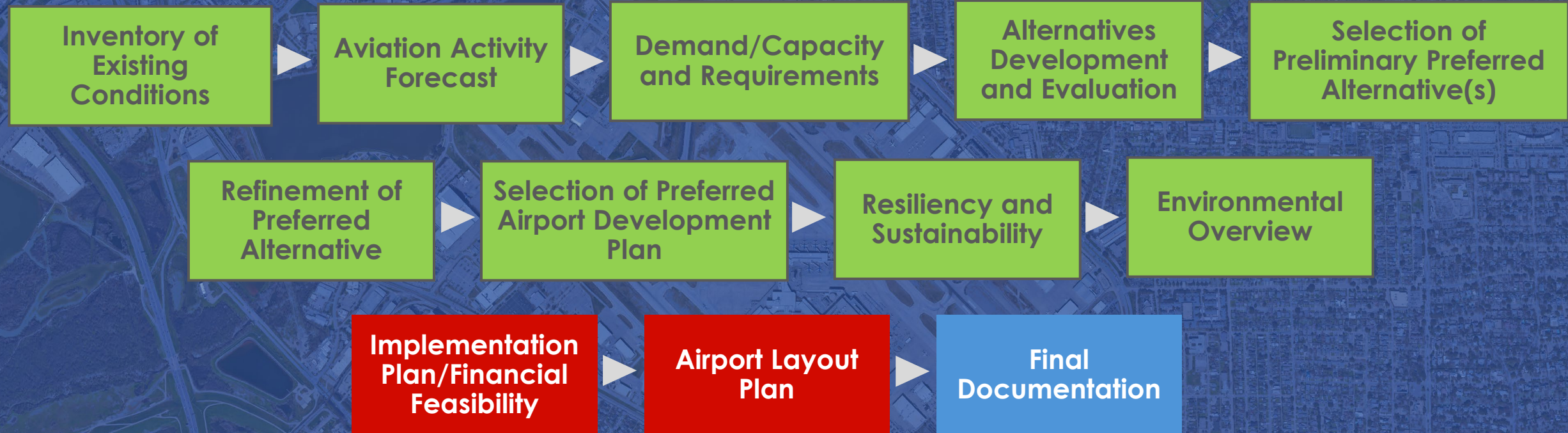
Represent DAL's future-looking vision

Engage stakeholders and community members to share information and promote public support




Maintain long-term financial stability



Master Plan Process



LEGEND

-  Complete
-  Underway
-  Upcoming



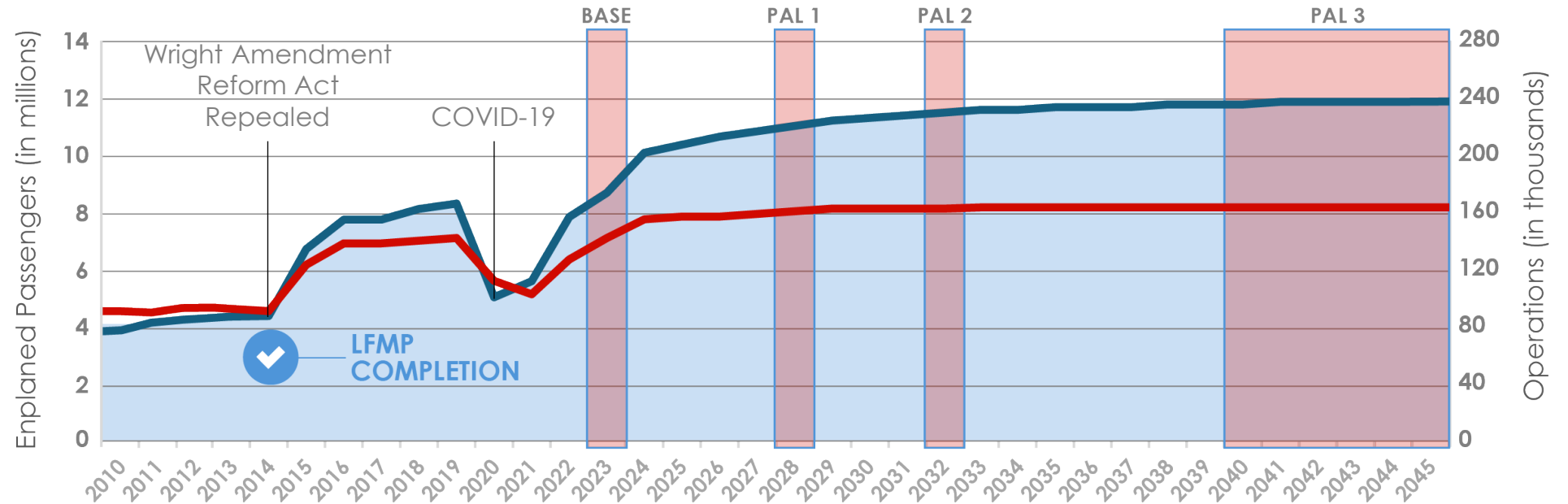
Master Plan Completion:
Anticipated Year-end 2025

