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## 2. INVENTORY OF EXISTING CONDITIONS

The Master Plan's inventory presented in this chapter describes existing conditions as of November 2023 and planned improvements for various facilities at Dallas Love Field, which is operated and managed by the City's DoA. This inventory describes the airfield, terminal, landside, Airport tenant, and airline and Airport support facilities; utility infrastructure; land uses; sustainability practices; and environmental conditions. The inventory will support the DoA when it evaluates capability of existing facilities to accommodate future demand.

### 2.1 AIRFIELD FACILITIES

This section presents an overview of the airfield facilities. For more detailed information, reference the ALP set<sup>1</sup> in **Appendix A**. *NOTE: at the time of this inventory, the ALP was under development. As such, this inventory reflects prior existing conditions, as of November 2023. The ALP in Appendix A was approved by the FAA April 2024.*

The Airport is served by two parallel runways, Runways 13R-31L and 13L-31R, that serve commercial airline and GA traffic. Most of the GA facilities are located on the east side of the airfield.

The Airport Reference Code (ARC) generally classifies an airport according to its ability to accommodate certain categories of aircraft operations. An ARC does not limit the types of operations that can occur at an airport but is used to broadly identify various planning and design parameters that help ensure safe operations. It is most often determined based on the Aircraft Approach Category (AAC) and the Airplane Design Group (ADG) of aircraft using or expected to use the airport on a regular basis (at least 500 operations per year); however, the FAA also considers local characteristics when determining an airport's ARC. The AAC is designated by a letter that represents aircraft approach speed, and the ADG is designated by a Roman numeral based on aircraft wingspan and tail height. The ARC is the combination of the AAC and ADG. The current DAL ARC is C-III. Examples of ADG-III aircraft include the Boeing 737 and regional jets. Even though the existing taxiways do not meet ADG-IV standards, ADG-IV aircraft can be accommodated at the Airport with approval of a prior permission request and by following an approved taxiway route provided by Airport Traffic Control Tower (ATCT) personnel.

The Airport runway, taxiway, and taxilane system are described in the following subsections.

#### 2.1.1 RUNWAYS AND RUNWAY EXITS

The parallel runways at the Airport are 2,975 feet apart, measured centerline to centerline. **Table 2-1** summarizes the physical characteristics of the runways and **Exhibit 2-1** depicts the airfield layout.

**Table 2-2** identifies the instrumentation and lighting available for each runway. The four runway ends are equipped to support Instrument Landing System (ILS) Category I (CAT I) approaches. Runway ends 31R and 13L have Special Authorization CAT I/II approaches. The existing published declared distances are detailed in **Table 2-3**.

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<sup>1</sup> The Dallas Love Field Airport Layout Plan (ALP) set featured in Appendix A includes Sheet 2 *Existing Airport Layout Plan*, Sheet 3 *Ultimate Airport Layout Plan*, and Sheet 6 *Data Sheet*.

TABLE 2-1 RUNWAY CHARACTERISTICS

DESCRIPTION	RUNWAY 13R-31L	RUNWAY 13L-31R
Length (feet)	8,800	7,752
Width (feet)	150	150
Runway End Elevation (feet AMSL)	13R: 476.31 31L: 476.39	13L: 476.82 31R: 486.81
Touchdown Zone Elevation (feet AMSL)	13R: 478.42 31L: 476.41	13L: 484.89 31R: 486.90
Displaced Threshold (feet)	490 (13R)	400 (13L)
Shoulder Width (feet)	25	24
Runway Markings	Precision	Precision
<b>Load Bearing Capacity (1,000-pound units)</b>		
Single Wheel	120	100
Dual Wheel	250	200
Dual-Tandem Wheel	875	350
Runway Composition	Concrete	Concrete
Gradient	0.001%	0.129%
Current Runway Status	Active	Active

NOTE:

AMSL – Above Mean Sea Level

SOURCE: City of Dallas, Department of Aviation, September 2023 (Airport Data Sheet).

TABLE 2-2 RUNWAY INSTRUMENTATION AND LIGHTING

INSTRUMENTATION / LIGHTING	RUNWAY 13R	RUNWAY 31L	RUNWAY 13L	RUNWAY 31R
<b>Approach Aids</b>				
Localizer	•	•	•	•
Glide Slope Indicator	•	•	•	•
Distance Measuring Equipment	•	•	•	•
Outer Marker Beacon	•	•	•	•
Runway Visual Range Transmitter	•	•	•	•
<b>Approach Lighting System</b>				
Precision Approach Path Indicator	•	•	•	•
Medium-Intensity Approach Light System with Runway Alignment Indicator Lights		•	•	•
<b>Runway Lighting</b>				
High-Intensity Runway Edge Lights	•	•	•	•
Touchdown Zone Lights		•	•	
Runway Centerline Lights	•	•	•	•

SOURCE: City of Dallas, Department of Aviation, September 2023 (Airport Data Sheet, Existing Airport Layout Plan).

EXHIBIT 2-1 DALLAS LOVE FIELD AIRFIELD LAYOUT



NOTE:

1 As of July 2024, crossfield Taxiways F and G were completed and operational.

SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

TABLE 2-3 DECLARED DISTANCES

RUNWAY	TAKEOFF RUN AVAILABLE (FT)	TAKEOFF DISTANCE AVAILABLE (FT)	ACCELERATE-STOP DISTANCE AVAILABLE (FT)	LANDING DISTANCE AVAILABLE (FT)
13R	8,800	8,800	8,800	8,310
31L	8,800	8,800	8,000	8,000
13L	7,752	7,752	7,752	7,352
31R	7,752	7,752	6,952	6,952

SOURCE: City of Dallas, Department of Aviation, September 2023 (Airport Data Sheet, Existing Airport Layout Plan).

### 2.1.1.1 RUNWAY 13R-31L

Runway 13R-31L is 8,800 feet long and 150 feet wide. Runway 13R has a displaced landing threshold of 490 feet and complies with runway safety area (RSA) standards. Runway 13R-31L recently underwent a mill and overlay project and has new concrete pavement along the entire length of the runway. In conjunction with the mill and overlay project, runway exits along Runway 13R-31L were replaced and reconfigured. Aircraft arriving on Runway 13R can exit the runway on six taxiways to the east (C1, C2, C3, C4, C5, or C6) and one to the west (C5), as shown on Exhibit 2-1. Aircraft arriving on Runway 31L can exit the runway to the east on six taxiways (C4, C5, C6, C7, C9, or C10) and to the west on two taxiways (C5 and C7). All taxiway exits are right-angled.

### 2.1.1.2 RUNWAY 13L-31R

To comply with RSA standards, a displaced landing threshold of 400 feet is in place on Runway 13L. Aircraft arriving on Runway 13L can exit the runway to the east on three taxiways (M3, M2, or M1) or to the west on four taxiways (A3, A2, A1, or M1), as shown on Exhibit 2-1. The west exit on Taxiway A3 is a 45-degree exit and the rest are right-angled. Runway 31R has three taxiway exits to the west (M3, M4, and M5) to access the terminal and four taxiway exits to the east (A2, A3, A4, and A5) to access GA facilities. All are right-angled exits, except for Taxiway A3, which is greater than 90 degrees.

## 2.1.2 TAXIWAYS AND TAXILANES

As depicted on Exhibit 2-1, Runway 13L-31R has two full-length parallel taxiways, Taxiways A and B. Runway 13R-31L has one full-length taxiway, Taxiway C, on the terminal side of the runway. Taxiway T parallels Runway 13R-31L on the west side, extending north from Taxiway C5 to serve the northwest tenant area. *NOTE: As of July 2024, the two crossfield taxiways, Taxiways F and G, were completed and operational. Currently, Taxiways F and G provide connectivity between the parallel runway systems.* **Table 2-4** presents the taxiway data.

TABLE 2-4 TAXIWAY DATA

TAXIWAY	ADG-TDG	WIDTH (FT)	SAFETY AREA (FT)	TOFA (FT)	TESM (FT)	SHOULDER WIDTH (FT)	LIGHTING
A	III-5	75	118	171	15	22	MITL, CL
B	III-4	75	118	171	15	22	MITL, CL
C	III-5	75	118	171	15	23	MITL, CL
D	III-4	75	118	171	10	25	Edge
E	III-4	75	118	171	10	25	Edge
K	III-4	75	118	171	15	24	MITL
L	III-4	75	118	171	15	20	MITL, CL
M	III-4	75	118	171	15	20	MITL, CL
T/L N	III-4	75	118	158	15	None	MITL, CL
P	III-4	75	118	171	15	N/A	CL
T/L Q	III-4	75	118	158	15	N/A	CL
R	III-4	75	118	171	15	N/A	MITL, CL
S	III-4	75	118	171	15	25	MITL, CL
T	III-4	75	118	171	15	20	MITL, CL
W	II-4	56	79	124	10	None	MITL

## NOTES:

ADG – Airplane Design Group

CL – Centerline

EREF – Edge Reflector

MITL – Medium Intensity Taxiway Light

N/A – Not Applicable

TDG – Taxiway Design Group

TESM – Taxiway Edge Safety Margin

TOFA – Taxiway Object Free Area

T/L – Taxilane

SOURCE: City of Dallas, Department of Aviation, September 2023 (Airport Data Sheet).

### 2.1.3 RAMP AREAS

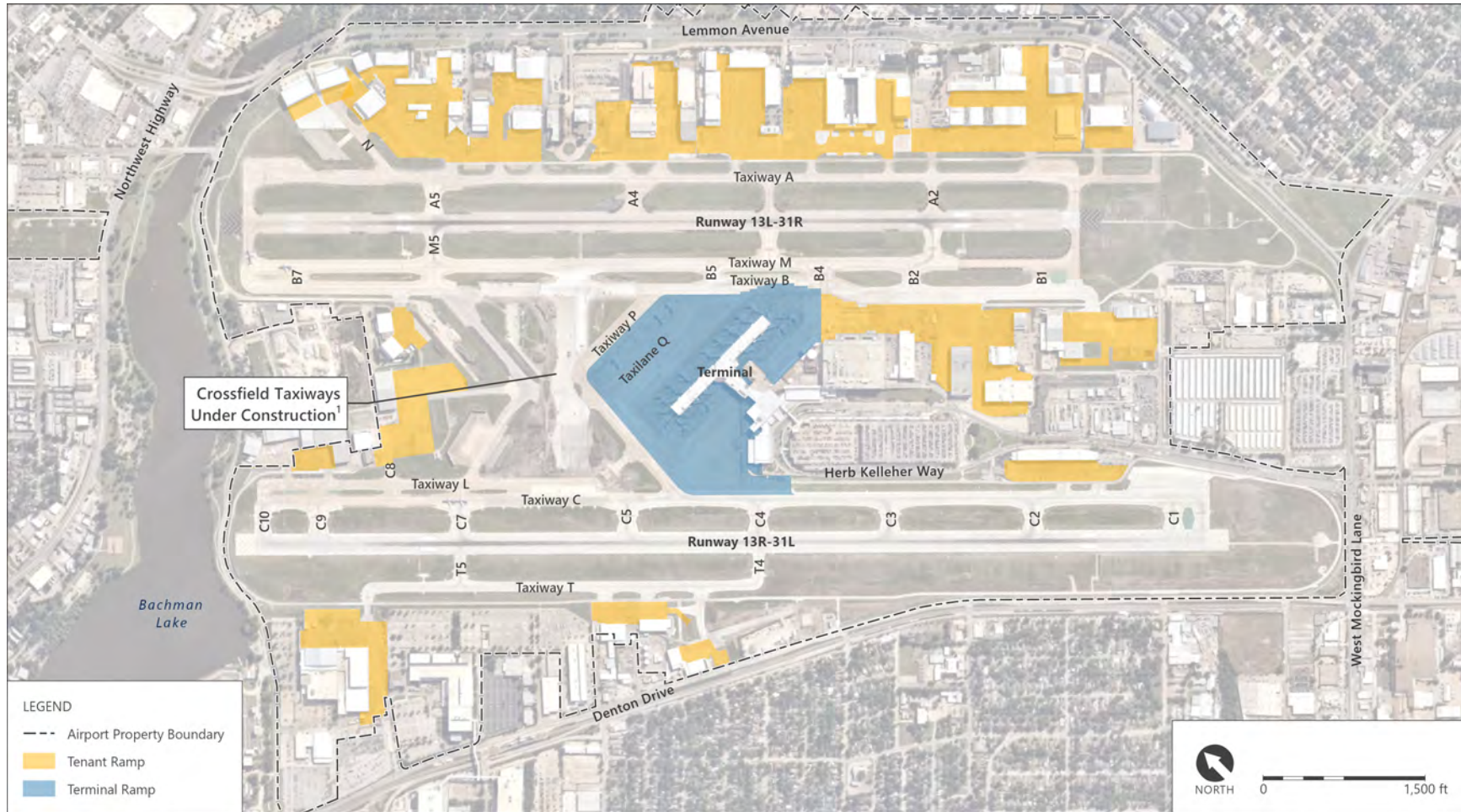
Ramp areas comprise the terminal apron and tenant (general aviation and aircraft maintenance) aprons to the north, west, and east of the terminal area, as shown on **Exhibit 2-2**.

