

**Appendix N**

Dallas Love Field Master Plan Update – Public Outreach  
Event #2 (July 10, 2014)







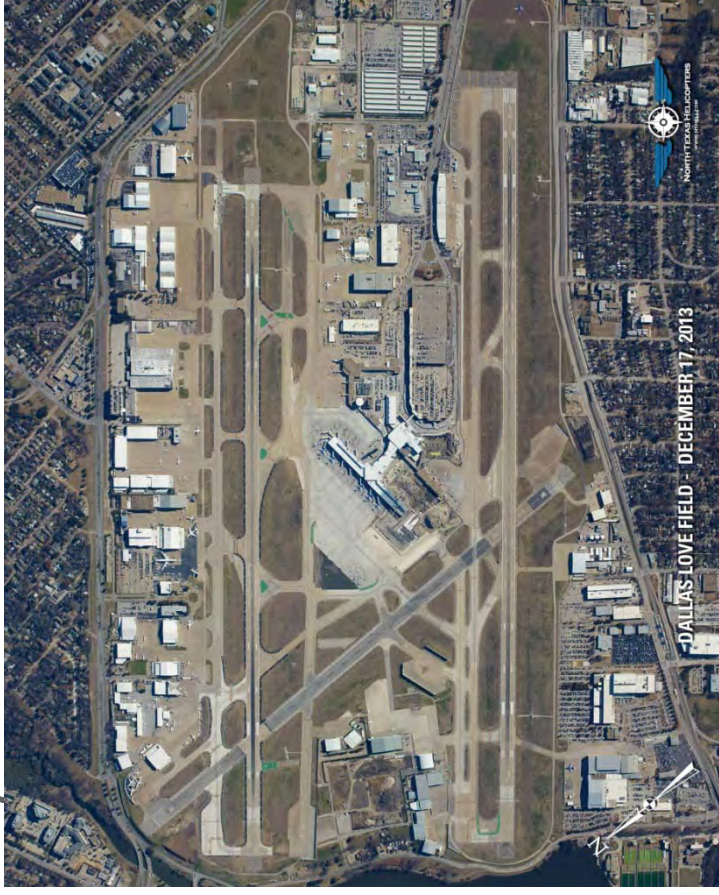
# Dallas Love Field Master Plan Update Open House

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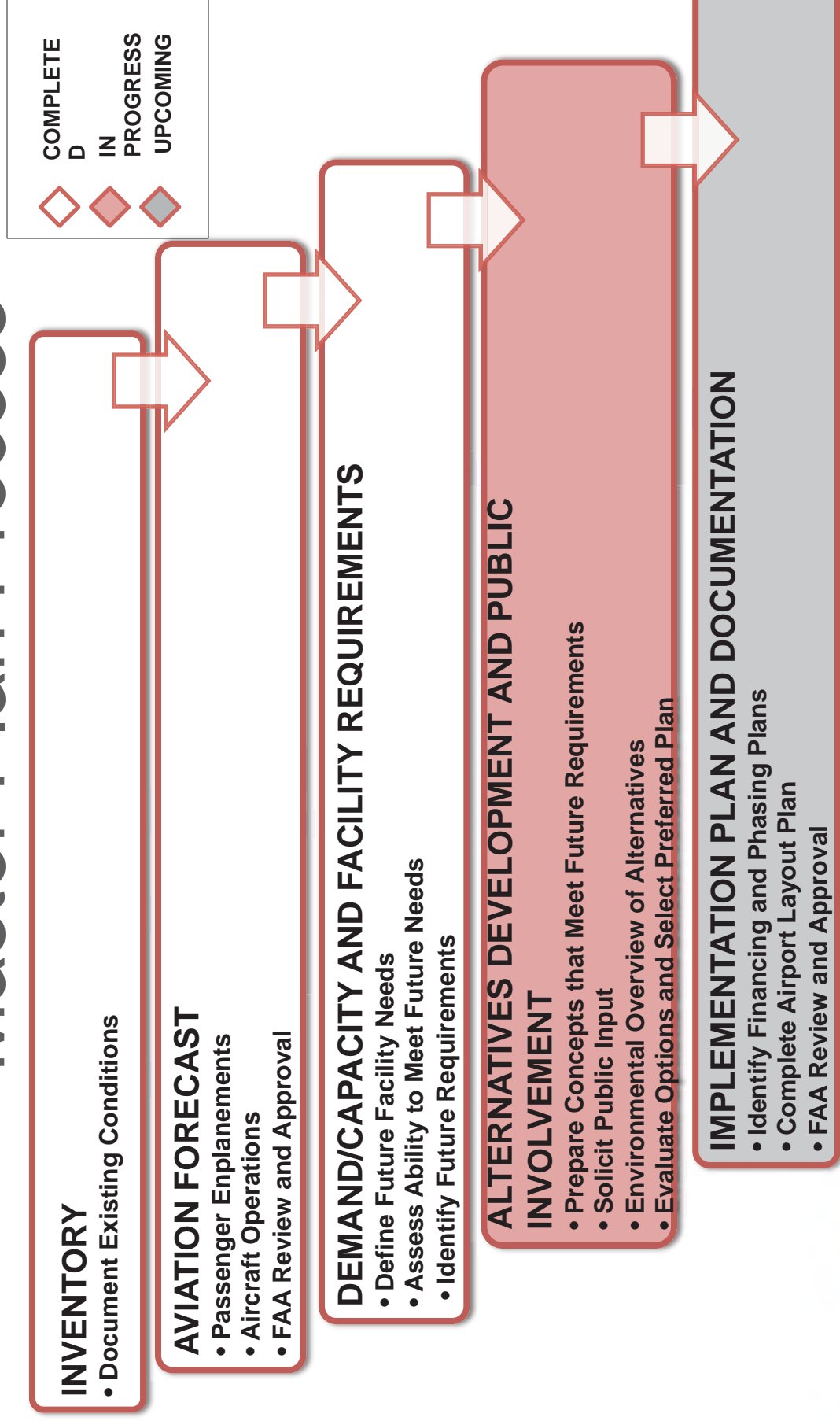


# What is an Airport Master Plan?

- A process that identifies the long-term needs of an airport and provides a blueprint for meeting those needs. It is a comprehensive study that examines the airport's physical facilities, operational procedures, and financial resources. The master plan is a living document that is updated as the airport's needs and the surrounding community evolve.



