



City of Dallas

Dallas Love Field Master Plan Progress Update

**Transportation and
Infrastructure Committee
August 15, 2024**

Patrick Carreno, Director
Department of Aviation
City of Dallas

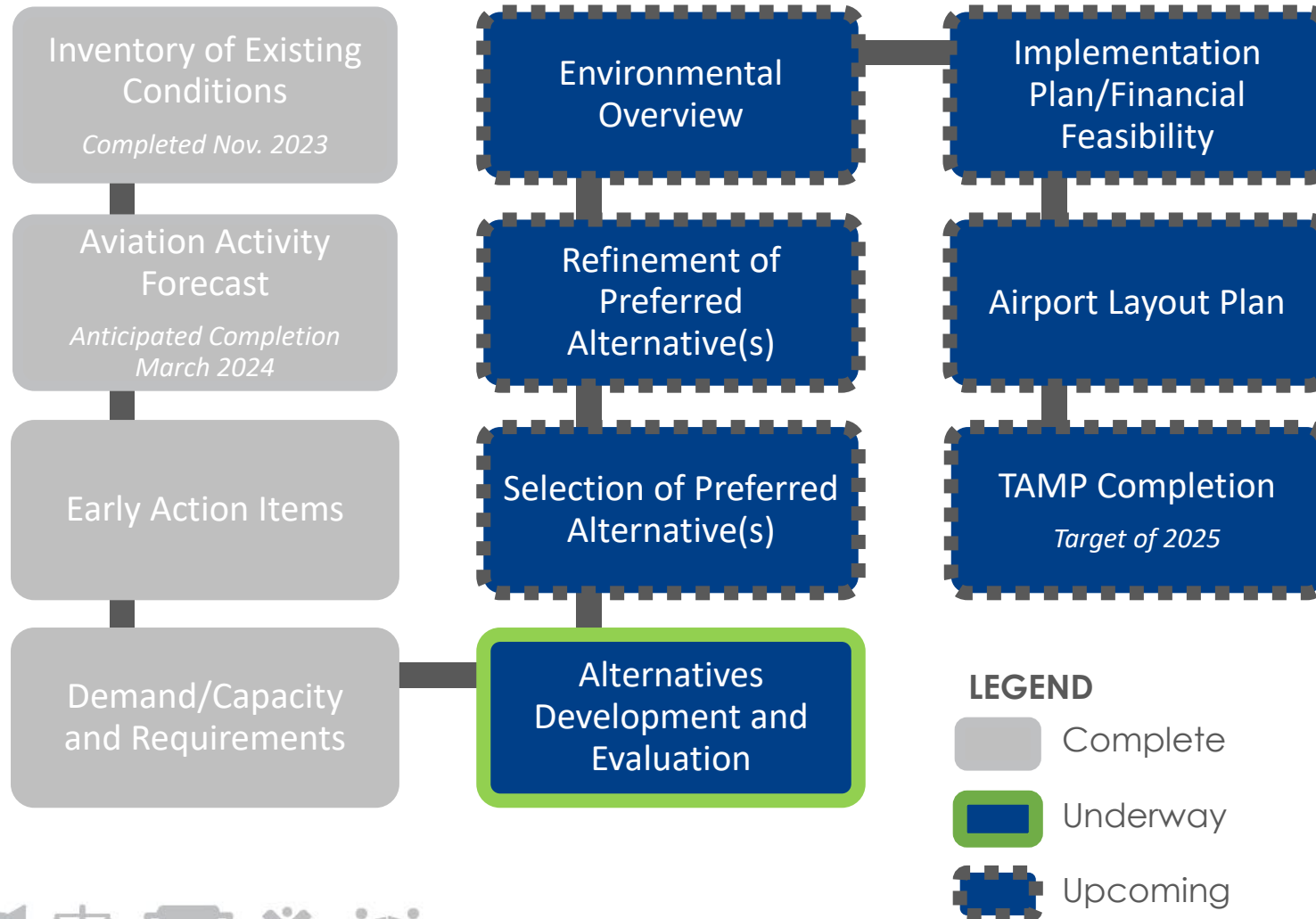
Presentation Overview



- Current Master Plan Activities
- Master Plan Forecast
- Airport Comparison
- Level of Service/Gap Analysis
- Areas of Opportunity
- Next Steps



Current Master Plan Activities



STAKEHOLDER ADVISORY GROUP (SAG) MEETINGS:

- SAG Workshop 1 – January 30, 2024
- SAG Workshop 2 – June 13, 2024
- SAG Workshop 3 – July 18, 2024

PUBLIC OPEN HOUSES:

- Public Open House 1 – March 19, 2024

OTHER COMMUNICATION

- Dallas Love Field Master Plan Website live April 2024 (ongoing updates)