### 2.1.4 FENCING AND SECURITY GATES

A Transportation Security Administration (TSA)-approved Comprehensive Airport Security Plan was adopted for the Airport. The most current plan at the time of inventory development was approved on August 18, 2023.

The Airport is completely fenced, with controlled access to the Air Operations Area (AOA). The fencing consists mostly of chain-link fencing 6 to 8 feet high and wrought-iron fencing. A clear area of at least 5 feet on each side of the fence line ensures objects cannot be used to aid in scaling the fence line or obscure the visibility of climbing devices. Access points are available through gates around the Airport and are controlled by a barrier system. Some gates are electronic; other gates are manually operated, and some of the manually operated gates are staffed 24 hours each day. Characteristics of the gates depend on their location and on the type of personnel that utilize these gates. Closed-circuit television (CCTV) camera coverage of the airfield is limited.

EXHIBIT 2-2 RAMP AREAS



NOTES:

1 As of July 2024, crossfield Taxiways F and G were completed and operational.

2 Tenant ramps exist off Airport property near Taxiway L.

SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., 2025.

## 2.1.5 METEOROLOGICAL DATA

Meteorological data are used to determine wind coverage for the runways at the Airport – the direction of the wind and times during which those wind directions are experienced. **Table 2-5** presents the wind coverage for all weather and instrument flight rules (IFR) conditions.

TABLE 2-5 WIND COVERAGE

ALL WEATHER WIND ROSE				
Runway	10.5 Knots	13.0 Knots	16.0 Knots	20.0 Knots
All Runways	92.83%	97.24%	99.50%	99.93%
Runways 13L and 13R	79.83%	83.07%	84.78%	85.06%
Runways 31L and 31R	58.48%	60.33%	61.60%	61.85%
IFR WEATHER WIND ROSE				
Runway	10.5 Knots	13.0 Knots	16.0 Knots	20.0 Knots
All Runways	95.00%	97.78%	99.26%	99.73%
Runways 13L and 13R	72.78%	73.91%	74.74%	75.00%
Runways 31L and 31R	67.57%	69.67%	70.84%	71.17%

NOTE:

IFR – Instrument Flight Rules

SOURCE: National Oceanic and Atmospheric Administration, Station 722580, Dallas Love Field, September 2023 (data for August 2013 through August 2023).

## 2.1.6 PLANNED AIRFIELD IMPROVEMENTS

Planned airfield developments anticipated to be constructed by the time of the Master Plan conclusion were identified. These improvements can be found in Appendix A. The first improvement, a set of parallel crossfield taxiways, Taxiways F and G, were being constructed north of the terminal area. The project includes reconstruction of portions of Taxiways B, C, D1 (serving the terminal apron), L, and W and is expected to be completed by the end of 2024. Upon completion, this development will improve aircraft access into and out of the terminal area, while providing more direct access to future aeronautical development and deicing support. The perimeter road will also be relocated through this area. *NOTE: As of July 2024, the two crossfield taxiways, Taxiways F and G, were completed and operational. Currently, Taxiways F and G provide connectivity between the parallel runway systems.*

The second improvement is the Runway13L-31R RSA improvements project. This project includes Runway 13L-31R RSA improvements, the elimination of direct access into the GA ramp from Runway 13L-31R via Taxiway A2, and corrections to non-standard taxiway profiles along Taxiway A. Taxiway A2 will be replaced with a new ADG III taxiway approximately 300 feet to the south. Operations on Runway 13L-31R will be impacted during these improvements. This project is expected to be completed by summer 2026.

## 2.2 PASSENGER TERMINAL FACILITIES

As depicted on **Exhibit 2-3**, the Airport's Main Terminal is located midfield of the two parallel runways. Vehicular traffic accesses the terminal from the southeast from West Mockingbird Lane onto Herb Kelleher Way (formerly Cedar Springs Boulevard), as shown on Exhibit 2-1. **Exhibit 2-4** depicts the gate numbers and the aircraft parking apron. All gates are preferentially assigned and designed to accommodate up to an ADG-III aircraft.

EXHIBIT 2-3 TERMINAL AREA

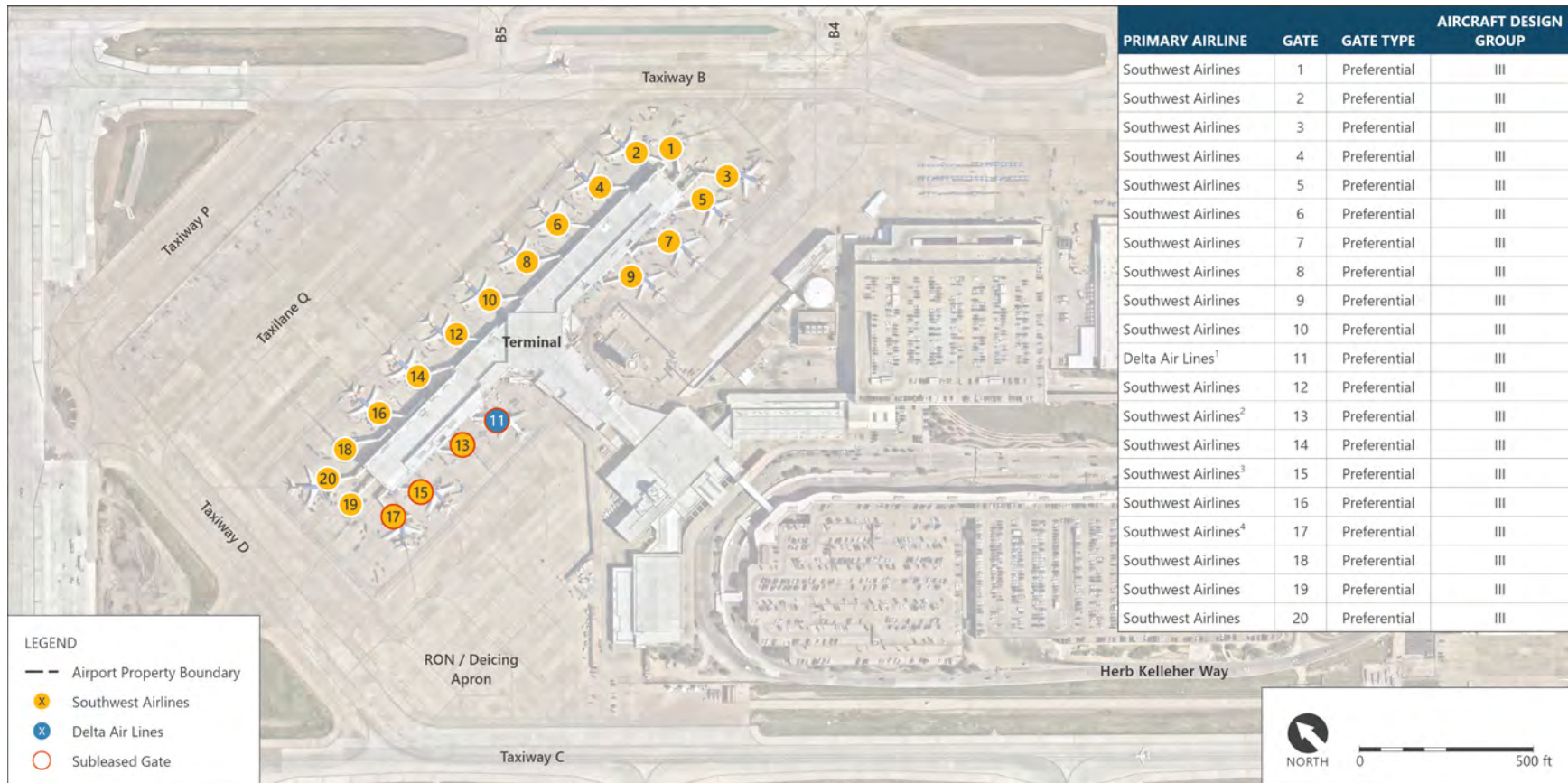


NOTES:

ATCT – Airport Traffic Control Tower; CUP – Central Utility Plant; GUB – General Use Building; LEB – Law Enforcement Building

SOURCES: Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

EXHIBIT 2-4 TERMINAL GATES



NOTES: RON – Remain Overnight

- Gate 11 is leased to American Airlines. American Airlines subleases this gate to Alaska Airlines. Alaska Airlines sub-subleases this gate to Delta Air Lines.
- Gate 13 is leased to American Airlines. American Airlines subleases this gate to Alaska Airlines. Alaska Airlines and Southwest Airlines hold a reciprocal license agreement for Gate 13 allowing shared use of the gate. Alaska Airlines discontinued service at Dallas Love Field (DAL) in May 2025.
- Gate 15 is leased to United Airlines. United Airlines subleases this gate to Southwest Airlines. Southwest Airlines and Alaska Airlines hold a reciprocal license agreement for Gate 15 allowing shared use of the gate. Alaska Airlines discontinued service at DAL in May 2025.
- Gate 17 is leased to United Airlines. United Airlines subleases this gate to Southwest Airlines.

SOURCES: City of Dallas, Department of Aviation, August 2023 (records); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale), Alan Mathew, Senior Manager – Properties & Airline Affairs,, City of Dallas, Department of Aviation, "Inventory Chapter – 2025 gate allocation," email to Colleen Quinn, Senior Vice President, Ricondo & Associates, Inc., December 23, 2025;.

## 2.2.1 POLITICAL REQUIREMENTS AND CONSTRAINTS

The Airport experienced years of flight restrictions due to the enactment of the Wright Amendment in 1980. However, beginning in 1997, as the political, business, and economic climates changed, various amendments and actions began easing those flight restrictions. Several studies, analyses, and amendments were prepared leading up to the Five-Party Agreement (FPA), enacted in June 2008. The FPA was executed to define the expansion terms and restrictions on the Airport. Signatories to the agreement included the City, the City of Fort Worth, the Dallas Fort Worth International Airport Board, Southwest, and American. The main provisions of the FPA consisted of eliminating the restrictions on nonstop service from the Airport in 2014, as stipulated in the Wright and Shelby Amendments,<sup>2</sup> as well as reducing the number of operational gates from 32 to 20 as soon as practicable. The Wright Amendment Reform Act of 2006 memorialized the standards agreed to in the FPA by amending Section 29 of the Wright Amendment. This initiated the LFMP, which reduced the number of available gates to 20 and reconfigured and modernized the terminal facility, creating the current terminal configuration.

## 2.2.2 TERMINAL FACILITY OVERVIEW

The Main Terminal building consists of the terminal and the concourse. The terminal includes check-in, baggage claim, and all other spaces before and including the security screening checkpoint (SSCP). The concourse includes areas past the SSCP. The main portion of the terminal comprises three primary levels (Levels 0, 1, and 2), a supplemental Level 3, and an office tower (formerly a ramp control tower) five levels above that. The Main Terminal building is described, by level and area, in the following sections. **Table 2-6** summarizes the space within the Main Terminal building by function.