# Master Plan Process





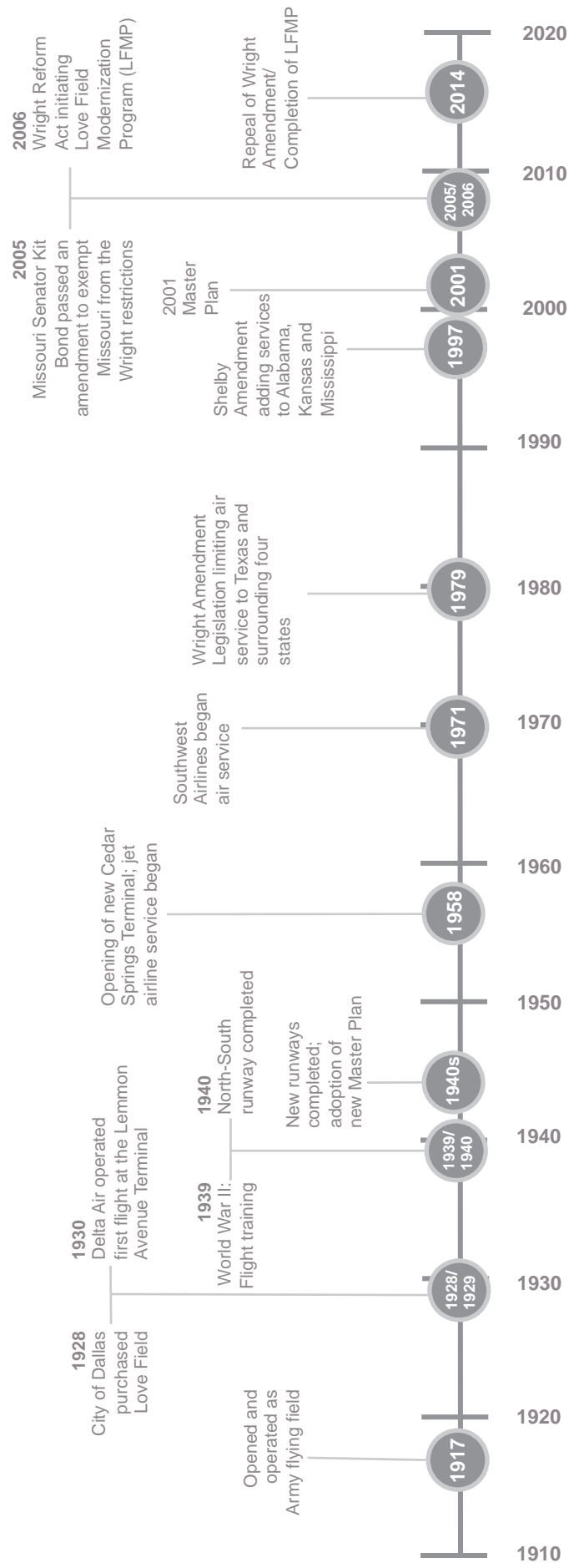
# Dallas Love Field Aerial



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# History of Love Field



# 2001 Love Field Master Plan



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# Master Plan Inventory

## DEFINITION

- A master plan inventory is a comprehensive list of all physical and operational characteristics of an airport, including its infrastructure, facilities, and services. It is used to assess the current state of the airport and to plan for future development and expansion.

## PHYSICAL AND OPERATIONAL CHARACTERISTICS

- Runway length and width
- Taxiway and apron capacity
- Terminal building and baggage claim
- Air traffic control tower and radar
- Airport security and law enforcement

## ENVIRONS

- Proximity to major highways and roads
- Availability of parking and public transportation
- Surrounding land use and zoning
- Noise abatement procedures
- Environmental impact and mitigation

## ACTIVITY AND SOCIOECONOMIC DATA

- Annual passenger volume and cargo tonnage
- Aircraft movements and operations
- Airport revenue and operating expenses
- Employment and labor relations
- Community and economic development
- Safety and security incidents
- Environmental and sustainability initiatives

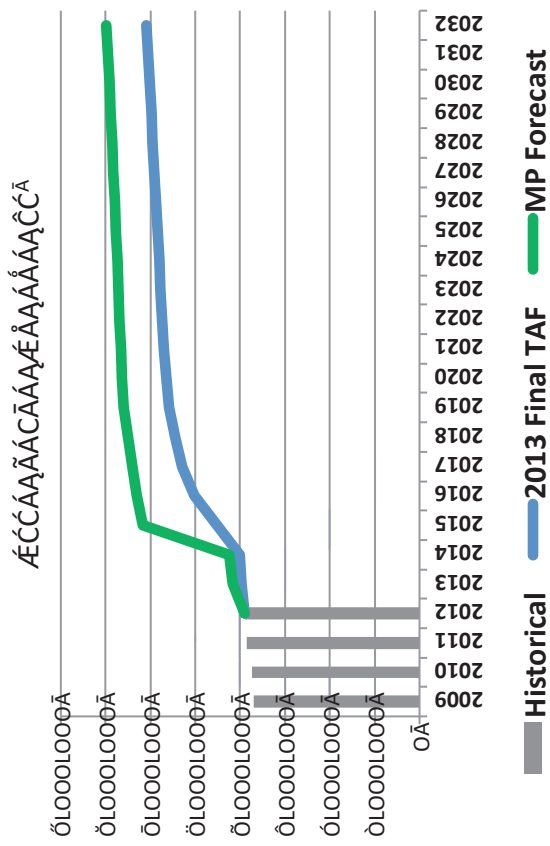
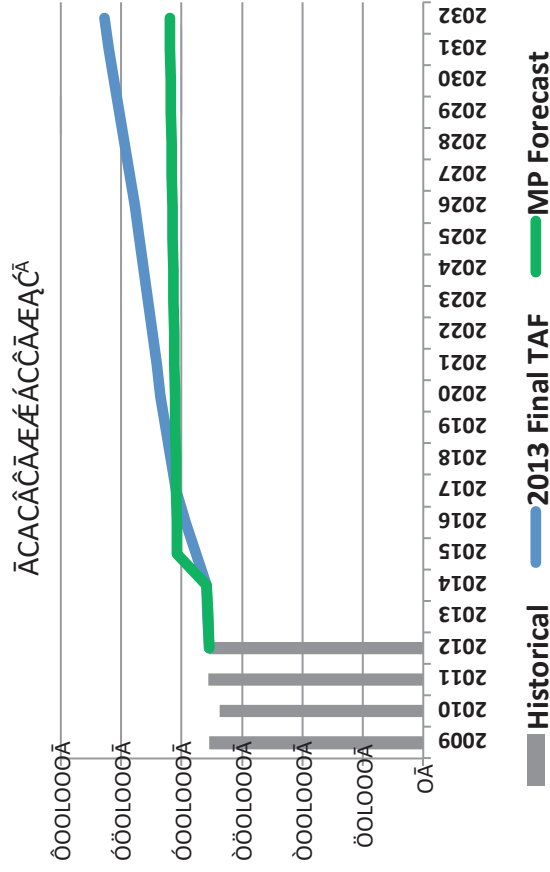
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# Aviation Activity Forecast

