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1. INTRODUCTION

In 2023, the City of Dallas (City), Department of Aviation (DoA) initiated this Master Plan for Dallas Love Field (DAL or Airport). The Master Plan serves as a roadmap for the implementation of Airport improvements necessary to serve forecast aviation demand and meet the needs of the Airport. The documentation of the Master Plan is presented in the following chapters:

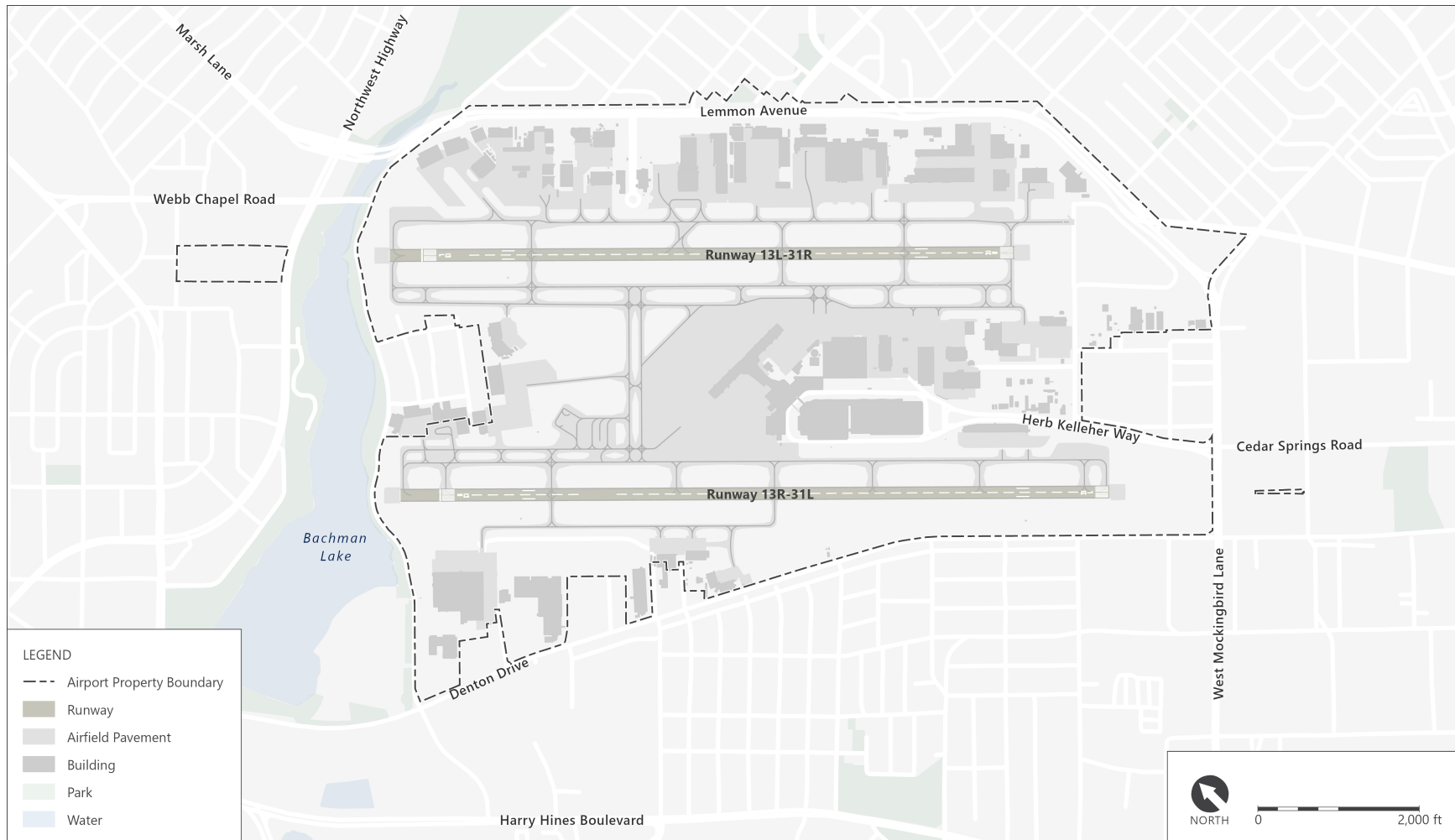
- Chapter 1: Introduction
- Chapter 2: Inventory of Existing Conditions
- Chapter 3: Aviation Activity Forecasts
- Chapter 4: Facility Requirements
- Chapter 5: Alternatives Development and Analysis
- Chapter 6: Preferred Airport Development Plan
- Chapter 7: Alignment with Sustainability Priorities
- Chapter 8: Environmental Overview
- Chapter 9: Implementation Plan
- Chapter 10: Financial Plan
- Chapter 11: Public and Stakeholder Outreach

This chapter summarizes the Airport setting, Airport history, and Master Plan process.