All terminal area calculations are based on the spatial polygons shown in **Appendix B**.<sup>3</sup>

## 2.2.3 BASEMENT LEVEL (LEVEL 0)

Level 0, or the basement level, of the Main Terminal is primarily non-public space with the exception of non-secure circulation corridors connecting passengers from the lower-level roadway to the main level. Non-public space includes circulation, building systems and maintenance space, Airport facilities, TSA, airlines, other tenant spaces, and non-public restrooms. **Table 2-7** shows the area of each space by building category. **Exhibit 2-5** depicts the space in plan view.

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<sup>2</sup> The Wright Amendment restricted flights from Dallas Love Field (DAL) to neighboring states unless an intermediate stop was made within Texas or an adjacent state. The purpose of the Shelby Amendment was to gradually lift the restrictions of the Wright Amendment, eventually allowing flights from DAL to operate nonstop throughout the United States.

<sup>3</sup> The assignments and orientation of spaces depicted in Appendix B may differ from this inventory due to minor changes since July 2022.

TABLE 2-6 TERMINAL SPACE BY FUNCTION

BUILDING SPACE CATEGORY	TOTAL AREA (SQ FT) <sup>1</sup>	EXAMPLES OF SPACE USES
Airline Support	89,540	Airline offices, lockers, and breakrooms
Airport Support	75,310	Offices, breakrooms, storage for Department of Aviation and Dallas Police Department, and loading docks
Available	2,150	Space currently not occupied or not leased
Baggage Claim	24,080	Baggage claim devices and passenger waiting/queuing
Building Support Systems (MEP / IT)	123,610	MEP, communications, and IT
Circulation	213,250	Secure, non-secure, and non-public circulation (vertical circulation included)
Concessions (including concessions support and amenities)	56,970	Sales and storage spaces, kitchens, management offices, art lounge, play areas, sensory rooms, pet relief areas, ATMs, pay phones, shoeshine, and USO
Holdrooms	52,350	Passenger seating and airline gate podiums and equipment
Inbound Baggage Makeup	12,880	Baggage conveyors and tug lanes
Other (Agencies and Contractors)	1,370	ARINC (airport/airline/aircraft communications provider), AT&T, National Weather Service, and USO
Outbound Baggage Makeup	39,850	Baggage conveyors, checked baggage inspection system, baggage makeup devices, and tug lanes
Outbound Baggage Screening	17,310	Checked baggage inspection system and related elements
Rental Car	2,210	Rental car counters and offices
Restrooms (Secure and Non-Secure)	7,970	Secure and non-secure restrooms available to the public (Restrooms not available to passengers are grouped into the spatial function they serve.)
Ticketing	10,150	Ticket counters and queue areas, self-service devices and queue areas, ticketing lobby, and seating areas
Transportation Security Administration	21,960	Offices, breakrooms, and other leased space and non-leased space associated with SSCPs
Vertical Circulation	10,010	Stairs, escalators, elevators, and associated circulation areas
<b>Total of All Areas</b>	<b>760,970</b>	

## NOTES:

ATM – Automated Teller Machine

IT – Information Technology

MEP – Mechanical, Electrical, and Plumbing

SSCP – Security Screening Checkpoint

USO – United Service Organizations

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the *Dallas Love Field Master Plan Update* (May 2015).<sup>1</sup> Total area was rounded to the nearest 10 square feet.SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023.

TABLE 2-7 BASEMENT LEVEL (LEVEL 0) SPACE SUMMARY

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Airline Support	1,650
Airport Support	18,020
Building Support Systems (MEP / IT)	43,800
Non-Public Circulation	39,450
Non-Secure Circulation	8,150
Outbound Baggage Screening	17,310
Transportation Security Administration Support	310
<b>Total Basement Level Space</b>	<b>128,690</b>

## NOTES:

IT – Information Technology

MEP – Mechanical, Electrical, and Plumbing

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the *Dallas Love Field Master Plan Update* (May 2015).<sup>1</sup> Total space was rounded to the nearest 10 square feet.SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023.

### 2.2.3.1 CIRCULATION

Regarding circulation, the basement level primarily includes non-public access hallways that provide Airport staff access to mechanical and support spaces. There are also non-secure corridors in the southern portion of the building that connect to the lower-level roadway.

### 2.2.3.2 BUILDING SUPPORT SYSTEMS AND MAINTENANCE

The areas assigned as building support systems and maintenance include mechanical, electrical, and plumbing (MEP) rooms, baggage rights-of-way, non-public restrooms, information technology (IT) closets, pump rooms, a lighting vault, elevator mechanical rooms, janitorial rooms, and intermediate distribution frame (IDF) rooms, which house communications and data equipment.

### 2.2.3.3 AIRPORT SUPPORT

Restrooms, storage, and a loading dock are maintained on this level.

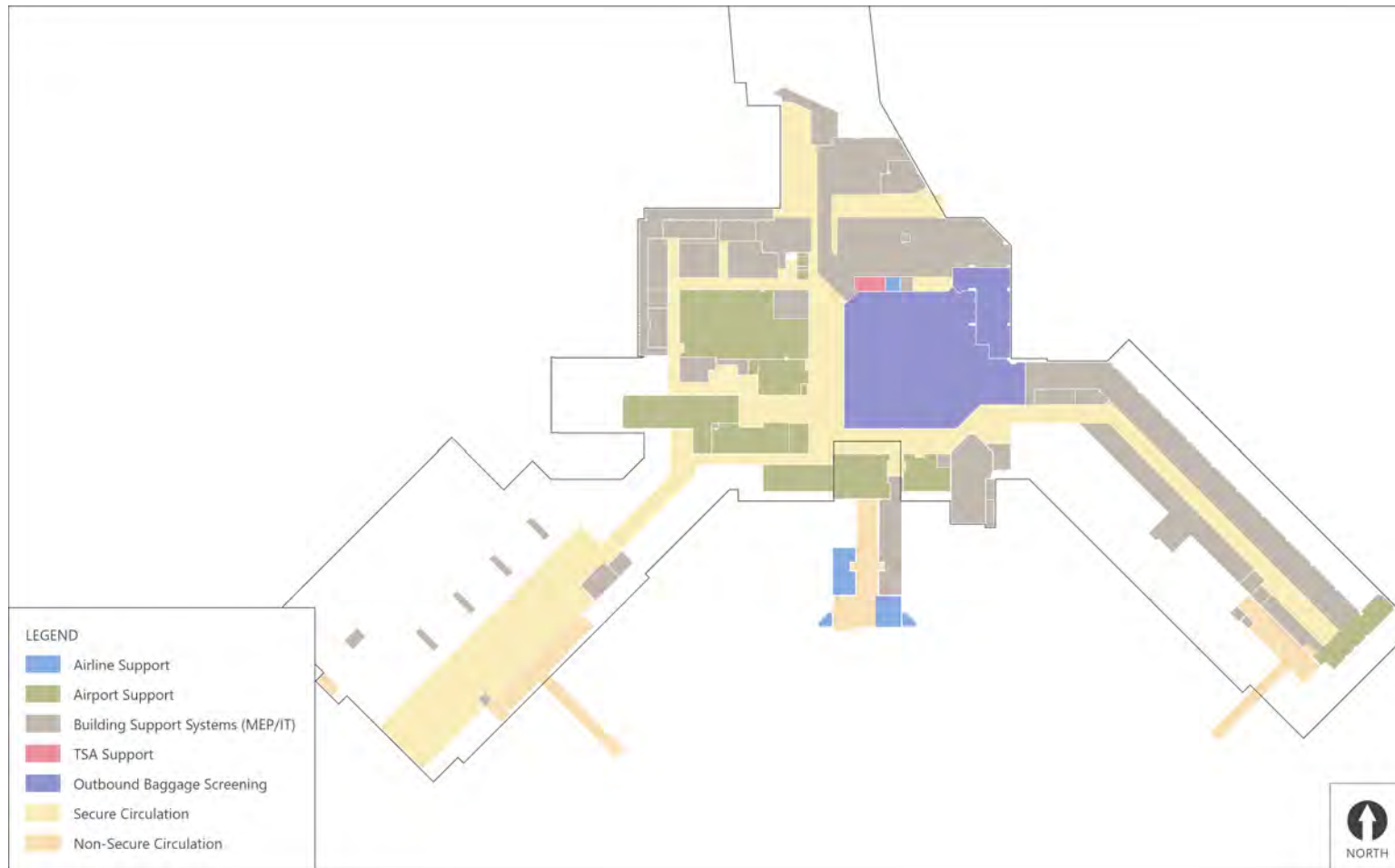
### 2.2.3.4 AIRLINE SUPPORT

Airline support on this level includes a breakroom and curbside baggage check-in areas for Southwest, as well as office space for sublessees.

### 2.2.3.5 TRANSPORTATION SECURITY ADMINISTRATION / BAGGAGE SCREENING

Checked baggage is screened at this level of the terminal. Space includes areas for the checked bagged inspection system (CBIS), checked baggage resolution area (CBRA), and the TSA on-screen resolution (OSR) control room.

EXHIBIT 2-5 TERMINAL SPACE ALLOCATION – BASEMENT LEVEL



NOTES:

IT – Information Technology; MEP – Mechanical, Electrical, and Plumbing; TSA – Transportation Security Administration

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

### ***Checked Baggage Inspection System***

The CBIS is designed as a fully integrated in-line screening system. The CBIS comprises the following key components and features. **Exhibit 2-6** shows the eXaminer explosive detection system (EDS) machines and the checked baggage inspection area.

- Screening Shunt (SS) Lines: The CBIS employs four SS lines, which serve as pathways for directing baggage toward the EDS machines.
- eXaminer 3DX EDS Machines: The CBIS is equipped with four eXaminer 3DX EDS machines. These machines use advanced imaging technology to scan and detect potential threats within checked baggage. Each EDS machine has a screening capacity to process up to 674 bags per hour.
- Vanderlande Sort Units: The CBIS integrates three Vanderlande sort units using the high-capacity diverter (HCD). These units assist in guiding baggage to appropriate lanes and supporting baggage-flow control.
- Automated Tag Reader (ATR): The CBIS is equipped with a state-of-the-art ATR. This technology scans and captures bag tags, providing necessary information for baggage tracking and reconciliation.
- Bag Measuring Array (BMA): The CBIS uses a BMA to assess the dimensions of bags. This technology distinguishes between in-gauge and out-of-gauge bags.
- Daifuku Vertical Sort Units (VSUs): Within the CBIS, there are four Daifuku VSUs integrated to efficiently sort bags that have been cleared by the EDS machines onto the clear line subsystem.

### ***Checked Baggage Resolution Area***

The CBRA is designed to use mobile inspection tables (MITs) and is equipped with the following components, which are further defined in **Table 2-8**.

- Bag Inspection Stations (BISs): The CBRA accommodates 16 BISs. These stations are equipped with handheld scanners used by TSA personnel to scan bag barcodes. This aids in reconciling security statuses after bags pass through the EDS screening.
- Bag Status Displays (BSDs): A total of 16 BSDs are installed on the BISs to furnish both the security ID and status of the bag.
- Secondary Viewing Stations (SVSs): This area has 16 SVSs.
- Handheld Scanners: Within the CBRA, there are 16 zebra-type handheld scanners. These devices are plugged into the BSD computers.
- System Status Displays (SSDs): The CBRA incorporates six SSDs, which are computers graphically displaying the baggage handling system (BHS) operation.
- MITs: The CBRA houses 44 MITs, which transport bags from CBRA arrival to TSA BISs for additional inspection.
- Programmable Logic Controller (PLC): The CBRA has a PLC from the AB L72 series for the MIT system, configured as a hot-backup solution.

EXHIBIT 2-6 EXAMINER EXPLOSIVE DETECTION SYSTEM MACHINE AND CHECKED BAGGAGE INSPECTION AREA



SOURCE: Vic Thompson Company, August 17, 2023.

TABLE 2-8 CHECKED BAGGAGE RESOLUTION AREA COMPONENTS

ITEM ID	DEFINITION	LOCATION/ZONE	MANUFACTURER	MODEL / SERIAL NO.	QUANTITY
BIS	Bag Inspection Station	CBRA	N/A	N/A	16
BSD	Bag Status Display	CBRA	Elo	Elo Touch Monitor	16
SVS	Secondary Viewing Station	CBRA	PLANAR	PXL2430MW	16
Hand Scanner	Hand Scanner	CBRA	SYMBOL	LS3408	16
MIT-SV	MIT SmartView	CBRA/Enclosure	Daifuku	Unknown	1
MIT	Mobile Inspection Table	CBRA	Daifuku	Unknown	44
PLC-MIT	Programmable Logic Controller for MIT	CBRA	Allen-Bradley	L72	2
SSD	System Status Display	CBRA	Sharp Business Systems	Unknown	6
EDD	Explosive Detection Device	CBRA	Smiths Detection	IONSCAN	8

NOTES:

CBRA – Checked Baggage Resolution Area

N/A – Not Applicable

SOURCE: Vic Thompson Company, August 17, 2023.