## DEFINITION

- **Terminal Area Forecast (TAF)** is a forecast of the number of aircraft operations (departures, arrivals, and general aviation) at an airport for a specific time period. It is used by airlines, airports, and other stakeholders to plan and manage airport operations.
- **Final TAF** is the final forecast of the number of aircraft operations at an airport for a specific time period. It is used by airlines, airports, and other stakeholders to plan and manage airport operations.
- **MP Forecast** is the monthly projection of the number of aircraft operations at an airport for a specific time period. It is used by airlines, airports, and other stakeholders to plan and manage airport operations.



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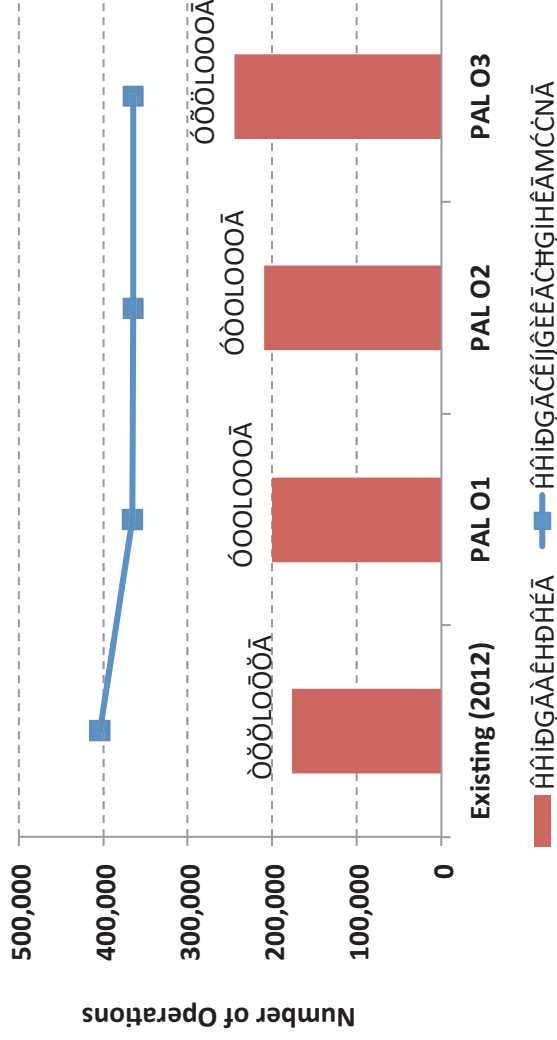
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# Demand/Capacity & Requirements

## Airfield



- Demand for operations is expected to increase significantly over the next 30 years.
- Capacity requirements are based on a 3% annual growth rate.

The chart illustrates the projected increase in demand for operations at the airport, comparing the existing 2012 baseline with the requirements for three future phases (PAL O1, PAL O2, PAL O3). The red bars represent the absolute number of operations, while the blue line shows the percentage of operations relative to the existing 2012 baseline.







# Demand Capacity & Requirements

## Landside On-Airport Roadways

### UPPER LEVEL

- 315 LF Private Departures
- 244 LF Home/Parking Drop Off
- 80 LF Shared Bldg

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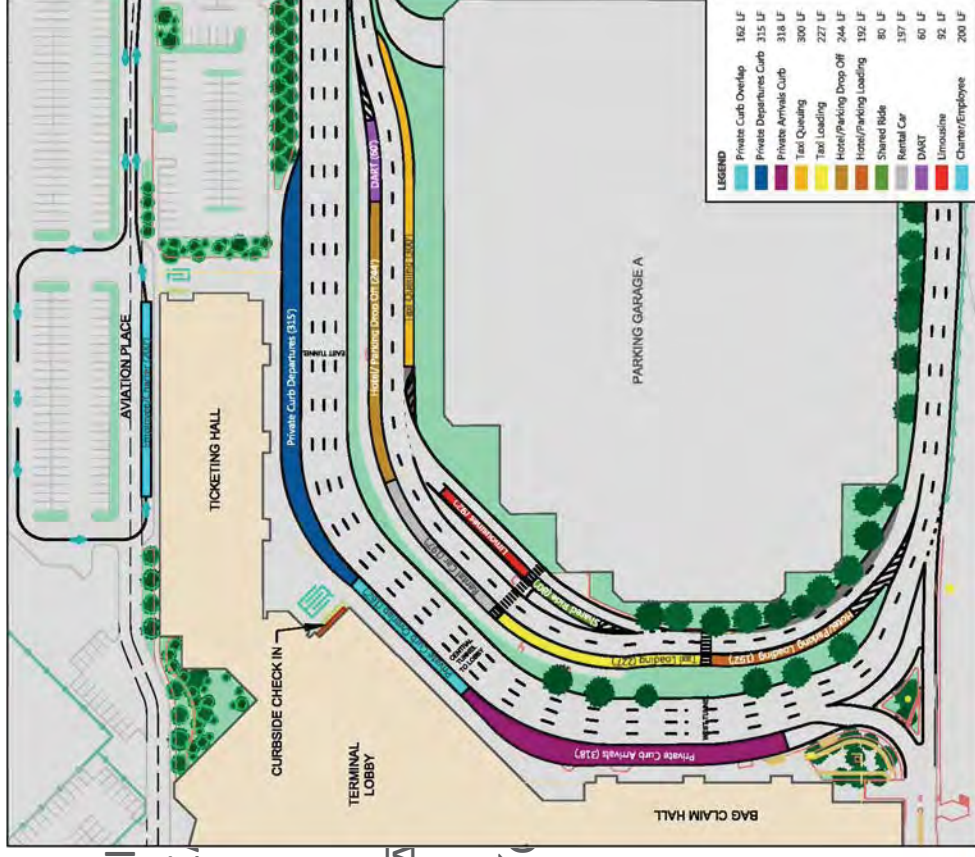
### LOWER LEVEL