1.1 AIRPORT SETTING

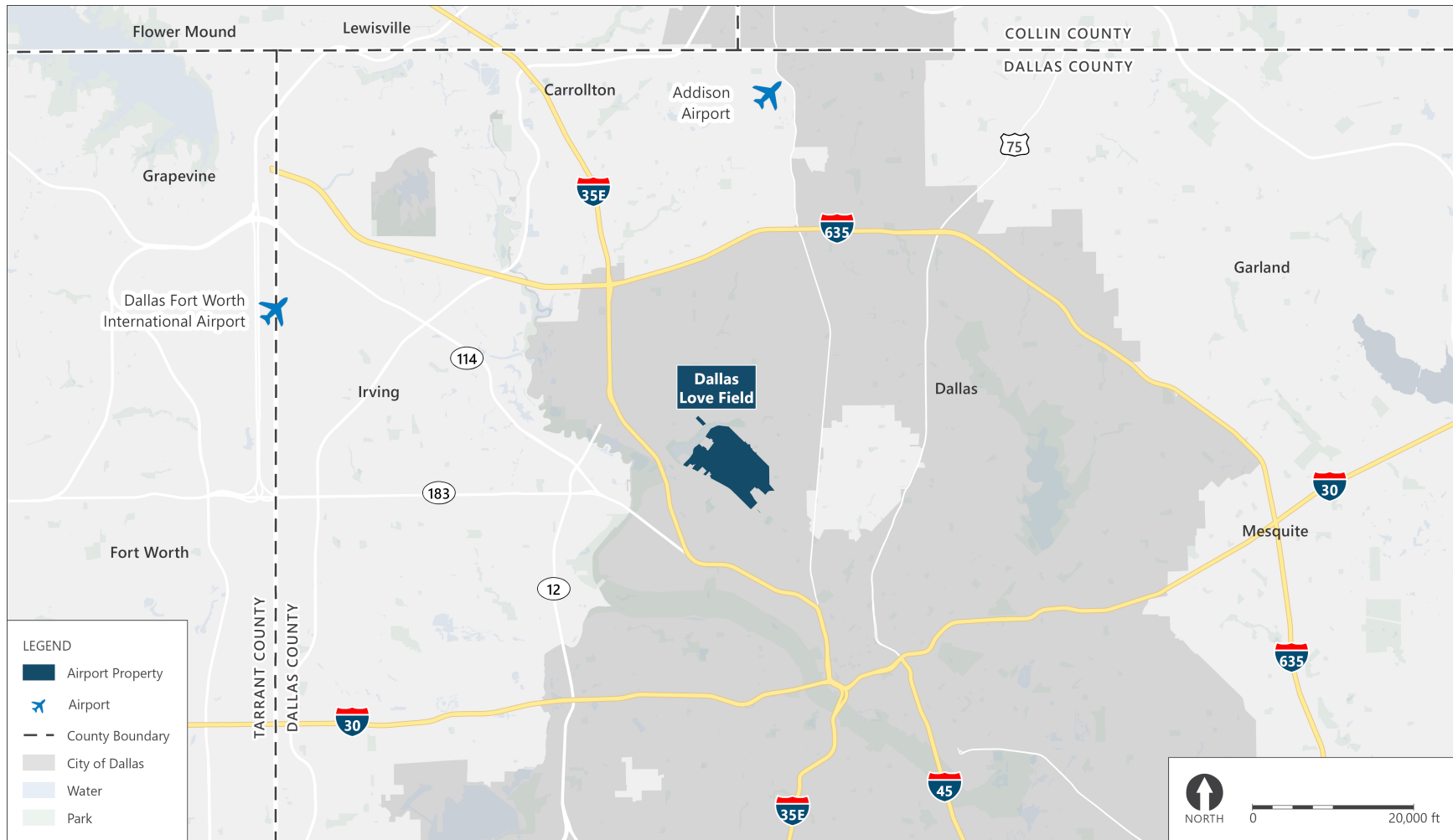
The Airport is located in an urbanized area within the Dallas city limits, approximately 7 miles north of downtown Dallas. Regional highway access to the Airport is provided by Dallas North Tollway, Stemmons Freeway (Interstate 35E [I-35E]), and John W. Carpenter Freeway (State Highway 183). Regional arterial access is provided by West Mockingbird Lane, Lemmon Avenue, Harry Hines Boulevard, and Northwest Highway. Other arterial roadways in the immediate vicinity of the Airport include Inwood Road, Denton Drive, West Lovers Lane, and Midway Road. The geographic location of the Airport is shown on **Exhibit 1-1**, and the vicinity surrounding the Airport is depicted on **Exhibit 1-2**. The Airport, owned by the City and operated by the DoA, encompasses approximately 1,300 acres.

EXHIBIT 1-1 AIRPORT LOCATION



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport components); US Census Bureau, 2023 (roadways, water); Esri, November 2024 (parks).

EXHIBIT 1-2 AIRPORT VICINITY



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property); US Census Bureau, 2023 (roadways, water, county, city); Esri, November 2024 (parks).

1.2 AIRPORT HISTORY

In 1917, Dallas Love Field was named to honor First Lieutenant Moss Lee Love, who served in the United States Army and perished in San Diego in September 1913. The Airport originally encompassed several hangars and a grass landing strip.