### ***On-Screen Resolution Area***

The OSR area is a designated space equipped with specific TSA and BHS components, such as SSDs and primary viewing stations.

- SSDs: Within the OSR area, there are two SSDs. These displays are used for viewing and presenting the overall status of the BHS.
- Primary Viewing Stations: This area has three primary viewing stations. This equipment aids the TSA in determining the screening status of bags that do not receive the “cleared” status from the EDS machine.

### **2.2.3.6 BAGGAGE HANDLING SYSTEM CONTROL CENTER**

The BHS control center comprises two distinct dedicated rooms: the BHS server/PLC room and the BHS control room. Each room serves specific functions to maintain the operation of the BHS, as described in the following subsections.

#### ***Baggage Handling System Server / Programmable Logic Controller Room***

- BHS Server Rack: This room houses the central BHS server rack, which contains two BHS servers configured in fault-tolerant redundant mode. The BHS servers use virtualization technology to run multiple virtual machines, optimizing resource utilization and ensuring the efficient functioning of BHS-specific applications. These include the sort controller, reporting tools, and other relevant applications.
- Storage Area Network: A storage area network is integrated into the server rack, providing centralized and scalable storage for data and applications.
- Network Switches: There are two network switches for communication between the BHS servers, PLCs, and other networked components.
- Uninterruptible Power Supply: Three uninterruptible power supplies are installed to ensure nonstop operation of the server rack and its associated systems.
- Firewall: A firewall is integrated within the server rack to enable remote virtual private network (VPN) access.
- PLCs: The room contains five pairs of PLCs configured to control the outbound and inbound subsystems. These PLCs are set up in hot-backup mode for full redundancy, minimizing downtime and ensuring smooth operation.

#### ***Baggage Handling System Control Room***

- Maintenance Diagnostic System: Two maintenance diagnostic systems are available in the control room. These systems provide tools for monitoring, diagnosing, and visualizing the BHS components and performance.
- SSDs: Two SSDs are mounted on the wall, providing real-time visual information about the status and performance of the BHS. This enables operators to briefly monitor the system.
- Sick Remote Diagnostic Tool Application: A dedicated computer in the control room is used for the Sick Remote Diagnostic Tool application.
- Printers: The control room is equipped with two HP printers for printing reports related to the BHS operation and performance.

### **2.2.3.7 OTHER AGENCIES AND CONTRACTORS**

AT&T occupies space on this level for its telecommunications and Wi-Fi services equipment.

## 2.2.4 MAIN LEVEL (LEVEL 1)

Level 1, or the main level, of the Main Terminal includes the ticketing and check-in wing and the baggage claim wing that flank the main passenger lobby and circulation. These spaces are primarily non-secure areas and are the main entry and exit points of the terminal. From the main lobby, departing passengers enter the SSCP. Once screened, they use the vertical circulation core to enter the departures level of the terminal, also referred to as the passenger level.

The main level of the terminal below the passenger concourse is not public space. It houses airline operations space, the outbound baggage makeup area, and concessions support and storage.

**Table 2-9** presents the area of each space by building category. **Exhibit 2-7** depicts the space in plan view.

TABLE 2-9 MAIN LEVEL (LEVEL 1) SPACE SUMMARY

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Airline Support	85,720
Airport Support	27,640
Available Space	1,100
Baggage Claim	24,080
Building Support Systems (MEP / IT)	17,230
Concessions	6,650
Inbound Baggage Makeup	12,880
Non-Public Circulation	15,950
Secure Circulation	5,400
Non-Secure Circulation	46,880
Other	470
Outbound Baggage Makeup	39,850
Rental Car	2,210
Restrooms (non-secure)	2,420
Ticketing	10,150
Security Screening Checkpoint (SSCP)	21,960
TSA Support	9,700
<b>Total Main Level Space</b>	<b>330,290</b>

NOTES:

IT – Information Technology

MEP – Mechanical, Electrical, and Plumbing

TSA – Transportation Security Administration

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the *Dallas Love Field Master Plan Update* (May 2015).

<sup>1</sup> Total space was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023.

EXHIBIT 2-7 TERMINAL SPACE ALLOCATION – MAIN LEVEL



NOTES:

IT – Information Technology; MEP – Mechanical, Electrical, and Plumbing; TSA – Transportation Security Administration

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

#### 2.2.4.1 AIRLINE SUPPORT

On the main level, airline support facilities include airline ticket offices, administrative and operational offices, storage facilities, baggage service offices (BSOs), break areas, and non-public vending areas.

#### 2.2.4.2 CIRCULATION

Circulation areas include secure, non-secure, and non-public space. The non-secure circulation before the SSCP connects the ticketing/check-in and baggage claim lobbies with the main lobby and terminal curbside. Secure circulation connects all holdrooms and also includes the passenger vertical circulation core that leads departing passengers up a level from the SSCP to the passenger level and gates. Another vertical circulation core near the SSCP allows arriving passengers to exit into the main lobby on the passenger level (this is considered non-secure circulation). Non-public spaces are not accessible to passengers.

#### 2.2.4.3 OUTBOUND BAGGAGE

On the main level, the baggage makeup (BMU) area encompasses a set of components to ensure efficient flow of baggage onto departing aircraft. **Table 2-10** lists elements of the system; key components of the outbound BMU area include the following:

- Sortation/BMU Units: The sortation area consists of three BMU units positioned to collect bags that have undergone security screening and received a clear status. These BMU units serve as interim storage points for baggage that is ready for flight.
- SSDs: Eight SSDs are installed within the BMU area. These displays provide real-time graphical representations of the overall operational status of the BHS.
- ATRs: Two ATRs are used in the automated processing of baggage tags for accurate routing and sorting of baggage, ensuring each bag is correctly matched to its designated flight.
- HCDs: Four Vanderlande HCDs are used to sort bags to the appropriate BMU units.
- Flight Information Display Systems (FIDSs): There are six FIDSs to assist airline agents in identifying and matching bags to specific flights. These displays provide flight-related information to facilitate the process of loading baggage onto departing aircraft.

#### 2.2.4.4 TRANSPORTATION SECURITY ADMINISTRATION / SECURITY SCREENING CHECKPOINT

The SSCP is in the lobby of the main level, as shown on Exhibit 2-7. The SSCP comprises 13 screening lanes that include 7 walk-through metal detectors, 6 advanced imaging technology scanners, and 13 baggage X-ray machines. Two queue lanes are designated for priority boarding (including PreCheck), one is designated for Known Crewmembers, and one is designated for general boarding passengers. In addition, CLEAR<sup>4</sup> operates two lanes, one on each side of the queue: one serves PreCheck passengers with CLEAR and the other serves general boarding passengers with CLEAR. Passengers entering the checkpoint queue are directed to one of seven agent podiums for credential checks before passing through the screening lanes.

In addition to operating the SSCP, the TSA leases adjacent office and support space, as listed in **Table 2-11**.

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<sup>4</sup> CLEAR offers passengers expedited access to security screening lines by using biometric technology.

TABLE 2-10 OUTBOUND BAGGAGE MAKEUP AREA – MAIN LEVEL

ITEM ID	DEFINITION	LOCATION/ZONE	LINEAR FEET	NUMBER OF CARTS CAPACITY	MANUFACTURER	MODEL / SERIAL NO.	QUANTITY
BMU1	Bag Makeup Unit 1	Makeup / Sortation Area	200	24	WebbView	Unknown	1
BMU2	Bag Makeup Unit 2	Makeup / Sortation Area	200	24	WebbView	Unknown	1
BMU3	Bag Makeup Unit 3	Makeup / Sortation Area	200	24	WebbView	Unknown	1
SSD	System Status Display	Makeup / Sortation Area	N/A	N/A	Samsung Electronics Co.	Unknown	8
ATR	Automatic Tag Reader	Makeup / Sortation Area	N/A	N/A	SICK	Unknown	2
RFID	Radio Frequency Identification	Makeup / Sortation Area	N/A	N/A	Unknown	Unknown	8
HCD	High-Capacity Diverter	Makeup / Sortation Area	N/A	N/A	Vanderlande	HCD II	4
FIDS	Flight Information Display System	Makeup / Sortation Area	N/A	N/A	Unknown	Unknown	6

NOTE:

N/A – Not Applicable

SOURCE: Vic Thompson Company, August 17, 2023.

TABLE 2-11 TRANSPORTATION SECURITY ADMINISTRATION SPACE – MAIN LEVEL

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Security Screening Checkpoint Lanes	11,410
Queuing Area	10,5502
Offices	8,720
Support Space	720
Storage Space	140
Oversized Baggage Space	130
<b>Total TSA Space – Main Level</b>	<b>31,670</b>

NOTES:

TSA – Transportation Security Administration

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the *Dallas Love Field Master Plan Update* (May 2015).

1 Total space was rounded to the nearest 10 square feet.

2 Queuing area was expanded beyond stanchioned area shown on Exhibit 2-7 to provide greater passenger separation.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023.

#### 2.2.4.5 INBOUND BAGGAGE AND BAGGAGE CLAIM

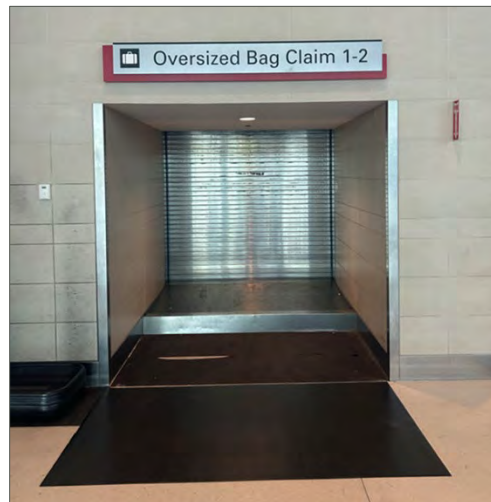
The inbound baggage subsystem at DAL refers to the area and operations dedicated to handling arriving passengers' baggage. The system comprises the following components:

- Carousels (Claim Units): The inbound subsystem consists of four slope-plate carousels, also known as claim units. These carousels are fed by inbound conveyor belt systems, which have checked baggage manually added to the conveyor belt system once the baggage is unloaded from the aircraft and transported to a designated

inbound area. The checked baggage is fed from the inbound conveyor belt system onto one of four baggage claim units, where passengers can retrieve their belongings. Each carousel is 180 linear feet in length.

- FIDSs: Each carousel is equipped with two FIDSs. FIDSs provide passengers with real-time information about arriving flights, baggage claim details, and other relevant information.
- Oversized Baggage Claim Area: This is where arriving passengers retrieve their large items that do not fit on the regular conveyor belt or on the carousels. **Exhibit 2-8** shows Oversized Baggage Claim 1–2.

#### EXHIBIT 2-8 OVERSIZED BAGGAGE CLAIM 1–2



SOURCE: Vic Thompson Company, August 17, 2023.

#### 2.2.4.6 TICKETING AND CHECK-IN

The ticketing and check-in area is on the east wing of the Main Terminal. **Table 2-12** summarizes the areas associated with each check-in function, and **Table 2-13** presents the number of check-in positions or devices by airline.

TABLE 2-12 PASSENGER CHECK-IN AREA BY AIRLINE – MAIN LEVEL

CHECK-IN AREA	SOUTHWEST AIRLINES (SQ FT)	DELTA AIR LINES (SQ FT)	ALASKA AIRLINES (SQ FT)	TOTAL (SQ FT) <sup>1</sup>
Ticketing Queue	3,510	670	670	4,850
Ticket Counters	2,310	540	540	3,390
Curbside Queuing	470	130	130	730
Curbside Ticketing	320	100	100	520
Kiosks	520	150	N/A	660
<b>Total Check-in Area Space – Main Level</b>	<b>7,130</b>	<b>1,590</b>	<b>1,440</b>	<b>10,150</b>

NOTES:

N/A – Not Applicable

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the *Dallas Love Field Master Plan Update* (May 2015).