UPCOMING

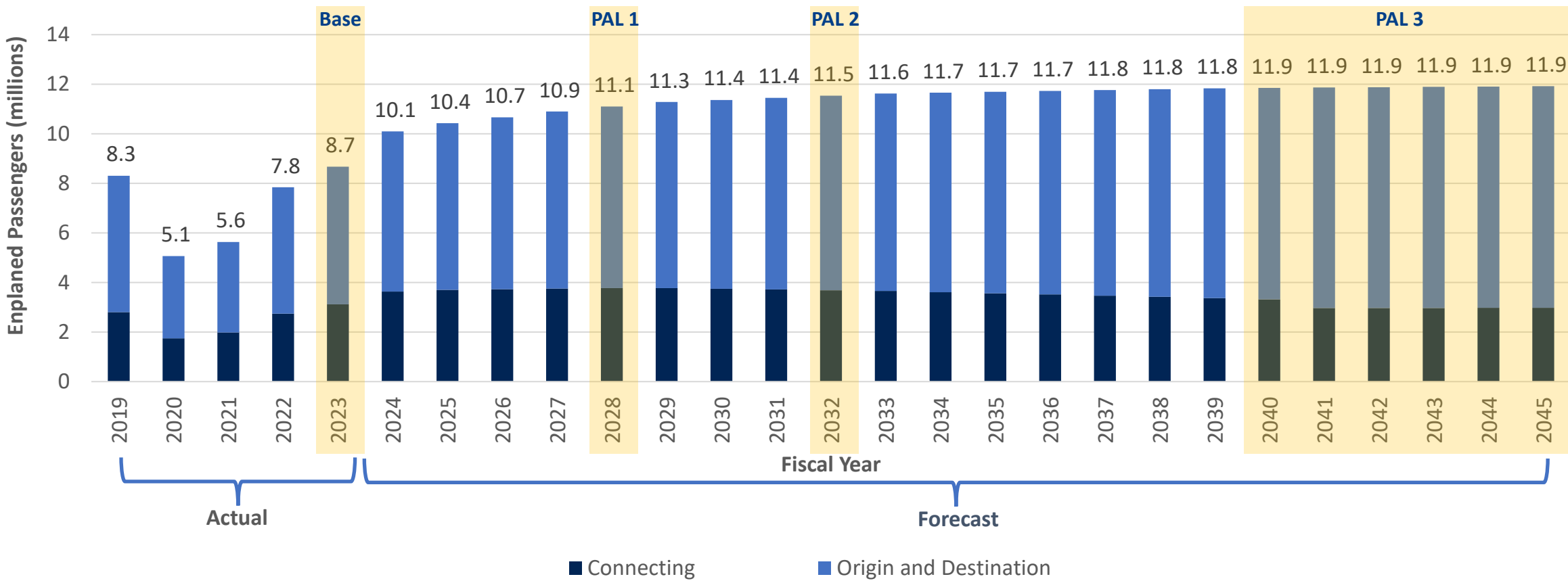
- Public Open House 2 – August 28, 2024
- SAG Workshop 4 – September 16, 2024
- Transportation Committee Briefing – December 2024/January 2025



Master Plan Forecast (Approved by FAA)



Enplaned Passenger Forecast



NOTE: PAL = Planning Activity Level

Approved by FAA July 2024.

SOURCES: Dallas Airport System (historical enplaned passengers), September 2023; Ricondo & Associates, Inc. (forecast enplaned passengers), September 2023.



Airport Comparison



- By 2040, DAL is expected to reach 11.9 million annual enplaned passengers (MAEP)
- An airport comparison benchmark was completed to compare DAL to peer airports between 11 and 14 MAEP (per 2022 data)

Airport Acronym	Gates	MAEP	Gates per MAEP
DAL	20	11.9	1.7
SAN	51	11.1	4.6
DCA	59	11.5	5.1
SLC	68	12.3	5.5
BWI	78	11	7.1
PHL	126	12.3	10.2
DTW	147	13.7	10.7

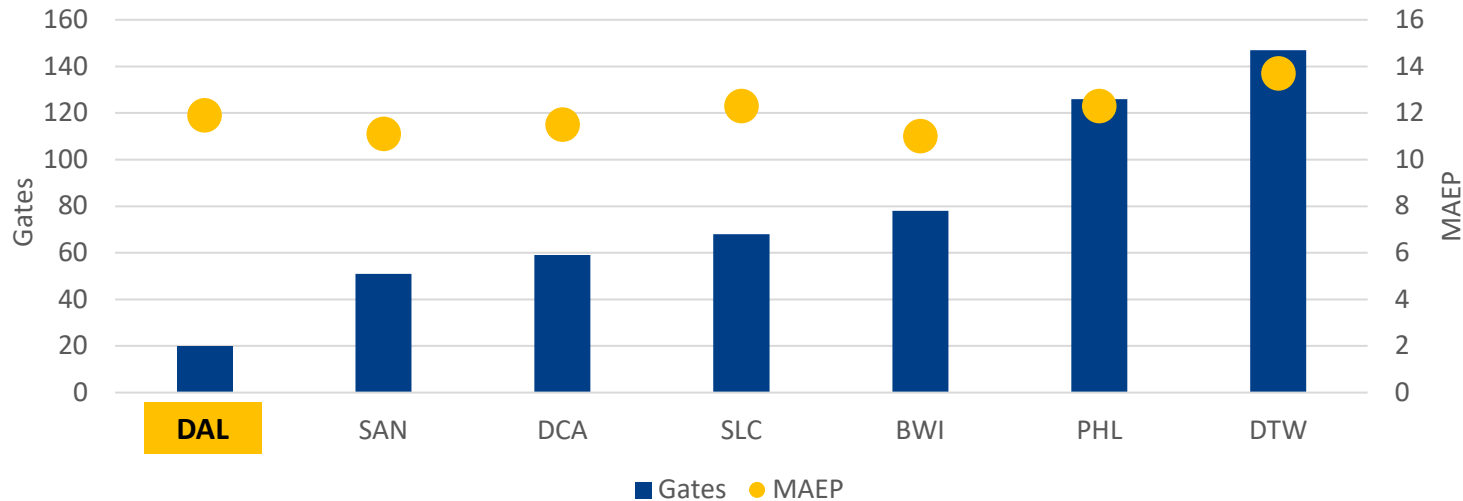
SOURCES: Federal Aviation Administration, U.S. Airports, ranked by 2022 Systemwide Scheduled Enplanements, 2024; Ricondo & Associates, Inc., July 2024.



SOURCES: Google Earth Pro, Aerial Imagery, Accessed July 2024; Ricondo & Associates, Inc., July 2024.



Airport Comparison



SOURCES: Federal Aviation Administration, U.S. Airports, ranked by 2022 Systemwide Scheduled Enplanements, 2024; Ricondo & Associates, Inc., July 2024.