Forecast of Activity



DAL Aviation
Forecast –
Approved by
the FAA
(July 2024)

Enplaned Passengers
Aircraft Operations
(commercial airlines only)



32 Gates
3.9 Million Annual
Enplaned Passengers
~92,100 Commercial
Airline Operations

2010

2015

20 Gates
7.4 Million Annual Enplaned
Passengers
~123,800 Commercial Airline
Operations

20 Gates
10.4 Million Annual
Enplaned Passengers
~156,700 Commercial
Airline Operations

2025

2035

20 Gates
11.7 Million Annual
Enplaned Passengers
~163,900 Commercial
Airline Operations

2045

20 Gates
11.9 Million Annual
Enplaned Passengers
~163,900 Commercial
Airline Operations

Forecast – Comparable Airports



Dallas Love Field (DAL)	Gates	MAEP	Gates per MAEP
EXISTING (2024)	20	8.9	2.2
FUTURE (2040)	20	11.9	1.7

Comparable Airports

Airport	Gates	MAEP 2024	Gates per MAEP 2024
Raleigh-Durham International Airport (RDU)	45	7.6	5.9
St. Louis Lambert International Airport (STL)	54	7.8	6.9
Portland International Airport (PDX)	60	8.6	7.0
* Ronald Reagan Washington National Airport (DCA)	59	12.7	4.6
* San Diego International Airport (SAN)	51	12.7	4.0
* Baltimore/Washington International Thurgood Marshall Airport (BWI)	78	13.2	5.9