<sup>1</sup> Area was rounded to the nearest 10 square feet. Some totals may sum due to rounding.

SOURCE: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022.

TABLE 2-13 CHECK-IN POSITIONS OR DEVICES BY AIRLINE – MAIN LEVEL

CHECK-IN POSITION / DEVICE	SOUTHWEST AIRLINES	ALASKA AIRLINES	DELTA AIR LINES	TOTAL
Kiosks	20	4	5	29
Ticket Counters	18	6	4	28
Curbside Check-In Positions	6	1	0	7
<b>Total Check-in – Main Level</b>	<b>44</b>	<b>11</b>	<b>9</b>	<b>64</b>

## NOTE:

Group check-in is provided north of the check-in area on the exterior of the building from 5:00 a.m. to 8:00 a.m. and can be used for all airlines. For this assessment, group check-in was not included in the total.

SOURCE: Jacobsen|Daniels Associates, LLC, September 6, 2023.

#### 2.2.4.7 OVERSIZED BAGGAGE SCREENING AREA

The oversized baggage screening area is located northwest of the ticketing area on the main level. During the check-in or baggage drop-off process, airline staff or automated systems will identify some bags or other items that exceed the standard size limits as oversized. These could be items such as large suitcases, sports equipment, musical instruments, or other bulky items. The oversized baggage is then manually transported to the designated oversized baggage screening area within the Airport. This area is specifically designed to accommodate the manual inspection and additional screening processes required for larger items.

Key features and components of the oversized baggage screening area include the following:

- **Bag Inspection Tables:** These are tables for TSA agents to inspect oversized baggage manually. Bag inspection tables are equipped with tools and technology to visually examine the contents of these bags to ensure they meet security and safety regulations. Two of these are in the oversized inspection area.
- **Explosive Detection Device:** The explosive detection device is a machine designed to detect traces of explosive materials on or within baggage items. Two of these are in the CBRA.

#### 2.2.4.8 AIRPORT SUPPORT FACILITIES

Airport support functions on the main level include janitorial space, custodial storage, a common-use truck dock, storage, a common-use trash room, and Dallas Police Department space. The Airport's badging office is adjacent to the main lobby.

#### 2.2.4.9 CONCESSIONS AND AMENITIES

Concessions space on the main level includes sales space in the public areas and non-public support space and offices. Amenities on this level include vending machines, automated teller machines (ATMs), the Flight Deck Conference Center, and an information booth. Ground transportation and valet services are also located on the main level. These services are discussed in more detail in Sections 2.3.3.1 and 2.3.5.

#### 2.2.4.10 OTHER AGENCIES AND CONTRACTORS

**Table 2-14** lists the other agencies and contractors that use space in the Basement of the Main Terminal. It should be noted that Alto (for-hire car service) has a small counter in the baggage claim area, and Business Executive (for-hire car service) will have a counter in the same area in the near future.

TABLE 2-14 OTHER AGENCIES AND CONTRACTORS SPACE – MAIN LEVEL

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Dallas Police Department	480
Rental Car Agency Counters	2,190
AllClear Office	330
<b>Total Space – Main Level</b>	<b>3,000</b>

## NOTES:

Area calculations are based on Appendix B polygons; these area calculation totals may vary from the Dallas Love Field Master Plan Update (May 2015).

<sup>1</sup> Total space was rounded to the nearest 10 square feet.

SOURCE: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022.

### 2.2.4.11 RESTROOMS

Two non-secure restroom modules are located on the main level. Each module includes a family restroom.

### 2.2.5 PASSENGER LEVEL (LEVEL 2)

The passenger level of the Main Terminal primarily includes gates, holdrooms, concessions space, restrooms, and circulation. **Table 2-15** presents the area of each space by building category. **Exhibit 2-9** depicts the space in plan view.

TABLE 2-15 PASSENGER LEVEL (LEVEL 2) SPACE SUMMARY

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Airline Support	2,180
Airport Support	15,770
Available Space	1,050
Building Support Systems (MEP / IT)	20,030
Holdrooms	52,550
Concessions and Amenities (including concessions support)	46,520
Non-Public Circulation	9,740
Secure Circulation	62,070
Non-Secure Circulation	19,500
Other (USO)	570
Restrooms (secure)	5,550
<b>Total Passenger Level Space</b>	<b>235,530</b>

## NOTES:

IT – Information Technology

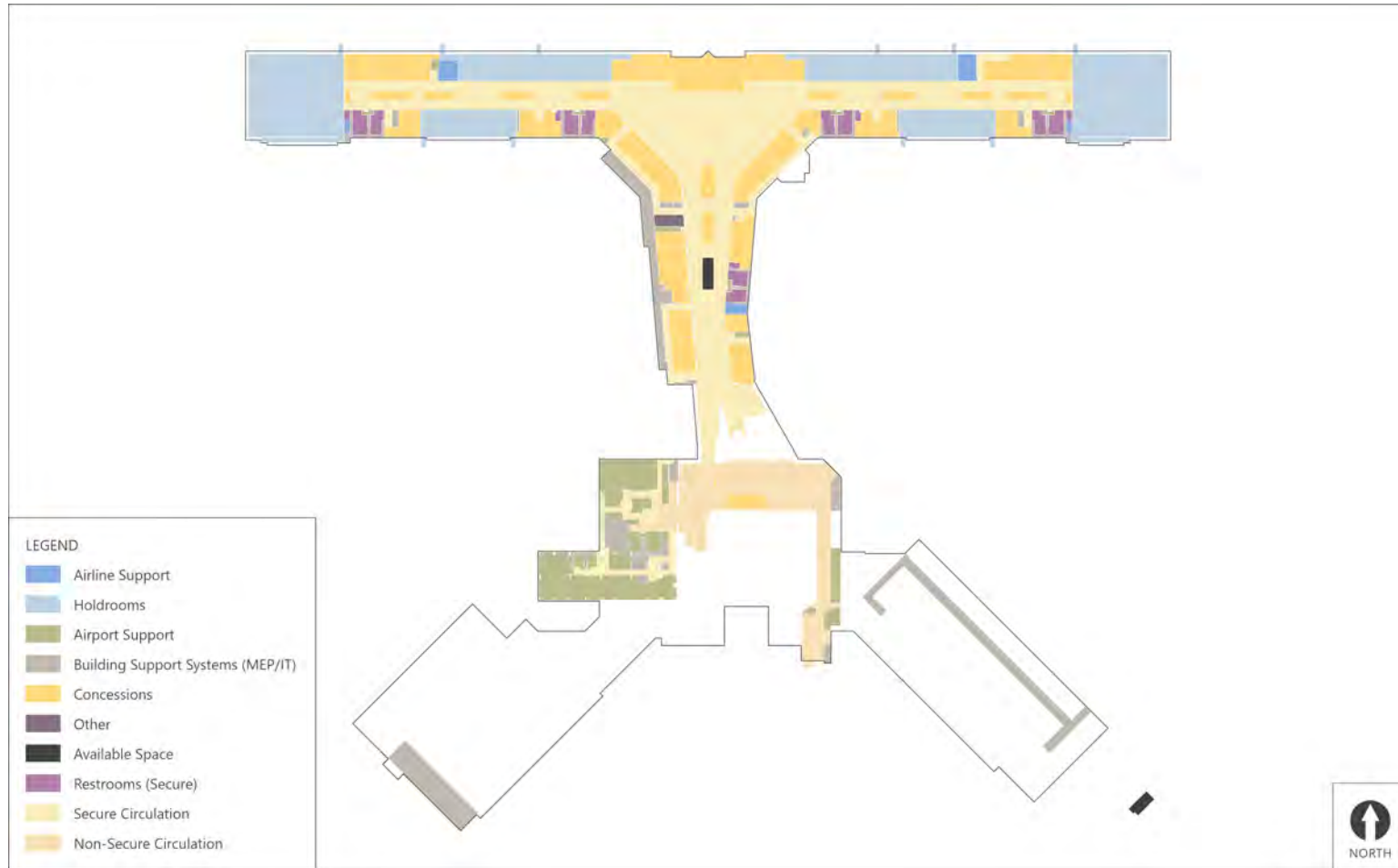
MEP – Mechanical, Electrical, and Plumbing

USO – United Service Organizations

<sup>1</sup> Total space was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, September 15, 2023.

EXHIBIT 2-9 TERMINAL SPACE ALLOCATION – PASSENGER LEVEL



NOTES:

IT – Information Technology; MEP – Mechanical, Electrical, and Plumbing; TSA – Transportation Security Administration

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

### 2.2.5.1 CIRCULATION

Circulation encompasses a wide range of areas in the secure and non-secure portions of the terminal. Circulation areas include hallways and vestibules, as well as vertical circulation, such as elevators, escalators, stairways, and ramps. As passengers exit from the secure side of the passenger level, they can traverse down a non-secure vertical core to the main level or choose a non-secure elevated walkway connecting to Garage A.

### 2.2.5.2 HOLDROOMS

**Table 2-16** presents the holdroom space by gate, and it lists the largest aircraft that can be accommodated at each gate.

TABLE 2-16 HOLDROOM SPACE AND AIRCRAFT SIZE BY GATE – PASSENGER LEVEL

GATES SERVED	TOTAL SPACE (SQ FT)	LARGEST AIRCRAFT ACCOMMODATED	PRIMARY AIRLINE USING GATE
1	2,340	737-800	Southwest Airlines
2	2,340	737-800	Southwest Airlines
3	2,340	737-800	Southwest Airlines
4	2,340	737-800	Southwest Airlines
5	2,340	737-800	Southwest Airlines
Common-Use for 1–5 <sup>1</sup>	2,300	N/A	Common Use
6	2,450	737-800	Southwest Airlines
7	2,320	737-800	Southwest Airlines
8	2,450	737-800	Southwest Airlines
9	2,320	737-800	Southwest Airlines
10	2,550	737-800	Southwest Airlines
11	2,320	737-900	Delta Air Lines
12	2,550	737-800	Southwest Airlines
13	2,320	737-800	Southwest Airlines
14	2,450	737-800	Southwest Airlines
15	2,870	737-800	Southwest Airlines
Common-Use for 15, 17–20 <sup>1</sup>	2,300	N/A	Common-Use
16	2,420	737-800	Southwest Airlines
17	2,220	737-800	Southwest Airlines
18	2,270	737-800	Southwest Airlines
19	2,270	737-800	Southwest Airlines
20	2,270	737-800	Southwest Airlines
<b>Total Holdroom Space</b>	<b>52,350</b>		

NOTES:

N/A – Not Applicable

1 These are designated holdroom areas infilled between assigned holdrooms at the end of the concourses. They are common-use and serve adjacent Gates 1 through 5 on one end and Gates 15 and 17 through 20 on the other end. The rent for these holdrooms is divided by 5 for each of the 5 gates that use the holdrooms and charged to the airline with preferential rights to each gate.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Alan Mathew, Senior Manager – Properties & Airline Affairs., City of Dallas, Department of Aviation, "Inventory Chapter – 2025 gate allocation," email to Colleen Quinn, Senior Vice President, Ricondo & Associates, Inc., December 23, 2025; Jacobsen|Daniels Associates, LLC, September 15, 2023.

### 2.2.5.3 CONCESSIONS AND AMENITIES

Concessions space on the passenger level comprises most of the food and beverage, gift and news, and amenities spaces in the terminal. Amenities spaces include two shoeshine booths, the children’s play area (Lil’ Love Lounge), a mother’s room, the United Service Organizations (USO) center, a service animal relief area (SARA), and the Live at Love Stage. Several vending machines and ATMs are also located along the main circulation hallway. Concessions spaces are located on the perimeter of the building and along the central spine of the main corridors. A food court is located at the T-intersection of the facility. Restaurants flank the perimeter, with a seating area adjacent. Passenger circulation flows around the seating areas.