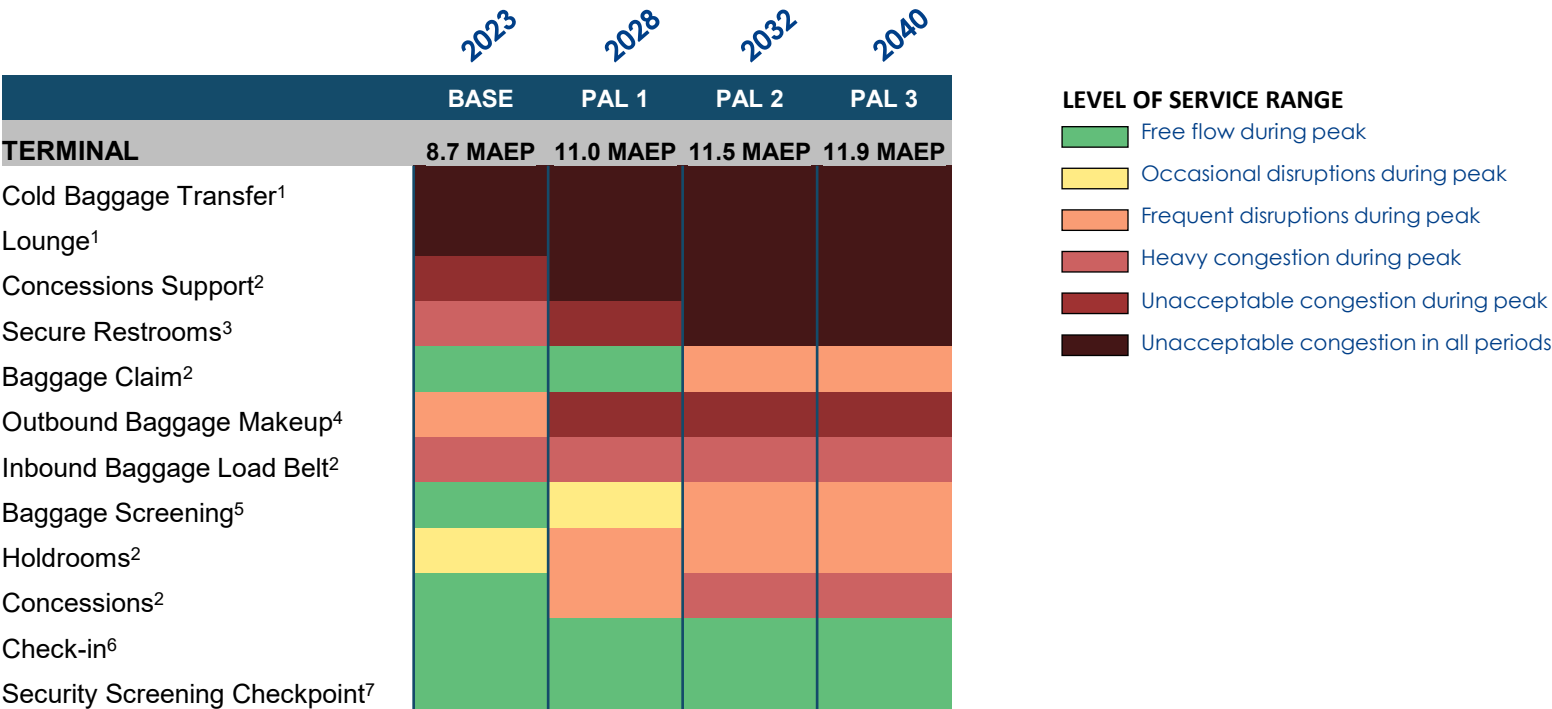
SOURCES: Google Earth Pro, Aerial Imagery, Accessed July 2024; Ricondo & Associates, Inc., July 2024.



Level of Service - Terminal



- The functional areas that need minimal improvements through the 20-year planning horizon are:
 - Check-in
 - Security screening checkpoint
- All other functional areas need improvements through the planning horizon.