- 318 LF Private Arrivals
- 227 LF Taxi Loading
- 192 LF Home/Parking Loading
- 197 LF Rental Car

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### BEHIND TICKETING HALL

- 182 LF Private Cab Overlap
- 60 LF DMKT
- 92 LF Limousine
- 200 LF Charter/Employee



# Demand Capacity & Requirements

## Landside On-Airport Roadways

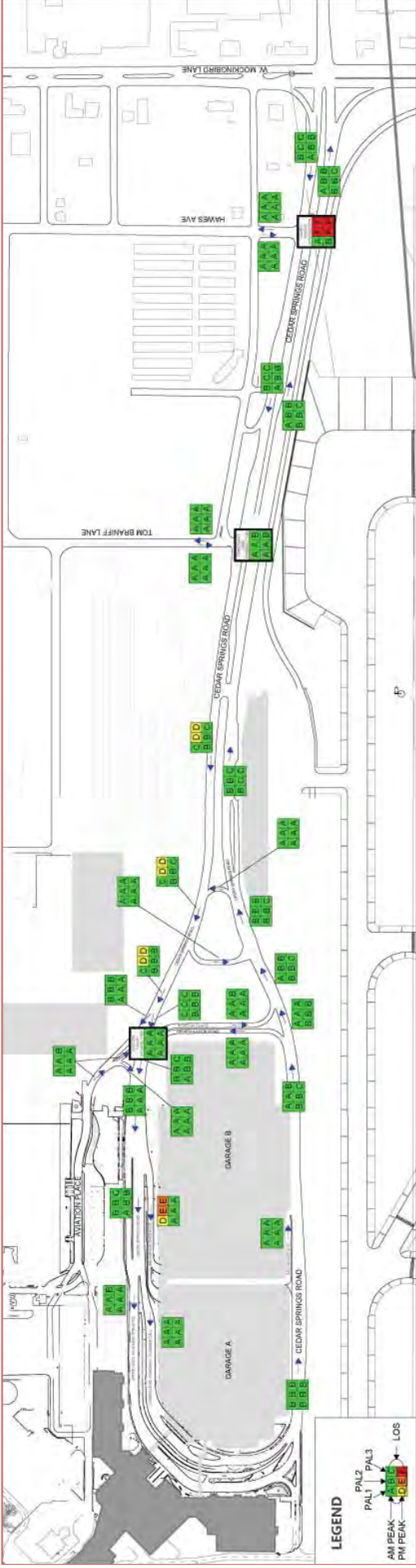
AM Peak (Approximately 6:30AM - 7:30AM)	Existing (2013)	PALE1	PALE2	PALE3
CATEGORY	ΑΙΕΑΑΗΦΓΑΙΔΓΔΕΓΕΑ ΜΑΓΗΕΔΙΑΑΕΕΙΝ	ΚΕΙΙΓΙΕΕΑΑΙΙΕΑ ΑΕΗΦΓΑΜΕΕΕΙΝΑ	ΑΙΙΕΓΕΕΑ ΑΕΕ	ΚΕΙΙΓΙΕΕΑΑΙΙΕΑ ΑΕΗΦΓΑΜΕΕΕΙΝΑ
Arrivals Curbside	000A	000A	A	000A
Departures Curbside	000A	000	A	000
Upper Level				
Taxicabs	000A	00A	A	00A
Limos	00A	00A	A	00A
Shared Ride / Door-to-Door Vehicles	00A	00A	A	00A
Rental Car Shuttles	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Drop-off	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Pickup	000A	00A	A	00A
DART Busses	000A	00A	A	00A
TOTAL	0000	000	A	000
PM Peak (Approximately 7:00PM - 8:00PM)	Existing (2013)	PALE1	PALE2	PALE3
CATEGORY	ΑΙΕΑΑΗΦΓΑΙΔΓΔΕΓΕΑ ΜΑΓΗΕΔΙΑΑΕΕΙΝ	ΚΕΙΙΓΙΕΕΑΑΙΙΕΑ ΑΕΗΦΓΑΜΕΕΕΙΝΑ	ΑΙΙΕΓΕΕΑ ΑΕΕ	ΚΕΙΙΓΙΕΕΑΑΙΙΕΑ ΑΕΗΦΓΑΜΕΕΕΙΝΑ
Arrivals Curbside	000A	000A	A	000A
Departures Curbside	000A	000	A	000
Upper Level				
Taxicabs	000A	00A	A	00A
Limos	00A	00A	A	00A
Shared Ride / Door-to-Door Vehicles	00A	00A	A	00A
Rental Car Shuttles	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Drop-off	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Pickup	000A	00A	A	00A
DART Busses	000A	00A	A	00A
TOTAL	0000	000	A	000
Lower Level				
Arrivals Curbside	000A	000A	A	000A
Departures Curbside	000A	000	A	000
Lower Level				
Taxicabs	000A	00A	A	00A
Limos	00A	00A	A	00A
Shared Ride / Door-to-Door Vehicles	00A	00A	A	00A
Rental Car Shuttles	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Drop-off	000A	00A	A	00A
Hotel/Motel/Parking Shuttles Pickup	000A	00A	A	00A
DART Busses	000A	00A	A	00A
TOTAL	0000	000	A	000

ΑΕΕΑΛΑΑ  
ΑΕΑΑΡΑΕΓΔΗΗΓΗΡΑΕΙΙΓΙΤΑΑΕΙΕΓΑΑ

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# Demand Capacity & Requirements

## Landside On-Airport Roadways



LOS	Condition	Description
A	Free flow	Free flow
B	Stable	Stable
C	Unstable	Unstable
D	Flow breakdown	Flow breakdown
E	Severe flow breakdown	Severe flow breakdown
F	Complete gridlock	Complete gridlock

Source: Dallas Love Field Airport Capacity Manual, 2000

# Demand Capacity & Requirements Landside Non-Terminal Roadways

Intersection	PAL E3 AM Peak Level of Service (LOS)	PAL E3 PM Peak LOS
01. Lemmon Avenue	A+	A+
02. Airdrome Drive	A+	A+
03. Cedar Springs Road	A	A
04. Mockingbird Lane	F	F
05. Denton Drive	E	E



- Aerial view of the five intersections (1-5) showing their locations relative to the airport terminal and surrounding infrastructure.