### 2.2.5.4 BUILDING SYSTEMS AND MAINTENANCE

These systems and spaces include baggage rights-of-way, a common-use compressor, emergency fuel shutoff, facilities maintenance spaces, fire riser, several IDF rooms, janitorial space, a key shop, a lighting vault, and mechanical and electrical rooms.

### 2.2.5.5 AIRPORT SUPPORT FACILITIES

The Airport support facilities on the passenger level include offices, conference rooms, and Airport storage. The remaining space includes a copy room, Airport systems manager space, lost and found, and information booths.

### 2.2.5.6 AVAILABLE SPACE

Approximately 590 square feet of available space is in the center circulation area leading to the holdrooms. It is currently used for concessions seating. Another 430 square feet of available space is located near the walkway from the terminal to Garage C.

### 2.2.5.7 RESTROOMS

Five secure restroom modules are provided on the passenger level. Each module includes family restrooms, and two of the five modules include adult changing rooms. **Table 2-17** summarizes the fixture count and area per module. **Exhibit 2-10** identifies each secure restroom module location.

TABLE 2-17 SECURE RESTROOM FIXTURES – PASSENGER LEVEL

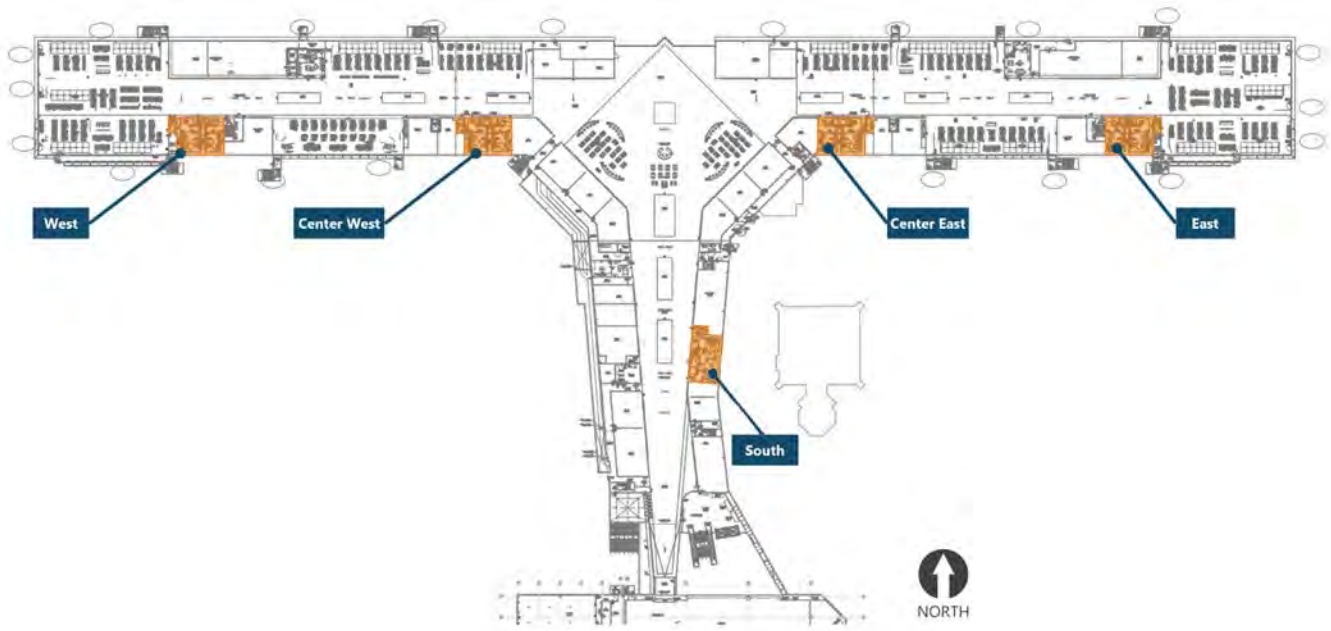
SECURE RESTROOM MODULE NAME	AREA (SQ FT) <sup>1</sup>	FIXTURE COUNT
West	1,150	18
Center West	1,140	18
South	970	12
Center East	1,140	18
East	1,150	18
<b>Total Restroom – Passenger Level</b>	<b>5,550</b>	<b>84</b>

NOTE:

<sup>1</sup> Area was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Level 02.dwg*, October 2015; Ricondo & Associates, Inc., September 2023.

EXHIBIT 2-10 SECURE RESTROOM LOCATIONS – PASSENGER LEVEL



NOTE:

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Level 02.dwg*, October 2015; Ricondo & Associates, Inc., September 2023.

2.2.5.8 AIRLINE SUPPORT FACILITIES

Table 2-18 summarizes the airline support space on the passenger level.

TABLE 2-18 AIRLINE SUPPORT FACILITIES SPACE – PASSENGER LEVEL

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Southwest Airlines Breakroom	1,560
Southwest Airlines In-Flight Storage	380
Southwest Airlines – Subcontractor International RAM	240
<b>Total Airline Support Facilities Space – Passenger Level</b>	<b>2,180</b>

NOTE:

1 Total space was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Jacobsen|Daniels Associates, LLC, September 15, 2023.

### 2.2.6 LEVEL 3

Level 3 space was developed as part of the LFMP, which concluded in February 2015. The third level includes mechanical space over the concourse, as well as DoA offices, concessions management offices, and storage over the non-secure area of the main level. **Table 2-19** presents the space allocation on the third level. **Exhibit 2-11** presents this space in plan view.

TABLE 2-19 LEVEL 3 SPACE SUMMARY

BUILDING SPACE CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Airport Support	4,370
Building Support Systems (MEP / IT)	40,600
Concessions	3,800
Non-Public Circulation	3,510
<b>Total Third Floor Space</b>	<b>52,280</b>

NOTES:

IT – Information Technology

MEP – Mechanical, Electrical, and Plumbing

<sup>1</sup> Total space was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023.

### 2.2.7 OFFICE TOWER

The old ground control tower, located near the southwest corner of the Main Terminal lobby, was retrofitted for offices and storage following the LFMP. Each level contains vertical circulation (stairs and elevators), as well as non-public circulation space. Other current uses of the office tower include the following:

- Level 0 (Basement Level): Airport support space integrated into the basement level of the terminal
- Level 1 (Main Level): DoA offices integrated into the main level of the terminal
- Level 2 (Passenger Level): DoA offices integrated into the passenger level of the terminal
- Level 3: DoA offices, concessions offices, and storage integrated into Level 3 of the terminal
- Level 4: DoA offices and storage, Dallas Police Department offices, restrooms, and mechanical and communications rooms
- Level 5: FAA weather room, various mechanical spaces, and non-public circulation
- Level 6: DoA storage, restroom, elevator machine room, and circulation
- Level 7: Miscellaneous mechanical spaces
- Level 8: DoA storage

EXHIBIT 2-11 TERMINAL SPACE ALLOCATION – LEVEL 3



NOTES:

IT – Information Technology; MEP – Mechanical, Electrical, and Plumbing

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

**Table 2-20** summarizes the office tower space allocation. **Exhibit 2-12** depicts the areas for Levels 4 through 8 (as Levels 1, 2, and 3 are integrated into the basement, main, and passenger levels, respectively).

TABLE 2-20 OFFICE TOWER SPACE SUMMARY (LEVELS 4 THROUGH 8)

BUILDING CATEGORY	TOTAL SPACE (SQ FT) <sup>1</sup>
Airport Support	9,510
Building Support Systems (MEP / IT)	1,950
Other Agencies and Contractors	330
Non-Public Circulation	2,600
<b>Total Office Tower Space</b>	<b>14,390</b>

NOTES:

IT – Information Technology

MEP – Mechanical, Electrical, and Plumbing

<sup>1</sup> Total space was rounded to the nearest 10 square feet.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023.

## 2.2.8 PLANNED TERMINAL IMPROVEMENTS

The Capital Improvement Plan (CIP) for the Airport identifies several planned improvements to the terminal, as presented in **Table 2-21**.

TABLE 2-21 PLANNED TERMINAL IMPROVEMENTS

PROJECT	YEAR PLANNED
Baggage Handling System Upgrades	2023 – analysis; 2024 – design; and 2025 – construction
HVAC System Upgrades	2023 – analysis; and 2024 – construction
Passenger Loading Bridge Door Replacement <sup>1</sup>	2025
Resurface Terrazzo in Secure Portions of Terminal	2025-2026
Carpet Replacement in the Terminal	2025-2026
Love Landing Furniture Replacement	2025-2026
New Soap and Towel Dispensers in Terminal Bathrooms	2025-2026

NOTES:

HVAC – Heating, Ventilation, and Air Conditioning

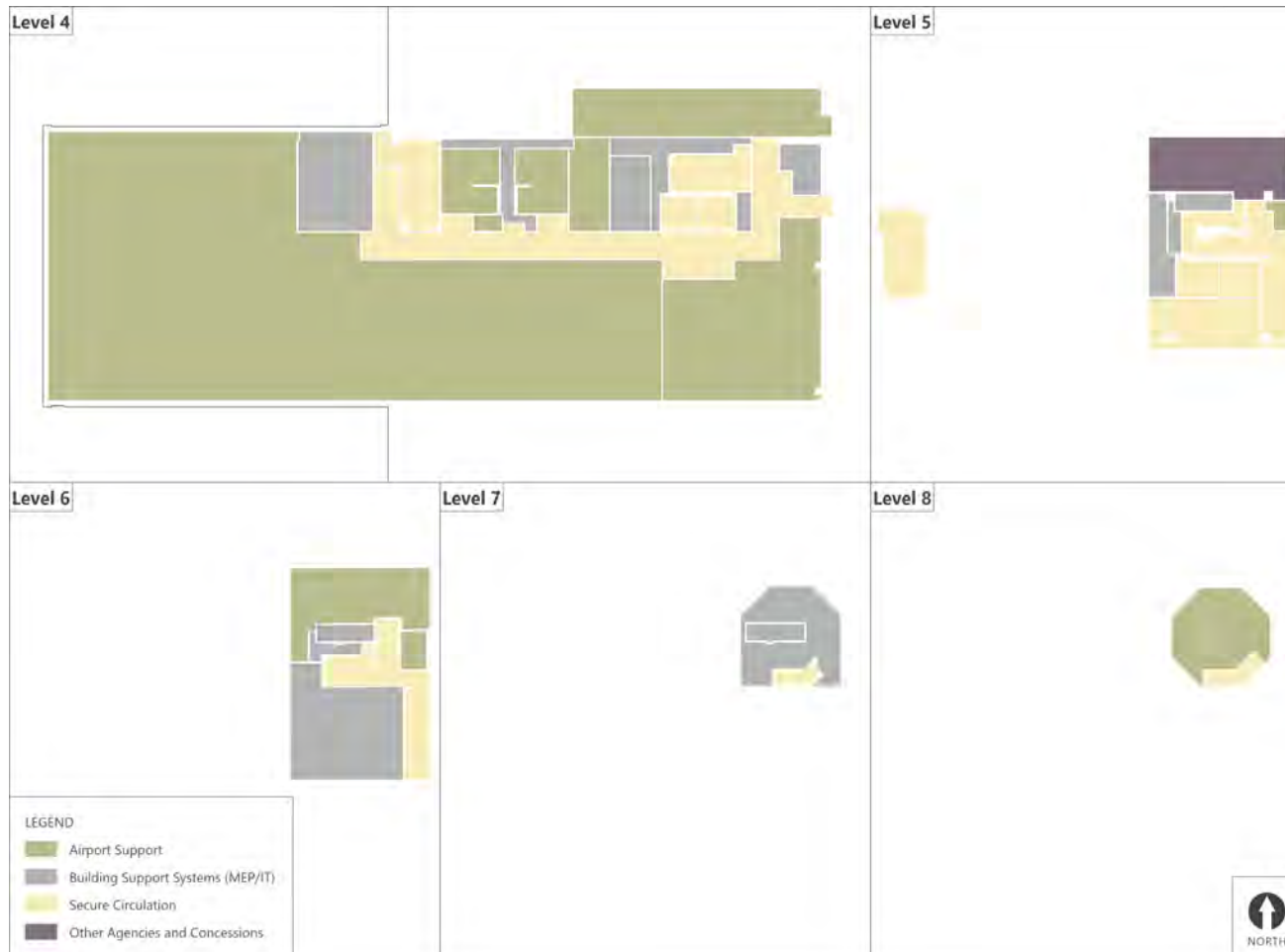
<sup>1</sup> Among the 20 doors for the passenger boarding bridges, 8 have been replaced and 12 will be replaced in 2025.