For nearly 100 years, DAL has been providing commercial service to North Central Texas. In June 1927, the City purchased the Airport (with formal approval from the City Commission in 1928), and in the following year (1929), airline service was initiated at DAL, including Braniff who later moved its primary operation and maintenance base to DAL in 1934. Upon completion of the paved runway, commercial air service grew and additional airlines such as American Airlines (American) and Delta Air Lines (Delta).

Early flights were operated from a passenger terminal near Bachman Lake, which later served as Southwest Airlines' (Southwest) corporate headquarters. In 1940, a new terminal building was opened at the end of what is now George Coker Circle. After World War II, the building was expanded twice to accommodate the growing demand for commercial airline service to Dallas.

In 1958, the existing terminal building was developed in its current location, featuring the first moving walkways and first fully automated airport monorail system (Jetrail) of any US airport. The terminal building location was adjacent to what is now Herb Kelleher Way, and could accommodate more flights and an increased number of passengers. Prior to the opening of Dallas Fort Worth Regional Airport (now Dallas Fort Worth International Airport [DFW]) on January 13, 1974, DAL was the primary airport serving North Central Texas.

Southwest initiated service at DAL on June 18, 1971, as an intrastate airline with flights serving Dallas to/from Houston and San Antonio using gates acquired from Delta on the North Concourse. The airline later expanded service from the Airport to most major cities in Texas. The 1978 Airline Deregulation Act gradually removed federal regulation of routes and fares, while maintaining federal oversight of aviation safety standards. This legislation allowed Southwest to fly interstate routes, set competitive fares, and maximize efficiency through the structure of the airline's route network, contributing to quick growth as the airline effectively competed with major airlines.

In 1979, Speaker of the U.S. House Jim Wright introduced legislation¹ that would restrict interstate service from DAL as a result of concern that such service would negatively affect DFW. Section 29 of the International Air Transportation Competition Act of 1979 (Wright Amendment) prohibited service between DAL and any destination outside of Texas, aside from the four states surrounding Texas: Arkansas, Louisiana, New Mexico, and Oklahoma. In 1997, the Shelby Amendment added Kansas, Alabama, and Mississippi to the DAL service area; Missouri was added in 2005. In 2006, the Five-Party Agreement among the City, Southwest, Dallas Fort Worth International Airport Board, American, and City of Fort Worth was signed, citing agreement to seek enactment of legislation to allow for a gradual repeal of the Wright Amendment over the course of 8 years. This agreement was later codified into federal law as the Wright Amendment Reform Act² of 2006, which amended Section 29 of the Wright Amendment by reducing the number of gates from 32 to 20 and allowing nonstop domestic flights to/from DAL throughout the United States upon Wright Amendment expiration (October 13, 2014).

In response to the changing legislation, industry, and demand, the Love Field Modernization Program (LFMP) was completed in 2014, which consisted of a modified terminal to include a centralized concourse, comprising 20

¹ Library of Congress, "International Air Transportation Competition Act of 1979," <https://www.congress.gov/bill/96th-congress/house-bill/5481> (accessed November 25, 2025).

² *Wright Amendment Reform Act of 2006*, 49 U.S.C. (2006).

domestic gates, additional baggage claim area, and additional ticketing area. Since the completion of the LFMP, the number of passengers transiting DAL has nearly doubled. In fiscal year (FY) 2023, DAL was the busiest medium-hub airport in the United States, serving approximately 17.5 million passengers with only 20 gates.

1.3 OVERVIEW OF MASTER PLAN PROCESS

While DAL is constrained to 20 gates, demand has outgrown the original activity forecasts of the LFMP, and the effects of the significant growth in a short period of time have been felt at the Airport. As such, the DoA is taking a prominent role in defining a plan to accommodate this growth safely, efficiently, and economically. The purpose of the DAL Master Plan is to complete a comprehensive airport study that identifies short-, medium-, and long-term (20-year) development needed to support future aviation demand at the Airport. While the future airfield was considered, the primary focus of the Master Plan process was on the terminal facility and landside elements, such as curbside, on- and off-Airport roadways, rental car facilities, and parking facilities. Airport support facilities were also considered throughout the study.

Exhibit 1-3 depicts the Master Plan process, and the following were the objectives of the DAL Master Plan:

- Plan future development of the terminal area through 2045.
- Incorporate innovations and technologies.
- Accommodate growing passenger demand, while balancing terminal and landside capacities.
- Optimize infrastructure and resources in an operationally, financially, and environmentally sustainable manner.
- Represent the future-looking vision for the Airport.
- Engage stakeholders and community members to share information and stimulate public support.
- Maintain long-term financial stability.

In addition, the following Federal Aviation Administration (FAA) requirements were incorporated into the Master Plan:

- FAA-approved activity forecast to support capital and financial investments at DAL
- Airport Layout Plan (ALP) drawing set, along with supporting documents in accordance with FAA Airports Standard Operating Procedure (SOP) 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)*, effective October 1, 2013
- Financial Plan that outlines project sequencing, justification, and funding eligibility for FAA and state grants

EXHIBIT 1-3 AIRPORT MASTER PLAN PROCESS



SOURCE: Ricondo & Associates, Inc., October 2025.