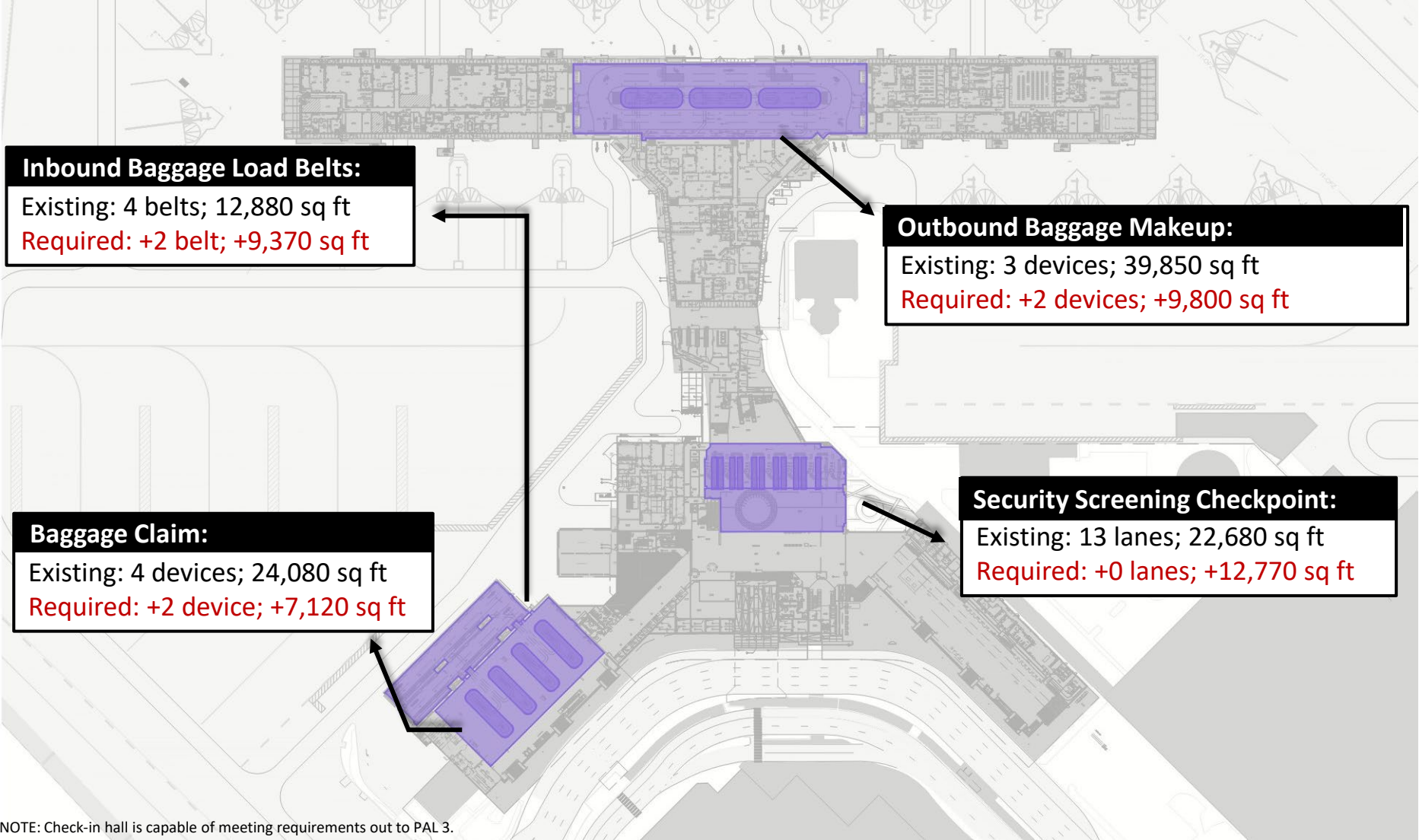


NOTES:
IATA – International Air Transport Association
LOS – Level of Service
PAL – Planning Activity Level
MAEP – Million Annual Enplanements
sq ft – square feet
-The percentage utilization is calculated by dividing the space requirement by the existing space provided to quantify passenger processing performance on a level of service scale reflective of the range of conditions defined in the IATA LOS (12th ed.) framework of over-designed, optimum, suboptimum, and under-provided conditions.
SOURCE: Ricondo & Associates, Inc., May 2024.

- 1 No cold bag storage system or lounge exist currently
- 2 Based on square footage
- 3 Based on fixtures
- 4 Based on devices
- 5 Based on bag throughput on existing 1+1 configuration with 10 percent surge factor
- 6 Based on baggage acceptance points
- 7 Based on sq ft of total area and queue



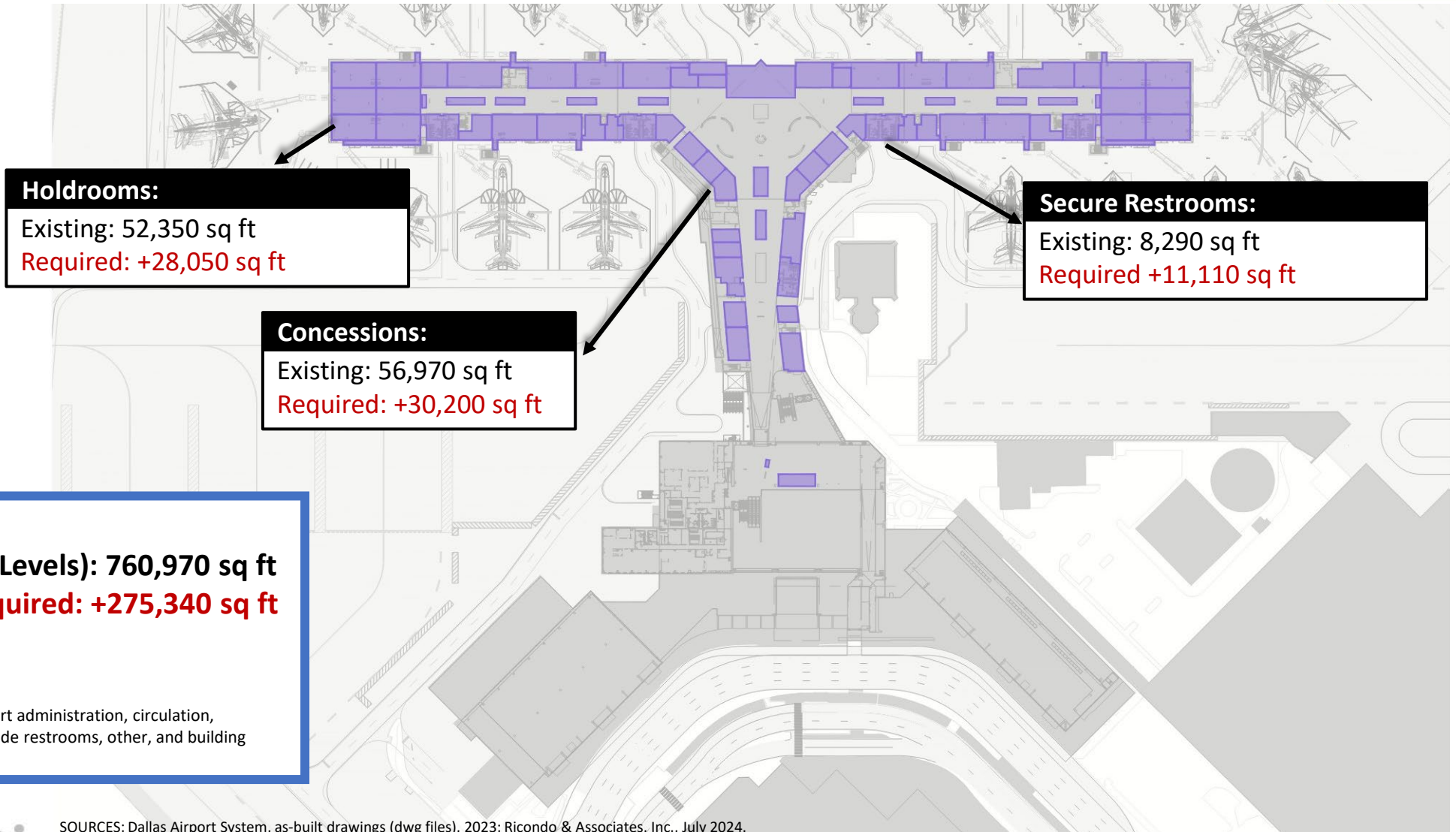
Gap Analysis – Terminal Level 1



NOTE: Check-in hall is capable of meeting requirements out to PAL 3.
SOURCES: Dallas Airport System, as-built drawings (dwg files), 2023; Ricondo & Associates, Inc., July 2024.