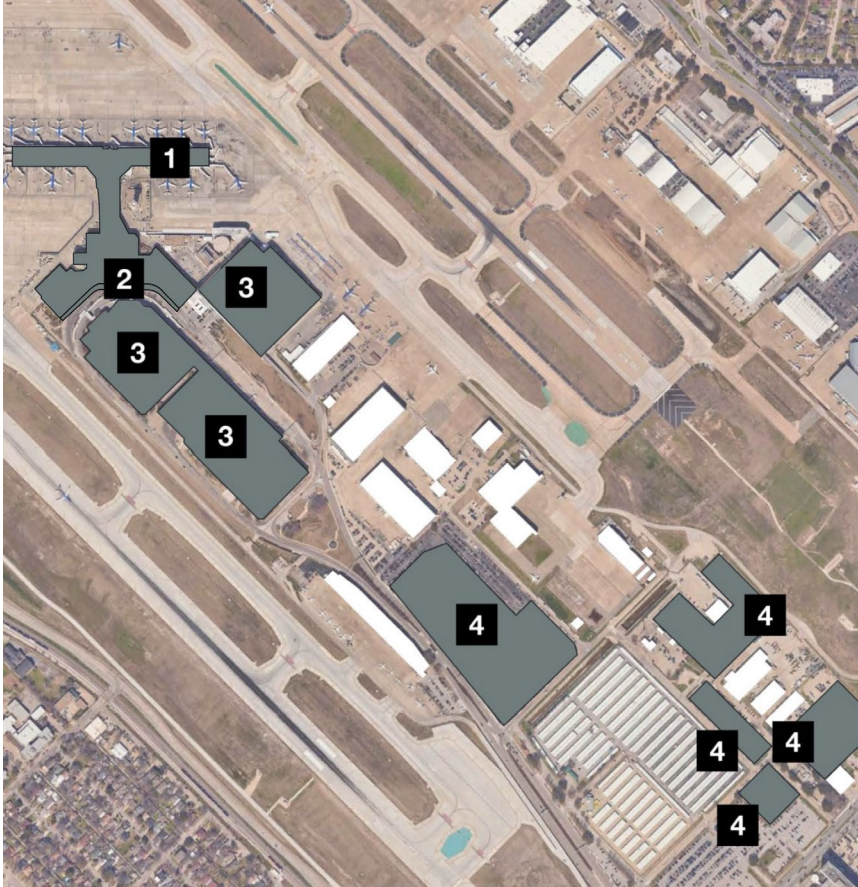


NOTES: DCA, SAN and BWI are all large hub Airports. MAEP -Million Annual Enplaned Passengers

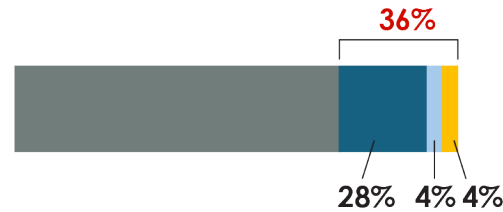
Sources: Federal Aviation Administration, arp-cy2024-commercial-service-enplanements-prelim.pdf; Ricondo & Associates, Inc. 2025



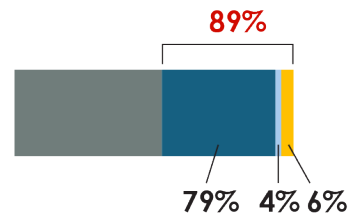
Requirements / Gap Visualization



1 Terminal Requirements



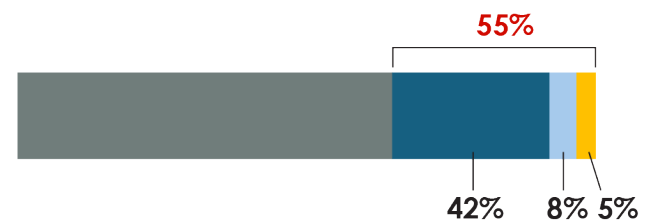
2 Arrivals and Departures Curbside Requirements