- Aerial view of the five intersections (1-5) showing their locations relative to the airport terminal and surrounding infrastructure.
- Aerial view of the five intersections (1-5) showing their locations relative to the airport terminal and surrounding infrastructure.

AECAALAA  
AEAPAEFGDHHGHPFAEIJGTTAAEJEGAA

# Demand/Capacity & Requirements Landside - Rental Car

RENTAL CAR FACILITIES		2013 Existing		PAL	
		ÁÒ	ÁÓ	ÁÓ	ÁÓ
<b>Ready/Return/Storage Areas</b>					
CÈÌÍGÌÉHÈHÏÃ	ÒÒÌ'ÒÃÐÈÉÍÃ	Ò'Ò'ÒÃÐÈÉÍÃ	Ò'Ò'ÒÃÐÈÉÍÃ	Ò'Ò'ÒÃÐÈÉÍÃ	Ò'Ò'ÒÃÐÈÉÍÃ
ÍÍÍÍÍÃ (Deficit)	ŁÃ	(3.7) acres	(5.5) acres	(7.5) acres	
<b>Quick Turnaround (QTA)/Service Site</b>					
CÈÌÍGÌÉHÈHÏÃ	Ô'Ò'ÒÃÐÈÉÍÃ	Ô'Ò'ÒÃÐÈÉÍÃ	Ô'Ò'ÒÃÐÈÉÍÃ	Ô'Ò'ÒÃÐÈÉÍÃ	Ô'Ò'ÒÃÐÈÉÍÃ
ÍÍÍÍÍÃ (Deficit)	ŁÃ	(1.0) acres	(1.6) acres	(2.2) acres	

AVÉCÁCLÁÁ  
ÆÁÁPÁÉGÐRÁHĜHFAËÍĠÏŦÁÁÉĠGÁÁ

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# Demand/Capacity & Requirements

## Land Use / Fixed Base Operators

Fixed Base Operators (FBO's) Gross Facility Requirements				Corporate/ Maintenance Hangars Gross Facility Requirements				
	Existing	Gross Facility Requirements (sq. ft.)			Existing	Gross Facility Requirements (sq. ft.)		
		PAL 01	PAL 02	PAL 03		PAL 01	PAL 02	PAL 03
Hangar	0	0	0	0	0	0	0	
Apron	0	0	0	0	0	0	0	
Auto Parking and Circulation	0	0	0	0	0	0	0	
Vacant/Open Areas	0	0	0	0	0	0	0	
<b>Total (sq. ft.):</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total (Acres):</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	
Cumulative Net Increase	0	0	0	0	0	0	0	
Deficiencies (sq. ft.)	0	0	0	0	0	0	0	
Deficiencies (Acres)	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	

FBO – Corporate Maintenance Hangars Gross Facility Requirements Summary Table (Acres)

	FBO	Corporate / Maintenance Hangars	Total
Hangar	0	0	0
Apron	0	0	0
Auto Parking and Circulation	0	0	0
Vacant/Open Areas	0	0	0
<b>Total (sq. ft.):</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total (Acres):</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>
Cumulative Net Increase	0	0	0
Deficiencies (sq. ft.)	0	0	0
Deficiencies (Acres)	0.0000	0.0000	0.0000

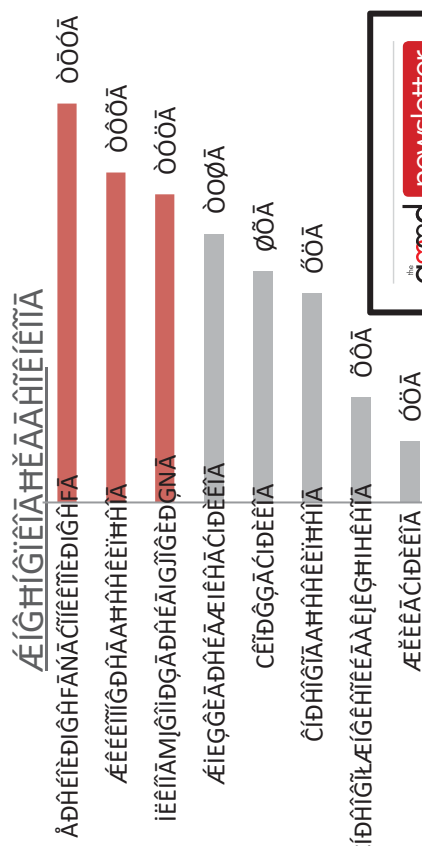
- Demand for hangar space is expected to increase significantly over the next 10 years due to the growth of general aviation and the need for larger hangars to accommodate larger aircraft.
- The current hangar inventory is insufficient to meet the projected demand, and the lack of new hangar construction is a major concern for the airport's future growth.

APPROXIMATE  
SQUARE FOOTAGE

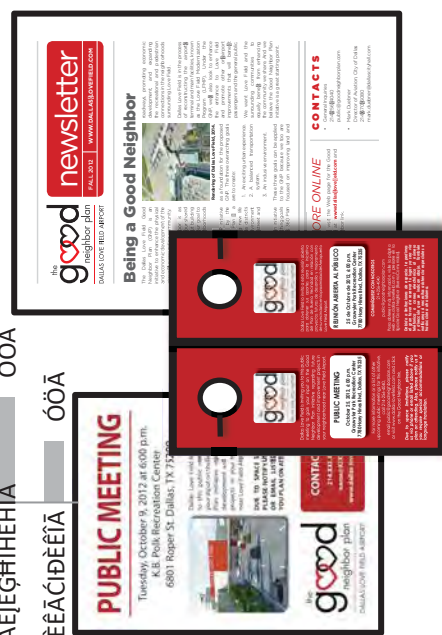
# Public Involvement

- **Public Involvement** is a process that allows the public to provide input into the decision-making process of a project. It is a key component of the project's success and helps to ensure that the project meets the needs of the community.