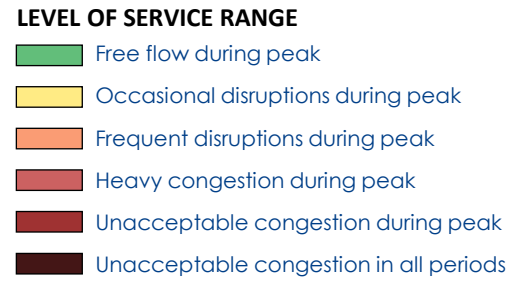
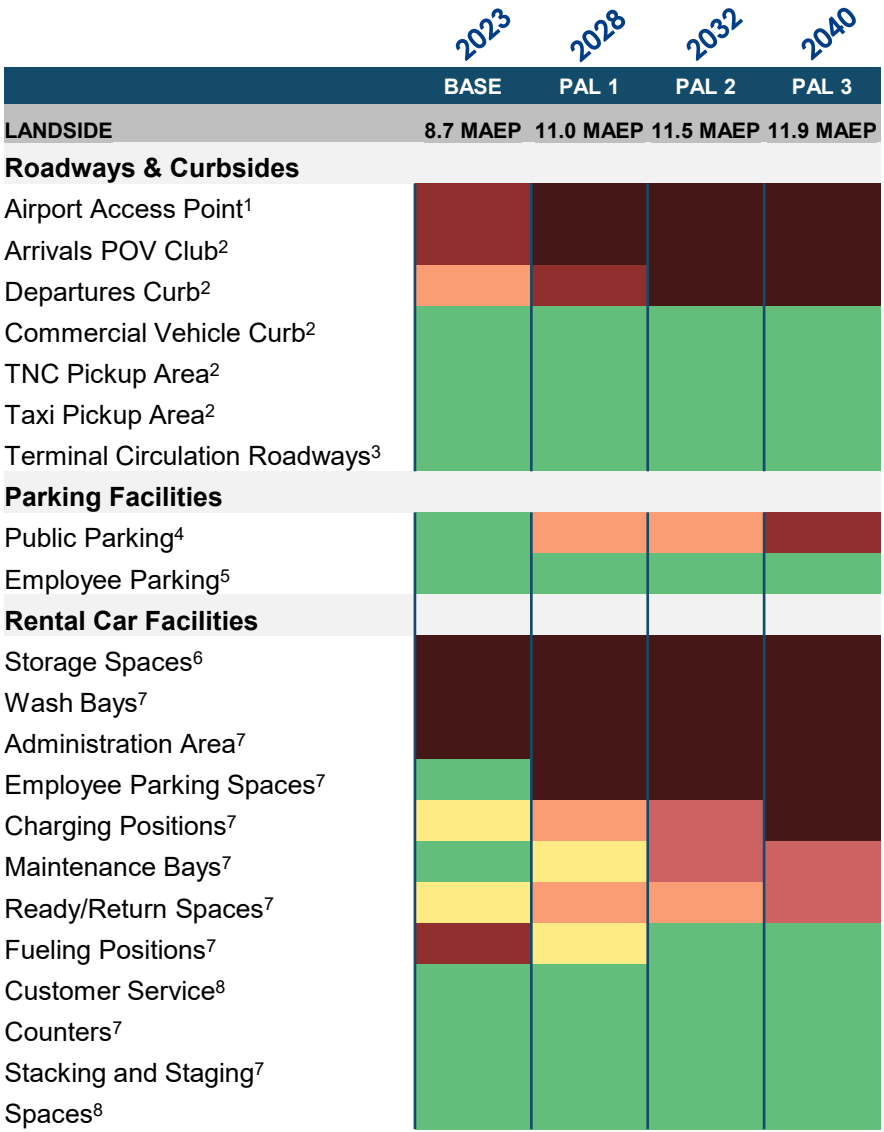
Gap Analysis – Terminal Level 2



Level of Service - Landside



- Airport Access and the Arrivals Curb level of service is at unacceptable levels during peak periods even in existing conditions and degrade to unacceptable levels in all periods as soon as 2028/PAL 1.
- The Departures Curb is experiencing frequent disruptions which continue to degrade to unacceptable levels throughout the planning horizon.
- Other deficiencies are present in:
 - Public Parking
 - Rental Car
 - ready/return spaces
 - charging positions
 - storage spaces