SOURCES: City of Dallas, Department of Aviation, September 2023 (Airport Capital Improvement Plan); City of Dallas, Department of Aviation, August 9, 2023 (Terminal Improvement Information).

## 2.3 LANDSIDE

Landside facilities comprise the terminal curbside, Airport access and on-Airport roadways, public and employee parking, and other ground transportation facilities.

EXHIBIT 2-12 TERMINAL SPACE ALLOCATION – OFFICE TOWER LEVELS 4 THROUGH 8



NOTES:

IT – Information Technology; MEP – Mechanical, Electrical, and Plumbing

Image is not to scale.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 30, 2022; Corgan, *Area Calculations*, September 15, 2023; Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

### 2.3.1 TERMINAL CURBSIDE

The terminal curbside is used for passenger pick-up and drop-off by multiple modes of vehicles. There are two sets of lanes:

- **Upper-Level Roadway:** This curbside roadway provides drop-off and pick-up access for departing and arriving passengers. The departures curbside runs adjacent to the ticketing lobby. There is an overlap between the departures and arrivals curbsides adjacent to the SSCP. The departures curbside and overlap area are used by private vehicles, taxis, limos, and transportation network companies (TNCs). Adjacent to the baggage claim area is the arrivals curbside, which is used for private vehicle passenger pick-up. The upper-level curbside roadway has four travel lanes, of which two lanes are designated for loading/unloading. This curbside is at the elevation of the Main Terminal.
- **Lower-Level Roadway:** This curbside roadway provides pick-up and drop-off access for ground transportation vehicles. The lower-level roadway is divided into two curbsides. The inner curbside roadway has three lanes and allocates hotel, rental car, and on-site parking shuttles, as well as Dallas Area Rapid Transit (DART) buses and chartered buses/shuttles. The outer curb has two lanes and allocates six Americans with Disabilities Act (ADA) TNC pick-up spaces as well as For-Hire car services.

**Exhibit 2-13** presents a graphical representation of the allocation of space along the two curbsides. In September 2023, the lower-level terminal curbside was reconfigured to allocate the TNC and curbside taxi pick-up areas to other users. TNC and taxi pick-up, except for those passengers needing accessible rides and a portion of rideshare shuttles, were moved to Garage B, as discussed in Section 2.3.5. The upper-level terminal curbside continues to provide space for private vehicle pick-up and drop-offs, as well as TNC and taxi drop-offs.

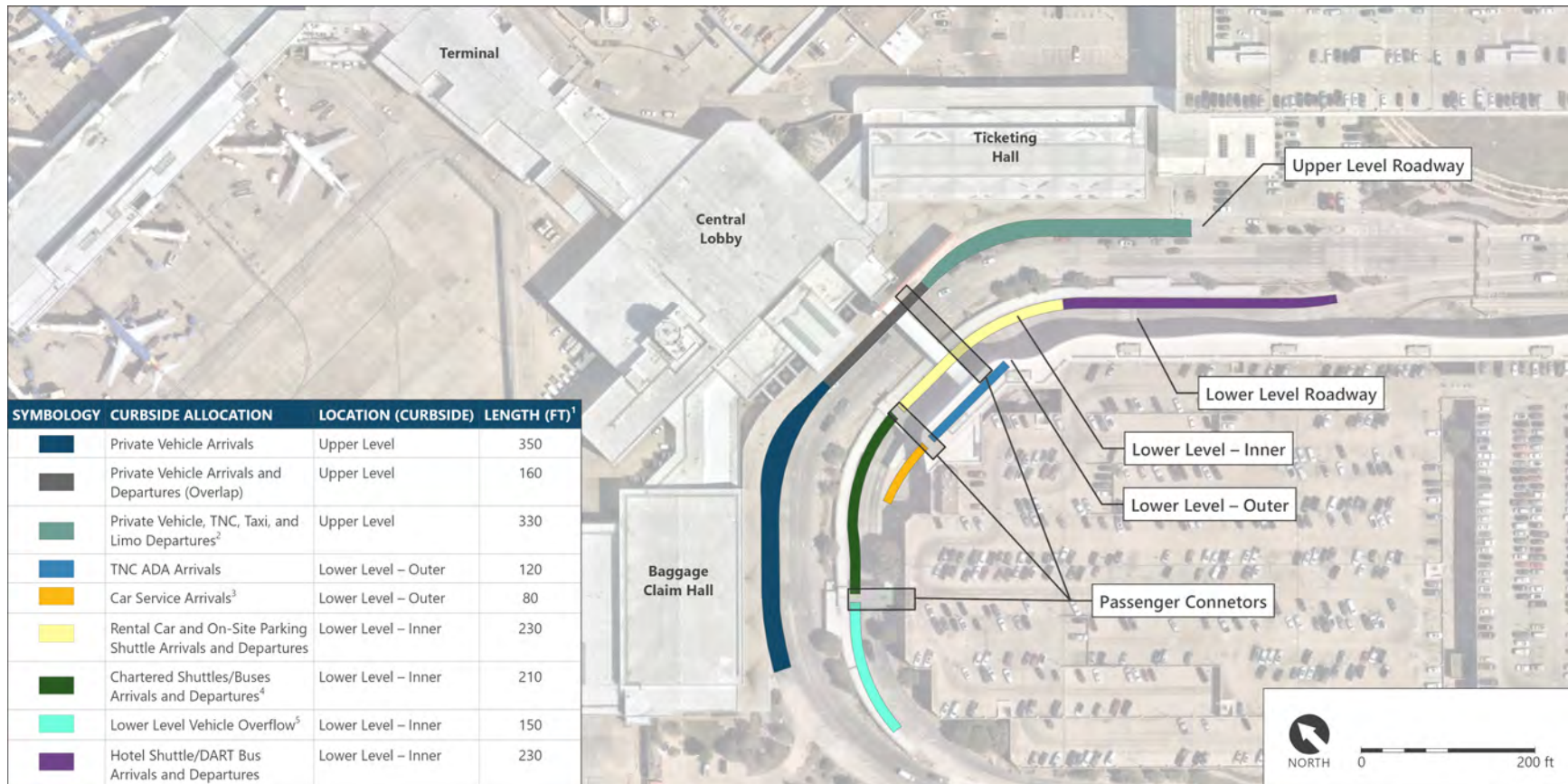
### 2.3.2 AIRPORT ACCESS AND ON-AIRPORT ROADWAY SYSTEM

The major on-Airport roadway system and other Airport-related access roads are described in the following subsections. **Exhibit 2-14** depicts the Airport access and on-Airport roadways.

West Mockingbird Lane is the main arterial roadway providing access to the Airport through a signalized intersection with Cedar Spring Road. Vehicles entering and leaving the Airport terminal area travel by way of Cedar Springs Road from West Mockingbird Lane. In 2014, Cedar Springs Road was renamed to Herb Kelleher Way on the Airport property to honor Southwest's founder. Parking, tenant facilities, and the terminal are located along Herb Kelleher Way, as depicted on Exhibit 2-14.

Herb Kelleher Way circles Garages A and B, providing access into those garages. In addition, Herb Kelleher Way provides access to Garage C and terminal curbsides. Conrail Lane, south of Garage B, connects the outbound and inbound portions of Herb Kelleher Way as a recirculation road.

EXHIBIT 2-13 TERMINAL CURBSIDE ALLOCATION



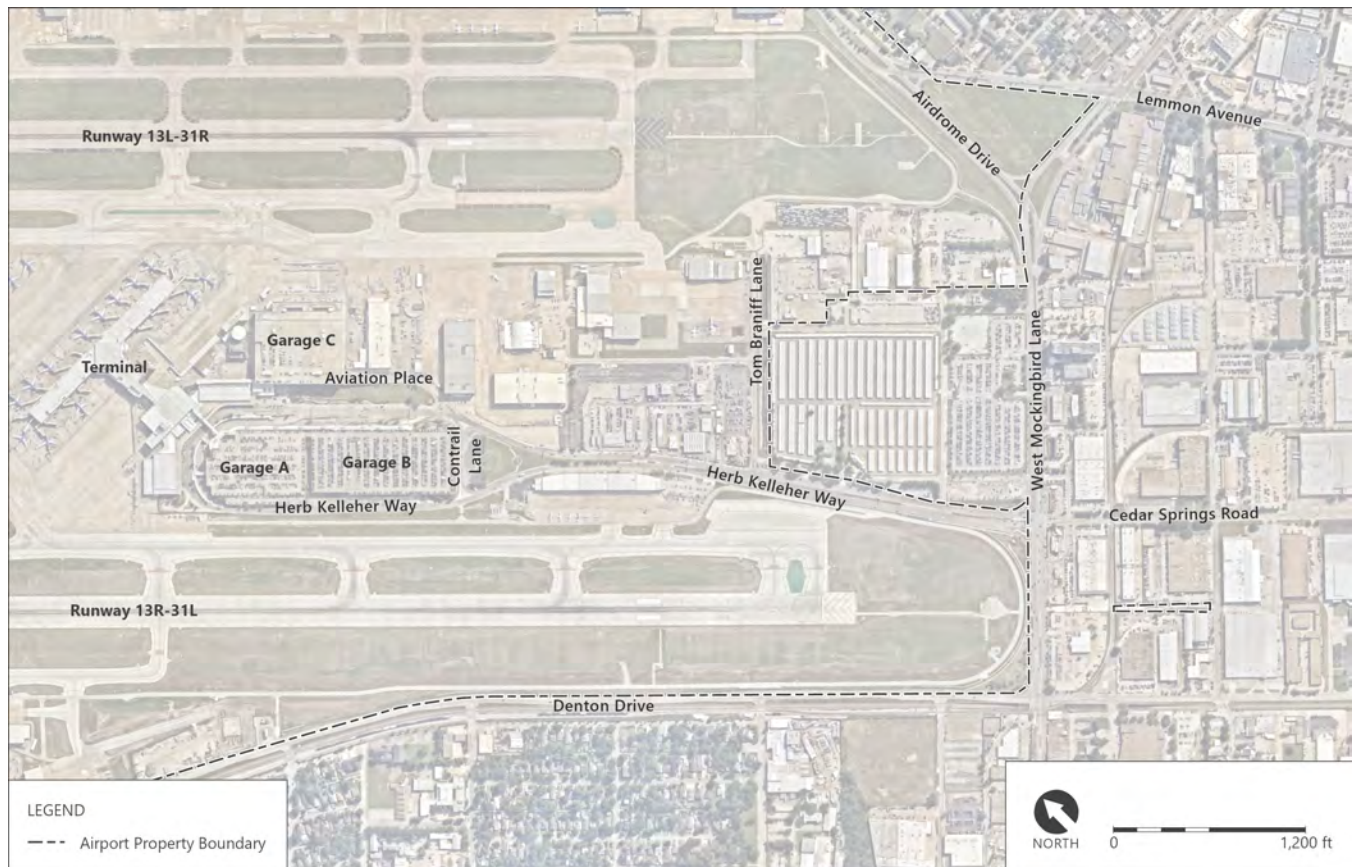
NOTES:

ADA – Americans with Disabilities Act; DART – Dallas Area Rapid Transit TNC – Transportation Network Company;

- 1 Length was rounded to the nearest 10 feet.
- 2 TNC, taxi, peer-to-peer car, and limo arrivals are located in Garage B.
- 3 For-hire car services, such as Alto and Business Executive, pick up passengers on the lower level.
- 4 Rideshare shuttles are split between this area and the TNC area in Garage B.
- 5 Vehicle overflow is provided for chartered shuttles/buses, DART buses, and a single ADA parking space.