MEETING	NUMBER OF ATTENDEES
Public Meeting #1	100
Public Meeting #2	0
Public Meeting #3	100
Public Meeting #4	0
Public Meeting #5	0
Public Meeting #6	0
Public Meeting #7	0
Public Meeting #8	0
Public Meeting #9	0
Public Meeting #10	0
Public Meeting #11	0
Public Meeting #12	0
Public Meeting #13	0
Public Meeting #14	0
Public Meeting #15	0
Public Meeting #16	0
Public Meeting #17	0
Public Meeting #18	0
Public Meeting #19	0
Public Meeting #20	0
Public Meeting #21	0
Public Meeting #22	0
Public Meeting #23	0
Public Meeting #24	0
Public Meeting #25	0
Public Meeting #26	0
Public Meeting #27	0
Public Meeting #28	0
Public Meeting #29	0
Public Meeting #30	0
Public Meeting #31	0
Public Meeting #32	0
Public Meeting #33	0
Public Meeting #34	0
Public Meeting #35	0
Public Meeting #36	0
Public Meeting #37	0
Public Meeting #38	0
Public Meeting #39	0
Public Meeting #40	0
Public Meeting #41	0
Public Meeting #42	0
Public Meeting #43	0
Public Meeting #44	0
Public Meeting #45	0
Public Meeting #46	0
Public Meeting #47	0
Public Meeting #48	0
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Public Meeting #67	0
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Public Meeting #72	0
Public Meeting #73	0
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Public Meeting #75	0
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Public Meeting #80	0
Public Meeting #81	0
Public Meeting #82	0
Public Meeting #83	0
Public Meeting #84	0
Public Meeting #85	0
Public Meeting #86	0
Public Meeting #87	0
Public Meeting #88	0
Public Meeting #89	0
Public Meeting #90	0
Public Meeting #91	0
Public Meeting #92	0
Public Meeting #93	0
Public Meeting #94	0
Public Meeting #95	0
Public Meeting #96	0
Public Meeting #97	0
Public Meeting #98	0
Public Meeting #99	0
Public Meeting #100	0



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# Airfield Alternatives: Runway 18-36

Alternative 1: Runway 18-36



Alternative 2: Runway 18-36



- This alternative involves the construction of a new runway (Runway 18-36) and taxiway, and the removal of existing Runway 18-36 and Taxiway 10. Markings and signage will need to be adjusted.

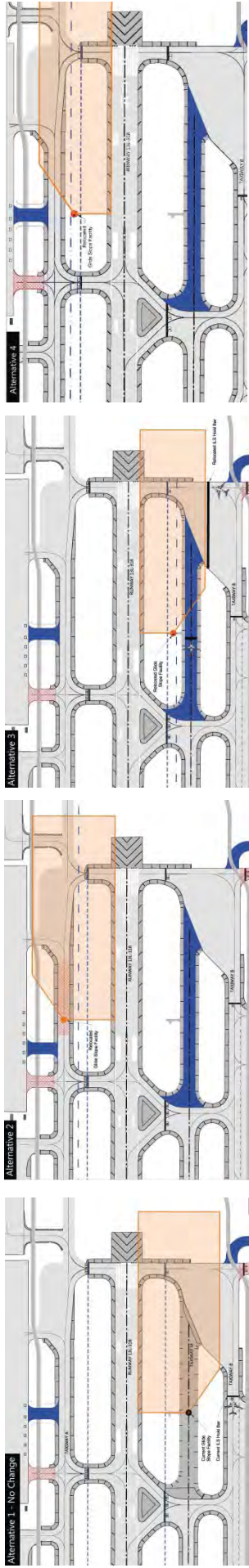
- Construction of the new runway (Runway 18-36) and taxiway, and removal of existing Runway 18-36 and Taxiway 10.
- Markings and signage will need to be adjusted.

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# Glideslope Facility Alternatives



- Alternative 1 - No Change
- Alternative 2
- Alternative 3
- Alternative 4

RUNWAY 31R GLIDESLOPE FACILITY RELOCATION ALTERNATIVES				
CRITERIA	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Glideslope facility relocated	No	Yes	Yes	Yes
Separation between the glideslope facility and Runway 13L-31R centerline	0 ft	100 ft	200 ft	300 ft
Glideslope facility inside the Runway OFA	No	No	Yes	Yes
Taxiway M operational	Yes	Yes	Yes	Yes
Largest Aircraft allowed on Taxiway M	A320	A320	A320	A320
Impact on other taxiways	None	Minimal	Minimal	Minimal

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# Landside Alternatives On-Airport Parking / Rental Car

AEIIHHAOA



- Development Includes:**
- AEIDIGGHFA

AEIIHHAOA



- Development Includes:**
- AEIDIGGHFA
  - CEHIDGADIAL-ACEDJLCETIHA
  - CEDIDIEACGIEAL-ACEHIDGADIA  
BCHANADGHIETHHEA
- Ä
- Optional Development:**
- AHIEGA

AEIIHHAOA



- Development Includes:**
- AEIDIGGHFA
  - CEHIDGADIAL-ABCADHEACEDJL  
CETIHA
- Ä
- Optional Development:**
- AHIEGA