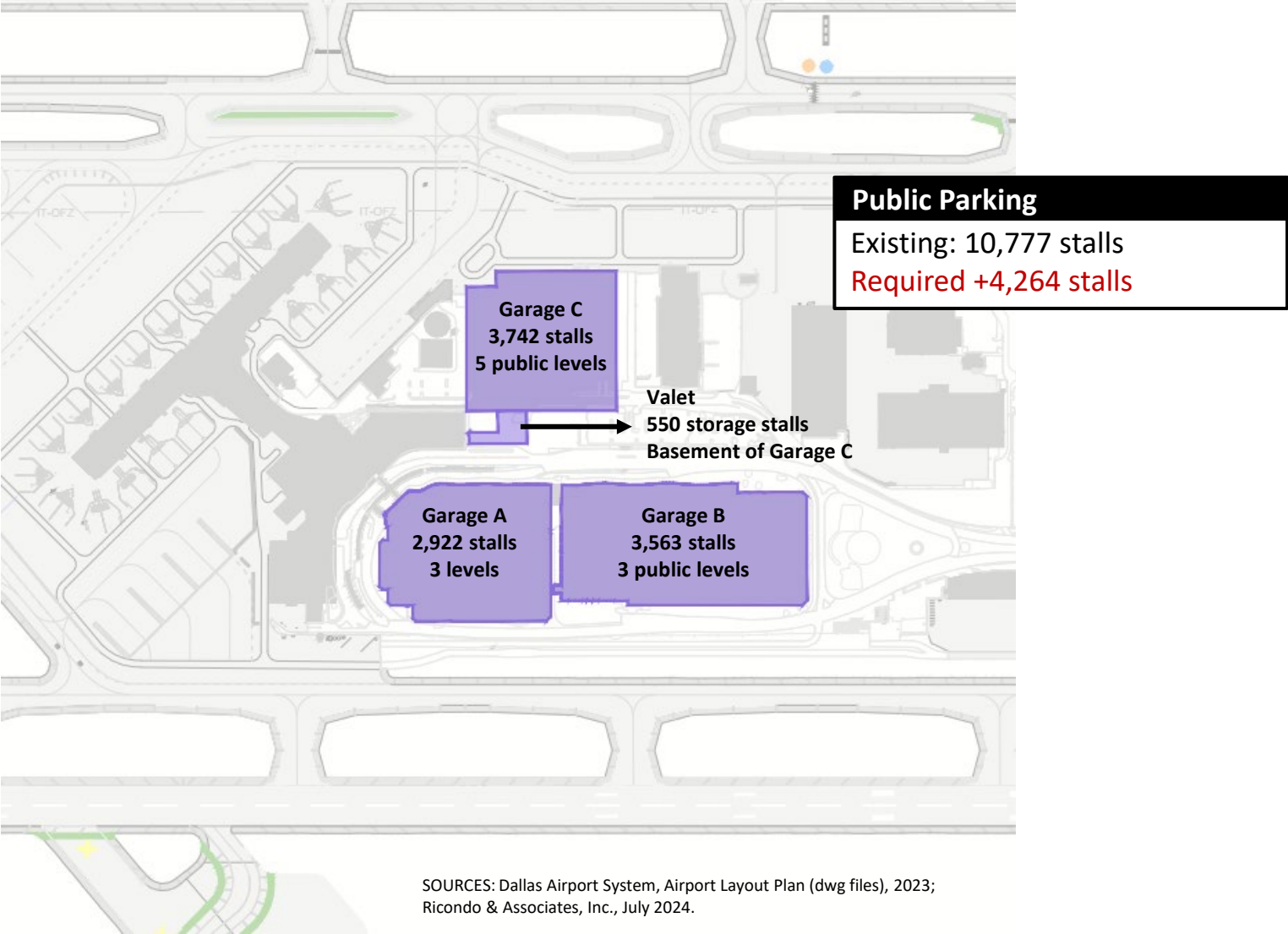


NOTES:
As charging station requirements increase fueling station requirements decrease.
LOS – Level of Service
PAL – Planning Activity Level
MAEP – Million Annual Enplanements
sq ft – square feet
1 Based on intersection LOS during peak hours
2 Based on total linear feet of required curb length for LOS C
3 Based on number of roadway lanes and operating density during peak hours
4 Based on required number of parking space for 95th percentile design day demand
5 Employee parking demand is grown by a blended rate of O&D passengers & operations
6 Based on required spaces estimated rental transactions for each PAL design planning hour
7 Based on standard industry utilization and sizing modules
8 Based on required spaces estimated rental transactions for each PAL design planning hour

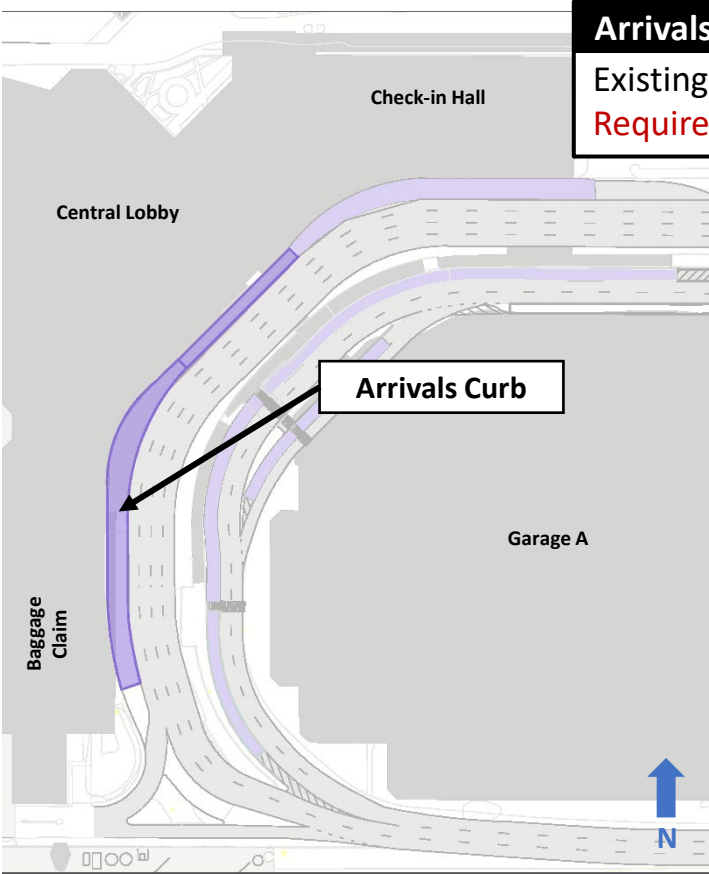


SOURCE: Ricondo & Associates, Inc., May 2024.