3 Public Parking Requirements



4 Rental Car Requirements

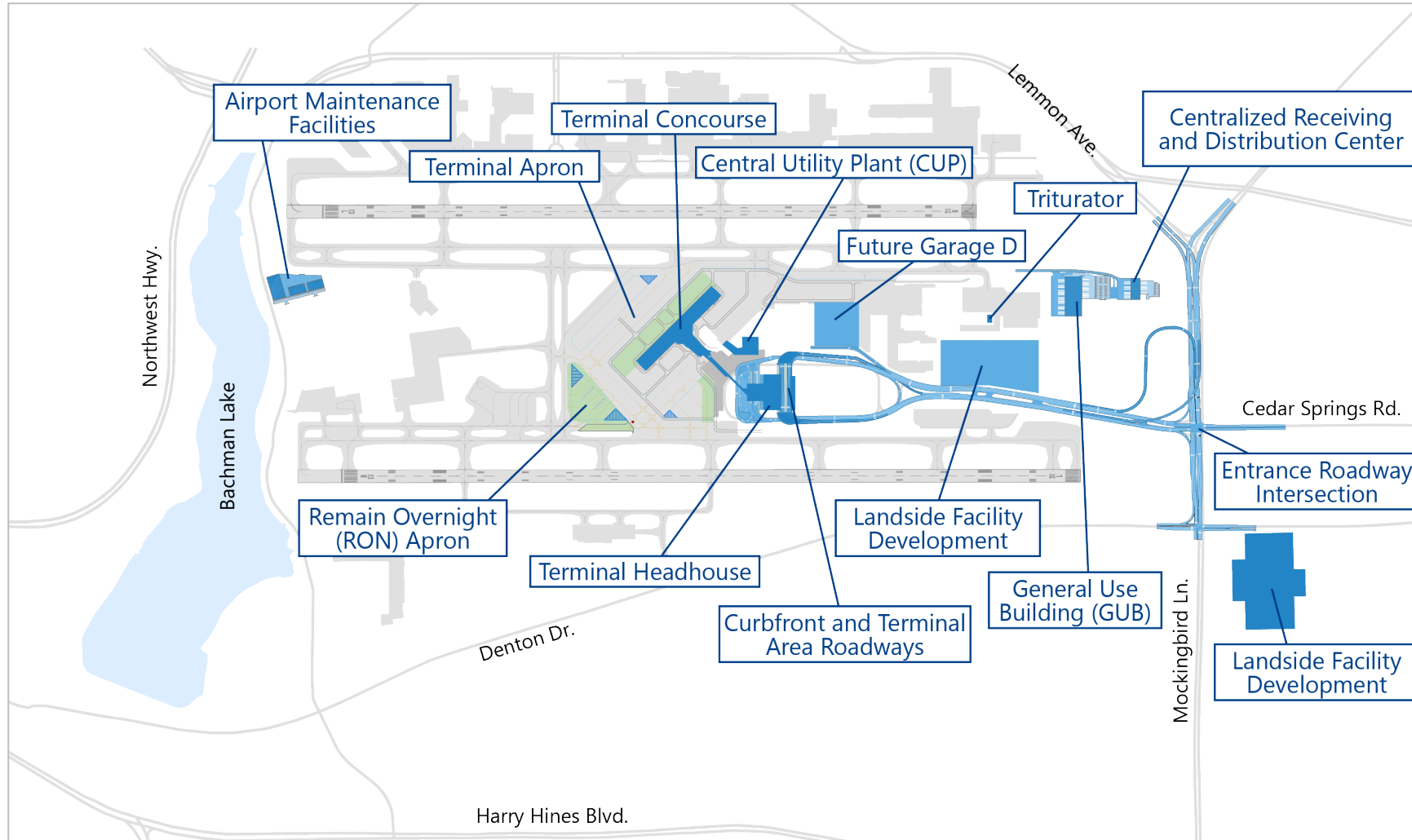


LEGEND

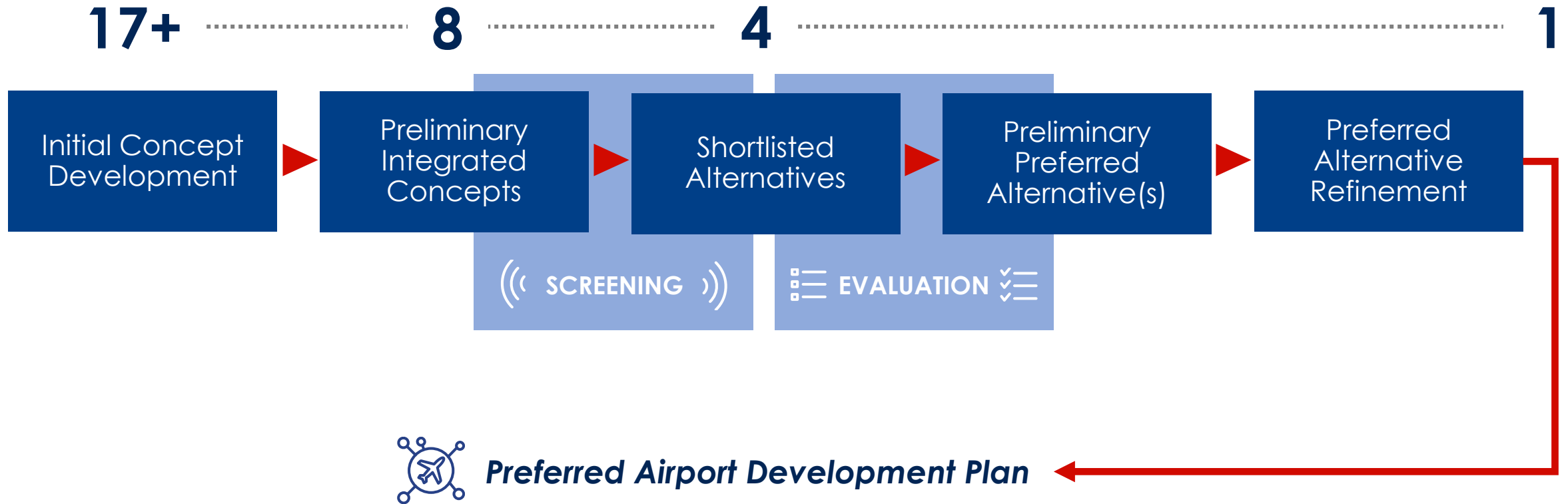
- Existing - 2023 / 8.7 MAEP
- PAL 1 - 2028 / 11.1 MAEP
- PAL 2 - 2032 / 11.5 MAEP
- PAL 3 - 2040 / 11.9 MAEP