# Landside Alternatives

## Off-Airport Roadways

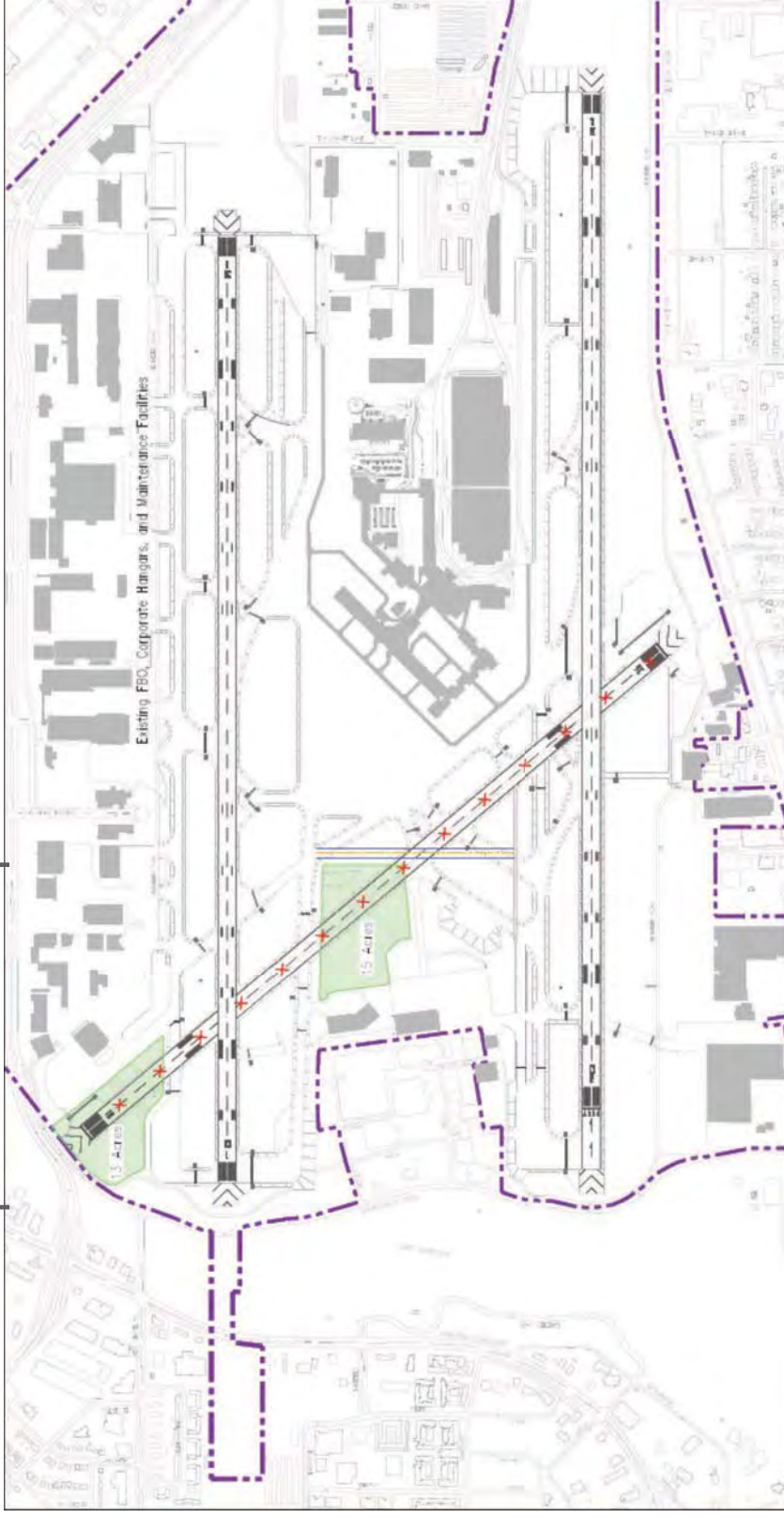
### (Mockingbird Lane - Cedar Springs Road)



Level Of Service (LOS) Descriptions						
LOS	A	B	C	D	E	F
Condition	ΑΙΕΕΓΓΕΗΙΑ	ΣΕΥΑΡΗΕΑ	ΑΗΗΕΑ	ΑΔΓΙΑ	ΑΕΗΙΑ	ΑΔΓΓΙΕΑ
Description	<p>ΑΙΕΕΑΓΑΙΕΑΕΑΕΗΙΛΑΙΟΥΓΑΓΗΙΑ</p> <p>ΙΕΓΕΙΑΤΙΕΓΙΛΙΕΕΑΔΗΕΑΓΦΗΕΑΗΑ</p> <p>ΗΙΕΙΘΗΑ</p>	<p>ΑΙΓΙΕΙΑΓΔΙΕΙΘΗΡΗΕΓΕΑΕΙΕΕΕΗΑΙΘΑ</p> <p>ΙΕΓΕΙΑΤΙΕΓΙΛΙΕΕΑΔΗΕΑΓΦΗΕΑΗΑ</p> <p>ΗΙΕΙΘΗΑ</p>	<p>ΑΙΓΙΕΙΑΕΕΗΕΗΕΙΠΠΙΕΓΕΑΘΑΤΓΕΓΙΑ</p> <p>ΔΕΓΓΟΤΑΙΘΑΙΕΓΕΙΑΓΙΕΕΑΗΙΑΗΡΗΕΙΕΙ</p> <p>ΕΓΔΗΕΑΓΔΗΕΑ</p>	<p>ΑΙΓΙΕΙΑΓΔΙΕΙΘΗΡΗΕΓΕΑΕΙΕΕΕΗΑΙΘΑ</p> <p>ΗΡΗΕΙΕΙΑΗΡΗΕΙΕΙΑΔΗΕΑΕΙΓΙΓΗΡΑΕΗΗΙΑ</p> <p>ΓΕΙΕΘΙΑΔΙΕΑΓΗΙΑ</p>	<p>ΑΙΓΙΕΙΑΓΔΙΕΙΘΗΡΗΕΓΕΑΕΙΕΕΕΗΑΙΘΑ</p> <p>ΗΡΗΕΙΕΙΑΗΡΗΕΙΕΙΑΔΗΕΑΕΙΓΙΓΗΡΑΕΗΗΙΑ</p> <p>ΕΙΕΙΘΗΑ</p>	<p>ΑΙΕΕΕΑΕΗΙΑΗΙΕΙΘΗΑΙΟΥΓΕΙΑ</p> <p>ΕΙΕΙΘΗΑ</p> <p>ΗΡΗΕΙΕΙΑΗΡΗΕΙΕΙΑΗΙΕΙΘΗΑ</p> <p>ΕΙΕΙΘΗΑ</p>

# Land-Use /Fixed Base Operators Alternatives

Areas Open For Development if 18/36 is Decommissioned



## LEGEND

- Taxiway
- Taxiway Centerline
- Facility Expansion Area
- Property Line
- Runway to be decommissioned

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# Fixed Base Operators Alternatives



Alternative 1: Aerial view of the airport terminal and surrounding areas, including taxiway OFA, bike path, and property line.



Alternative 2: Aerial view of the airport terminal and surrounding areas, including taxiway OFA, bike path, and property line.



Alternative 3: Aerial view of the airport terminal and surrounding areas, including taxiway OFA, bike path, and property line.



Alternative 4: Aerial view of the airport terminal and surrounding areas, including taxiway OFA, bike path, and property line.