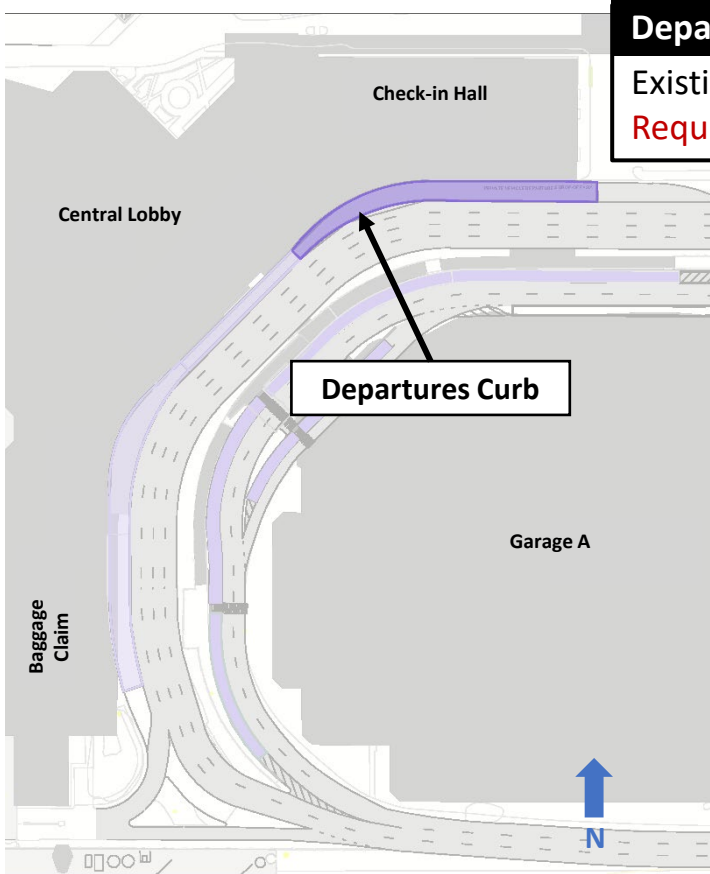
Gap Analysis – Public Parking



Gap Analysis – Curbside



Arrivals Curb
Existing: 520 lin. ft. / 5 lanes
Required +530 lin. ft. / 5 lanes



Departures Curb
Existing: 330 lin. ft. / 5 lanes
Required +230 lin. ft. / 5 lanes

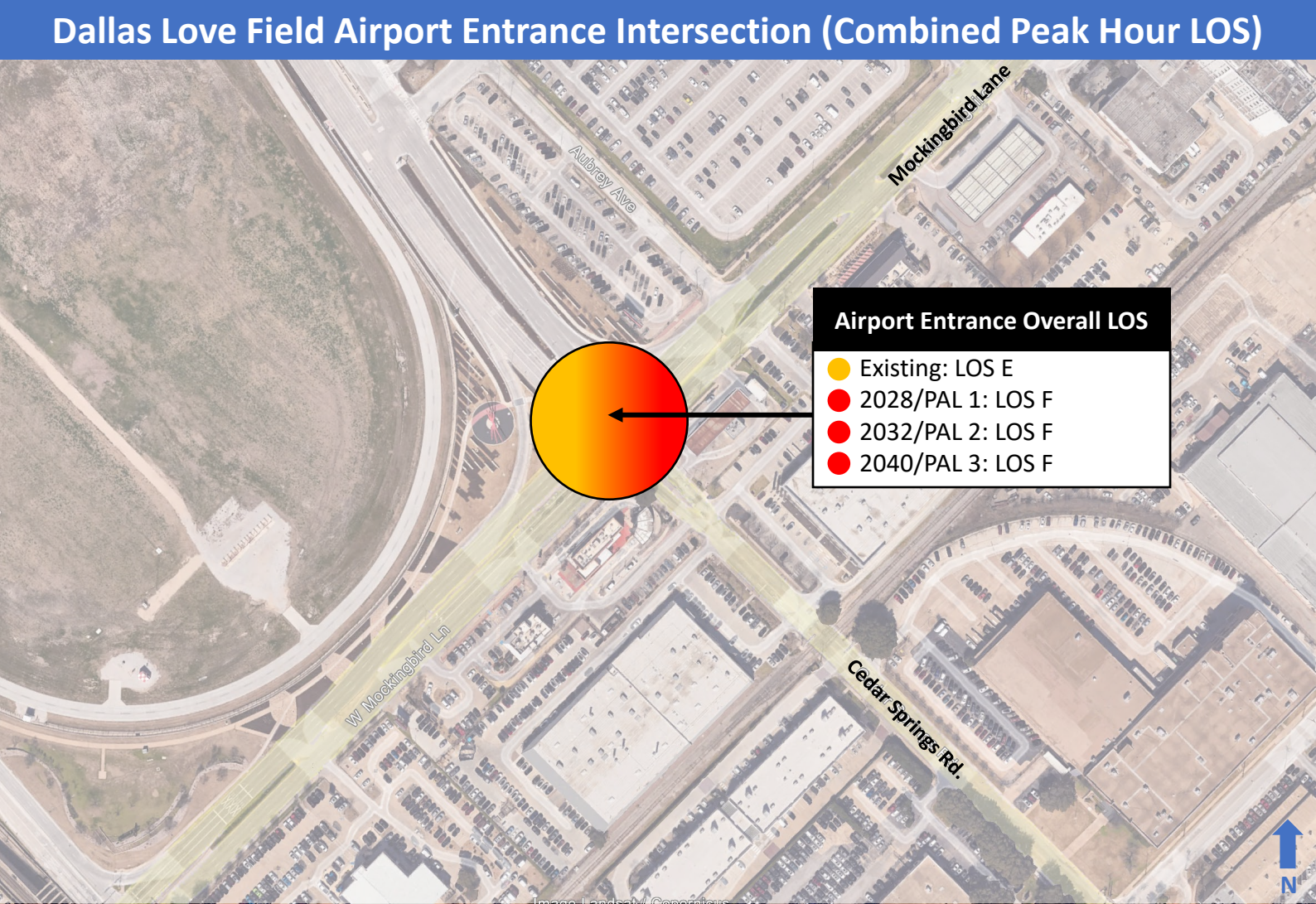
NOTE: Lower curb (commercial curb) is adequately sized.
TNC area is adequately sized; however, alternative locations
will be considered throughout the master planning process.
SOURCES: Dallas Airport System, Airport Layout Plan (dwg
files), 2023; Ricondo & Associates, Inc., July 2024.