Airport Development Plan



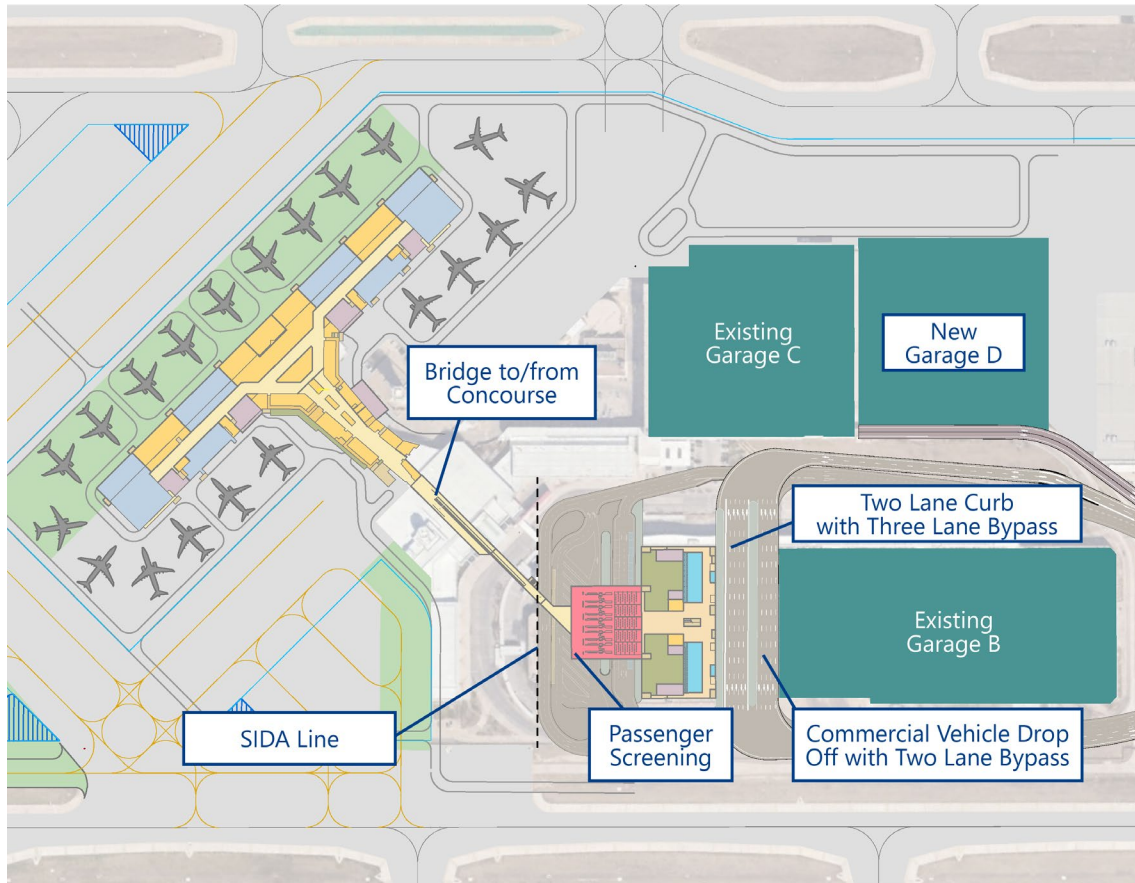
Alternatives Development Process



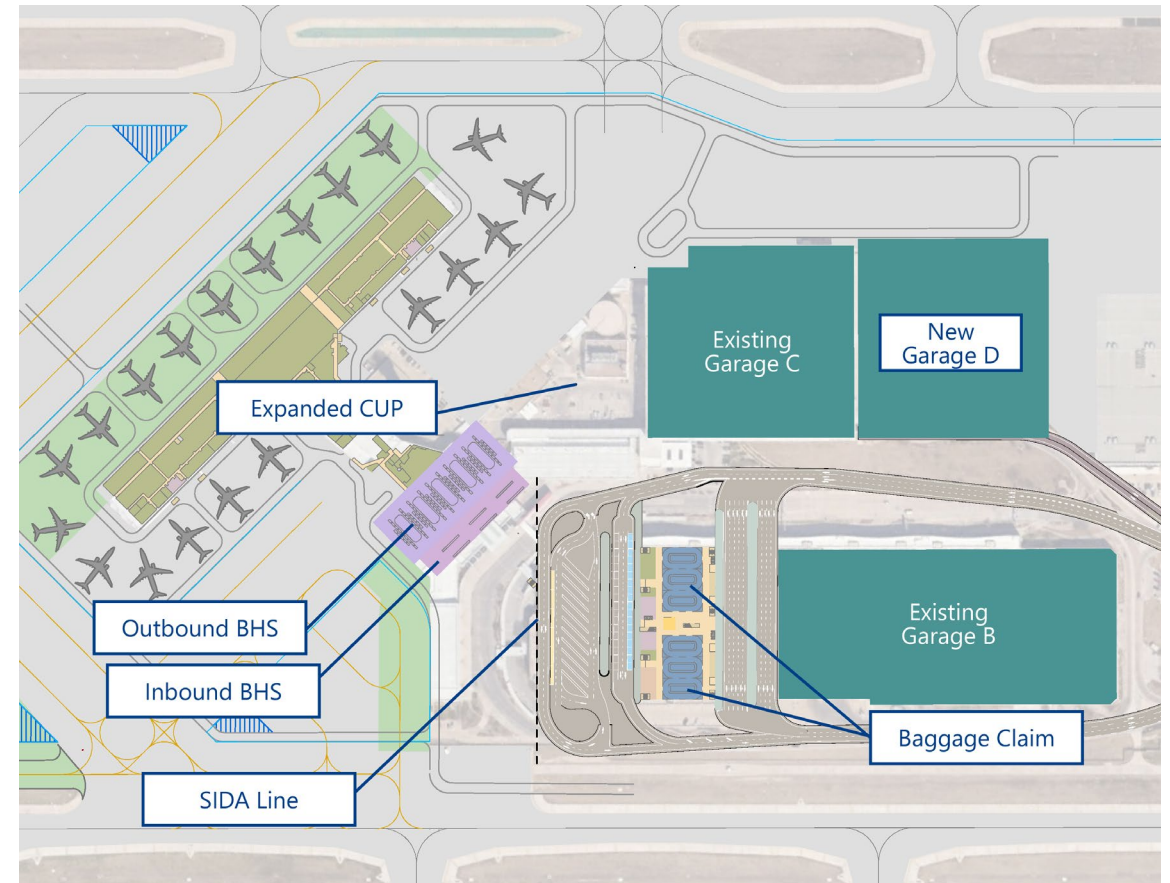
Preferred Terminal Area Alternative



Concourse Level



Apron Level



Visualization

[Click here for Video](#)



Next Steps



Master Plan

- Completion of Airport Layout Plan and Final Documents

Preferred Development (Love Field Expansion Airport Program (LEAP))

- Advanced Planning Documents (Project Definition Document)



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