- LEGEND**
- Existing Buildings
  - Hangars
  - Vehicle Parking Areas
  - FBO Terminal
  - Sidewalk
  - Retail/Hotel Development
  - Apron Areas
  - DALFORT Facility
  - Part 77 BRL Setback
  - Realigned Patrol Road
  - Bike Path
  - Property Line
  - Taxilane OFA

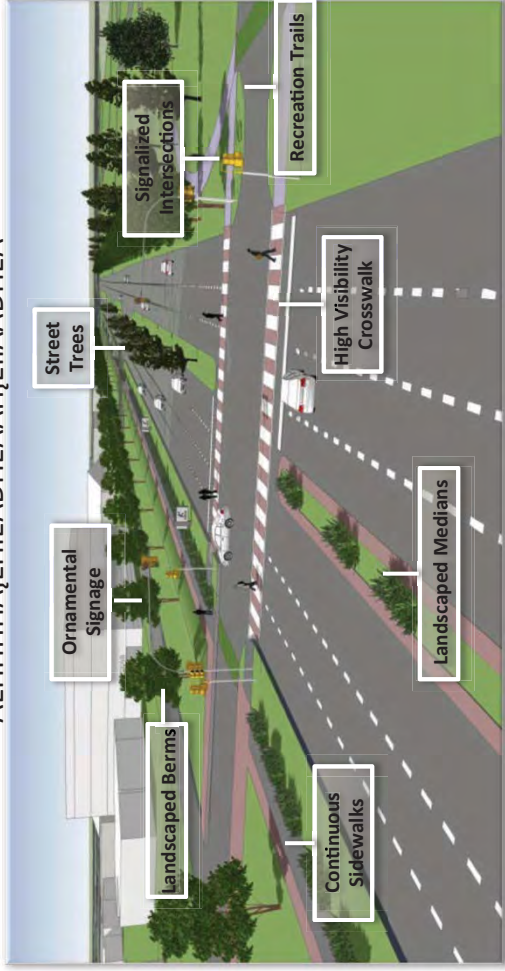
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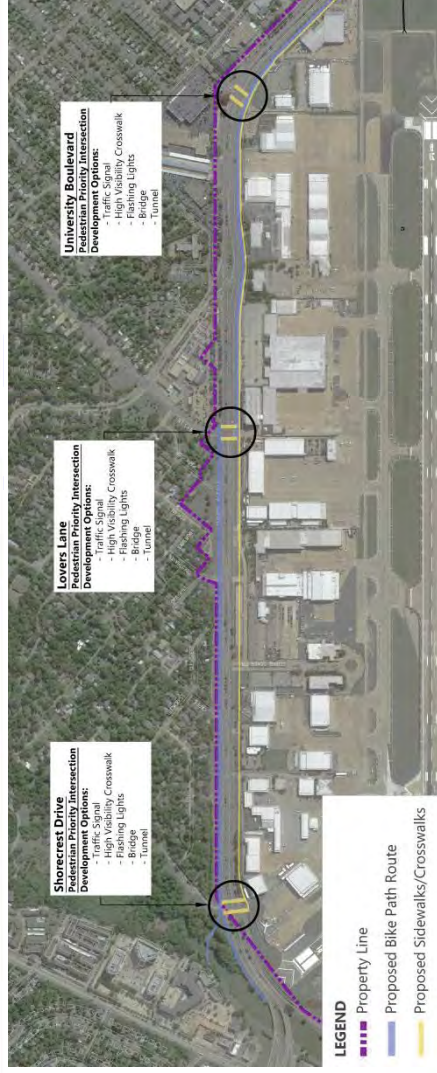
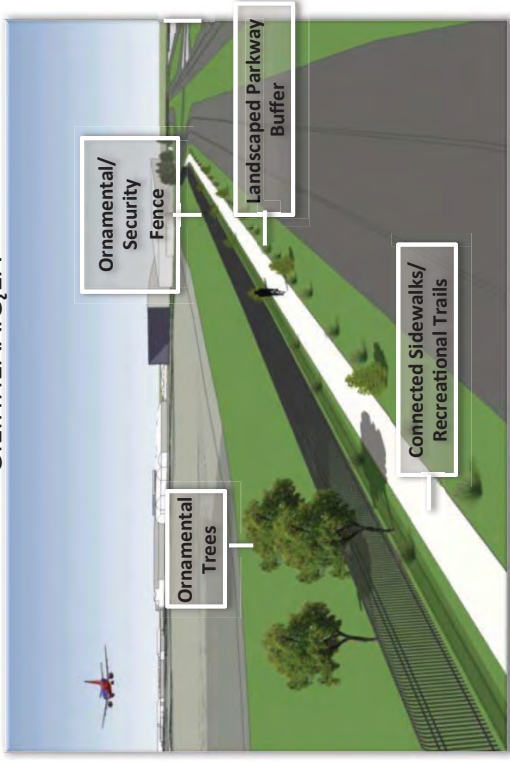


# Pedestrian Connections, Landscaping & Buffers

ÀÈHHHĀJĒĪÈĪĒĀĀĤĪĒĪĀĀĀĤĒĀ



ĠĪĒĪĤĒĀĀĠĠĠĒĀ



# Next Steps

## EVALUATE ALTERNATIVES

- CÉJGÊIJĀÉIEGÈĀĀĤIĪĀMÔO **ÀĤĤĪĀGÈ** GÉÁĐIĪÉÁÉGDĤĤÀĐGDĪÈÈĜJGDĀSG'ÉHH
- ÁJĐGİĐĪĒÄËIĤĤĪĀĐĤÉĀCÊGÊĒIÄÉÍÉÍÉIÄÉĜĐĤĀMÖÖÄÉĐJĪNĀ
- ÄIEGÈĒÄËIĪÉĐÈGĀÄÉĪĤFĀŃÓĀMÄĐGGĀÓÓÖNĀ

## IMPLEMENTATION AND DOCUMENTATION

- ÂĜĐGDĜKÊĀÂĜĤĐĤÈĜĤĤFÄĐĤÉÄÉGDĪĜĤĤÄÉGDĤĤÄMÄĐGGĀÓÓÖNĀ
- ĜĪĤĪĪÄĀĐJĤĪĪÄÉGDĤĤÄMÄÄNÄMÄĐGGĀÓÓÖNĀ
- ÄĀÂĜĐGDĜÄCÊJĜÉIJÄĐĤĤÉÄIĪĤJĐGĤĤÄÄÄMĈÄNĀ