Level of Service – Airport Entrance Intersection



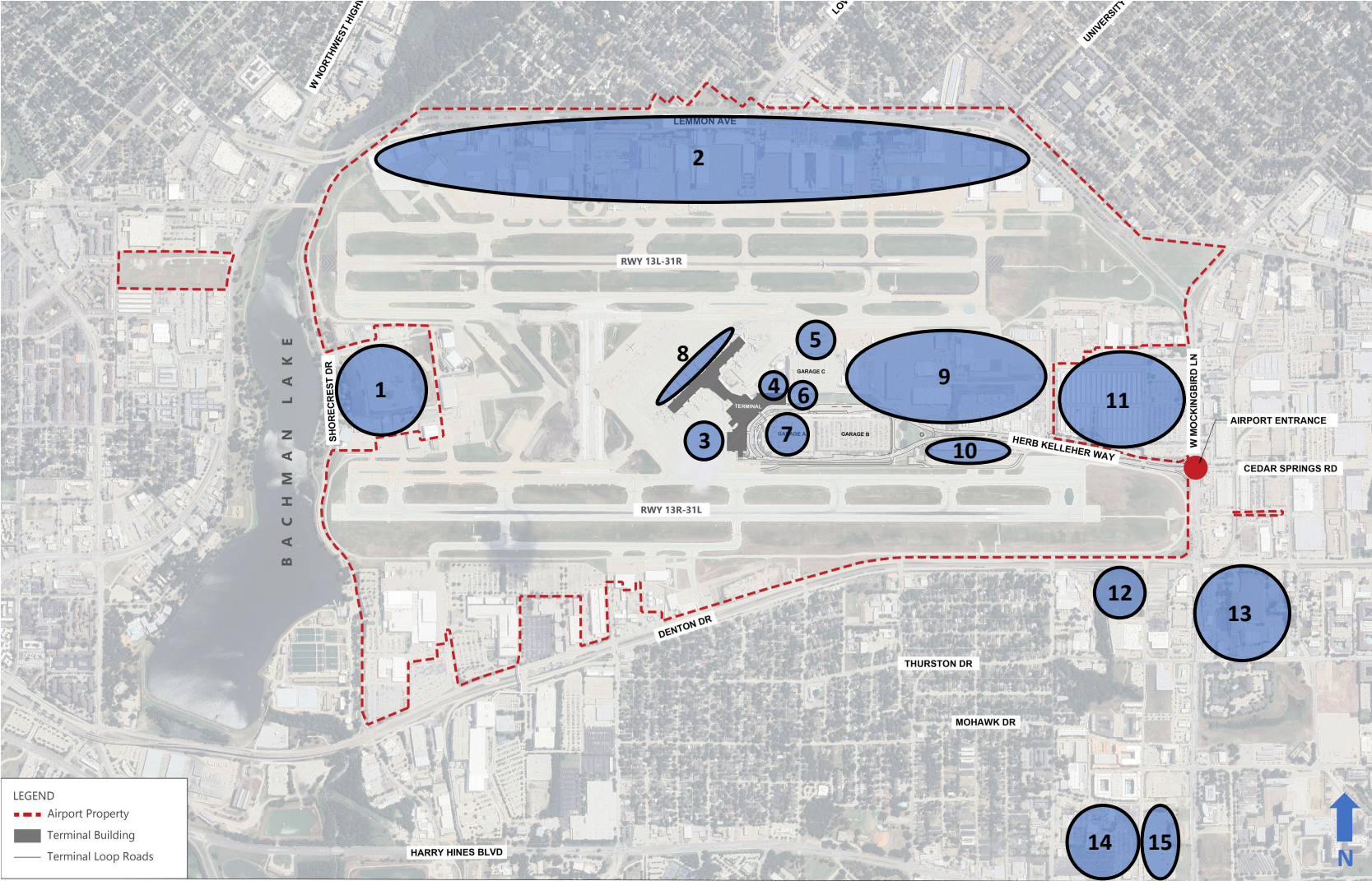
Intersection Level of Service (LOS)	Control Delay per Vehicle (seconds)
A	<10
B	10 to 20
C	20 to 35
D	35 to 50
E	50 to 80
F	>80



SOURCES: Google Earth Pro, Aerial Imagery, Accessed August 2024; Ricondo & Associates, Inc., Analysis, August 2024.



Areas of Opportunity for Consideration



ID	Description
1	Western development area
2	General Aviation Area (Lemmon)
3	Deicing pad
4	Parking lot behind check-in hall
5	Remain overnight B/transfer yard
6	Valet parking
7	Garage A
8	Concourse
9	Rental Car Area/Other Aviation Uses
10	General Aviation Area (Herb Kelleher)
11	Parking Spot
12	Denton Drive Lot
13	Maple Manor
14	Love Connection (Lot 1)
15	Love Connection (Lot 2)

NOTE: Areas of opportunity are for consideration, only.
SOURCES: Google Earth Pro, September 2023 (aerial image for visual reference only);
City of Dallas Department of Aviation, September 2023 (Existing Airport Layout Plan);
Ricondo & Associates, Inc., July 2024.



Next Steps



- Alternatives development
- Public Open House #2 – August 28, 2024
- Stakeholder Advisory Group Workshop #4 – September 16, 2024
- Transportation Committee Briefing – December 2024/January 2025





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