SOURCES: City of Dallas, Department of Aviation, *Summary of Leased Spaces*, June 6, 2023 (curbside allocation); Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

EXHIBIT 2-14 AIRPORT ACCESS AND ON-AIRPORT ROADWAYS

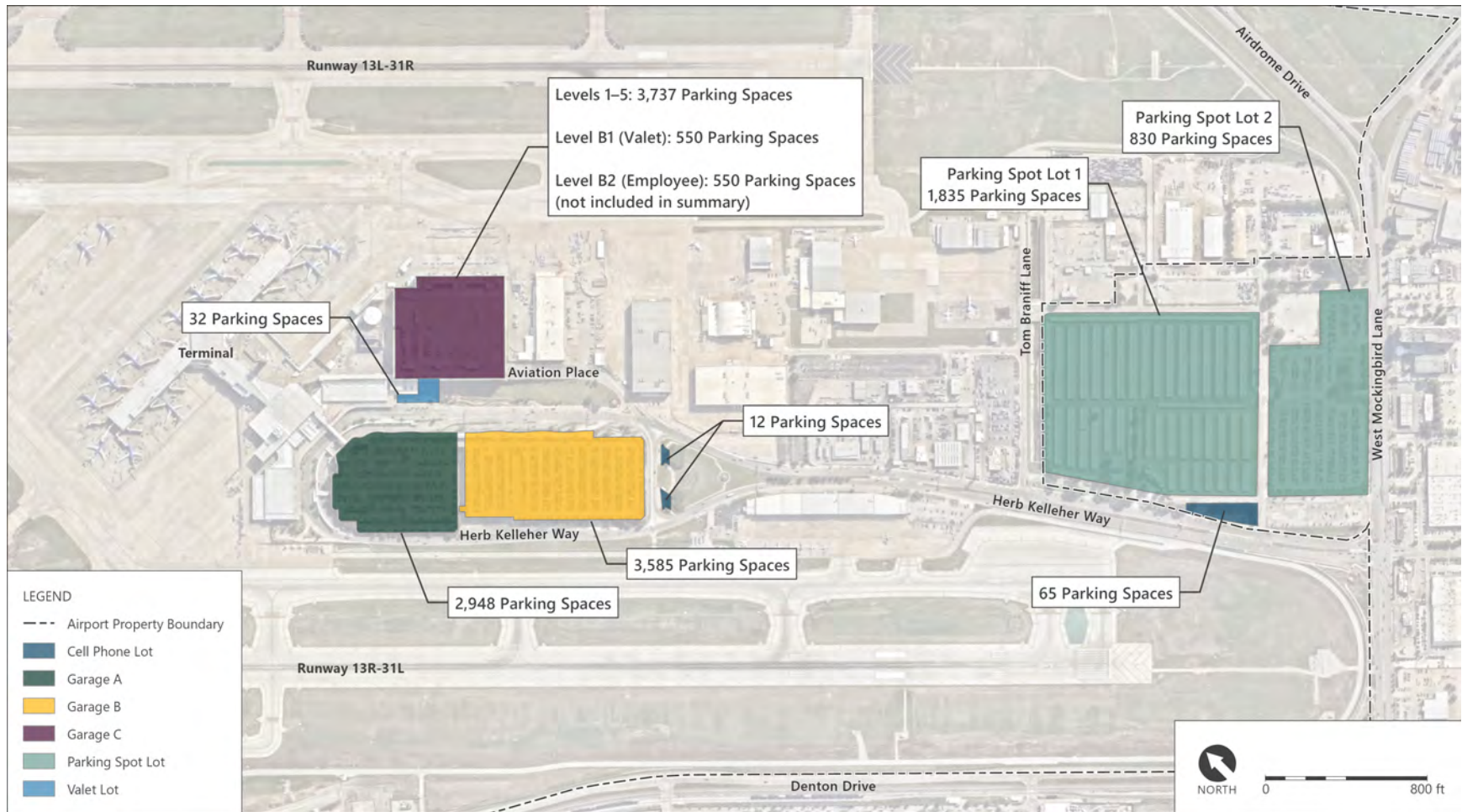


SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nemap, 2023 (aerial photography – for visual reference only, may not be to scale).

2.3.3 PUBLIC PARKING

**Exhibit 2-15** depicts the on-Airport parking facilities; **Table 2-22** presents key information about on- and off-Airport public parking offerings. **Table 2-23** presents the rate structure of each garage. On-Airport public parking includes Garages A, B, and C; valet spaces; and a cell phone waiting lot. In addition, passengers may choose an off-Airport remote parking option at Parking Spot Lot 1 and Parking Spot Lot 2. Exhibit 2-15 also displays the 12 parking spaces available south of Contrail Lane that people may briefly use as a cell phone waiting lot or to view the adjacent public artwork. The following subsections describe each on-Airport parking option.

EXHIBIT 2-15 PARKING FACILITIES



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (landside operations feedback); Jacobsen|Daniels Associates, LLC, September 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

TABLE 2-22 ON-AIRPORT AND OFF-AIRPORT PUBLIC PARKING SUMMARY

PARKING FACILITY	LEVELS	TOTAL SPACES <sup>1</sup>	EV CHARGING SPACES	YEAR BUILT
<b>On-Airport</b>				
Garage A <sup>2</sup>	3	2,948	10	1984
Garage B <sup>3</sup>	4	3,585	6	2004
Garage C <sup>4,5</sup>	7	3,737	12 <sup>4</sup>	2018
Valet Storage (Level B1 in Garage C)	1	550	0	2018
Valet Lot <sup>6</sup>	Surface	32	0	Unknown
<b>Off-Airport<sup>7</sup></b>				
Parking Spot Lot 1	Surface	1,835	Unknown	Unknown
Parking Spot Lot 2	Surface	830	Unknown	Unknown

NOTES:

EV – Electric Vehicle

- 1 Parking spaces are approximate.
- 2 Garage A has 3,048 spaces; however, 100 spaces are blocked on Level 1 due to a designated flood zone.
- 3 Prior to the transportation network company (TNC) renovation on Level 1, Garage B had 4,023 spaces.
- 4 Garage C has five levels available for public parking. Level B1 is reserved for valet (approximately 550 spaces), and Level B2 is reserved for employee parking (approximately 550 spaces). Levels B1 and B2 are not included in the space count for Garage C.
- 5 Garage C Electric Vehicle (EV) spaces are for public parking use; no EV spaces are dedicated to employees or the Airport fleet.
- 6 The valet lot outside Garage C is used for passenger pickup and drop-off.
- 7 Off-Airport public parking was estimated based on Google Earth Pro measurements.

SOURCES: City of Dallas, Department of Aviation, August 29, 2023 (parking information); Google Earth Pro, August 2023 (Parking Spot Lots 1 and 2 measurements); Jacobsen|Daniels Associates, LLC, September 7, 2023 (field verification).

TABLE 2-23 2022 ON-AIRPORT PARKING SUPPLY AND RATES

LOCATION	RATE STRUCTURE					
	0–0.5 hours	0.5–1 hour	1–2 hours	2–3 hours	3–5 hours	5–24 hours
Garage A	FREE	\$4.00	\$6.00	\$10.00	\$13.00	\$16.00
Garage B	FREE	\$3.00	\$5.00	\$7.00	\$10.00	\$13.00 (covered) \$10.00 (roof)
Garage C	FREE	\$6.00	\$10.00	\$13.00	\$13.00 (roof)	\$16.00 (covered) \$25.00 (premium)
Valet	\$8.00	\$13.00	\$16.00	\$19.00		\$28.00

SOURCES: City of Dallas, Department of Aviation, August 30, 2023 (parking information); Google Earth Pro, August 2023 (general measurements); Jacobsen|Daniels Associates, LLC, September 1, 2023.

### 2.3.3.1 ON-AIRPORT PUBLIC PARKING GARAGES

On-Airport public parking is provided in three parking garages, Garages A, B, and C, as shown on Exhibit 2-15. Combined, the garages have a total of 10,820 public parking spaces (including valet garage spaces and excluding employee parking). Garage A serves primarily as short-term premium parking, while Garages B and C serve primarily as long-term parking. Garage C has a premium parking section on the third level, which has direct access to the pedestrian walkway from Garage C into the terminal. Employee parking and valet spaces are also accommodated in Garage C in the basement levels, B1 and B2. Valet has 550 spaces reserved on Level B1 and employees have 550 spaces reserved on B2; these spaces are not included in the 3,737 spaces identified for Garage C.

All three parking garages offer TollTag, a service administered by the North Texas Tollway Authority. Using TollTag, a patron can opt to exit the garages through the designated TollTag lanes. Payment for parking for the garages is deducted from the patron's associated TollTag account. Cash and credit cards are also accepted as forms of payment at all three garages.

As previously mentioned, valet parking is also provided at the Airport. This option provides a high level of customer service, allowing passengers to drop-off and pick-up their vehicles in the small valet lot adjacent to the curbside, currently accommodating 32 spaces for pick-up and drop-off at the Airport terminal curbside at the south end of the ticketing hall, also shown on Exhibit 2-15. The valet service stores vehicles on Level B1 of Garage C, which accommodates 550 spaces.

### 2.3.3.2 CELL PHONE LOT

Drivers waiting to pick up passengers are encouraged to use the free cell phone lot located on Herb Kelleher Way, just after the National/Alamo/Enterprise rental car facilities. The cell phone lot has 65 marked parking spaces at 90-degree angles on both sides of a dual-direction drive aisle with a large turning circle at the end, as shown on Exhibit 2-15. Lot ingress and egress is via right turns in and out of the lot from and to Herb Kelleher Way. There are also 12 free spaces available south of Conrail Lane that serves as a small cell phone lot.

### 2.3.3.3 OFF-AIRPORT PUBLIC PARKING

There are two privately owned and operated off-Airport parking options for patrons located just outside Airport property, east of Herb Kelleher Way between Tom Braniff Lane and Mockingbird Lane, operated by The Parking Spot. These facilities occupy approximately 29 acres and include approximately 2,665 spaces, as summarized in **Table 2-24**, which also presents the rate structure for the off-Airport parking lots. The Parking Spot offers a complementary shuttle from both of its facilities (Parking Spot Lot 1 and Parking Spot Lot 2) to the terminal's lower-level curbside, and it operates a large off-Airport surface parking lot with both covered and open spaces.

TABLE 2-24 OFF-AIRPORT PUBLIC PARKING AND 2022 PARKING SUPPLY AND RATES

PARKING FACILITY	TOTAL SPACES <sup>1</sup>	DISTANCE FROM TERMINAL	RATE	TAXES	NET DAILY RATE
Parking Spot Lot 1 (covered)	1,835	0.75 miles	\$10.00/daily	8.25%	\$10.83
Parking Spot Lot 2 (open air)	830	0.90 miles	\$9.50/daily	8.25%	\$10.28

NOTE:

<sup>1</sup> Parking spaces were estimated based on Google Earth Pro.

SOURCES: Google Earth Pro, August 2023; Jacobsen|Daniels Associates, LLC, September 15, 2023.

### 2.3.4 EMPLOYEE PARKING

As shown in **Table 2-25**, employee parking is provided on Level B2 of Garage C. There are 550 parking spaces designated for employees. Some Airport tenants and vendors also provide parking for their employees at their facilities. For key terminal employees, such as airline station managers, TSA managers, and DoA staff, approximately 30 spaces are available for use in the area behind the ticketing wing and north of Garage C. Some of these are signed as reserved for specific users. This area also has parking for central utility plant (CUP) workers and service vehicles.

TABLE 2-25 EMPLOYEE PARKING

PARKING FACILITY	TOTAL SPACES <sup>1</sup>
Lot Behind Ticketing Hall	30
Garage C – Level B2	550
Love Connection	1,620
<b>Total Employee Parking Spaces</b>	<b>2,200</b>

NOTE:

<sup>1</sup> Parking spaces were estimated based on Google Earth Pro.

SOURCES: Google Earth Pro, August 2023 (general measurements); Jacobsen|Daniels Associates, LLC, September 1, 2023.

Additionally, there are approximately 1,620 parking spaces (or about 11.9 acres) located at the Love Connection<sup>5</sup> remote parking lot, as shown on **Exhibit 2-16**. According to the DoA, 116 of these spaces are used for shuttle bus parking due to drainage issues; therefore, 1,504 spaces are available for use by employees of entities other than the Airport. The Love Connection's peak vehicle count is approximately 1,100 vehicles from the hours 11:00 a.m. to 2:00 p.m.<sup>6</sup>

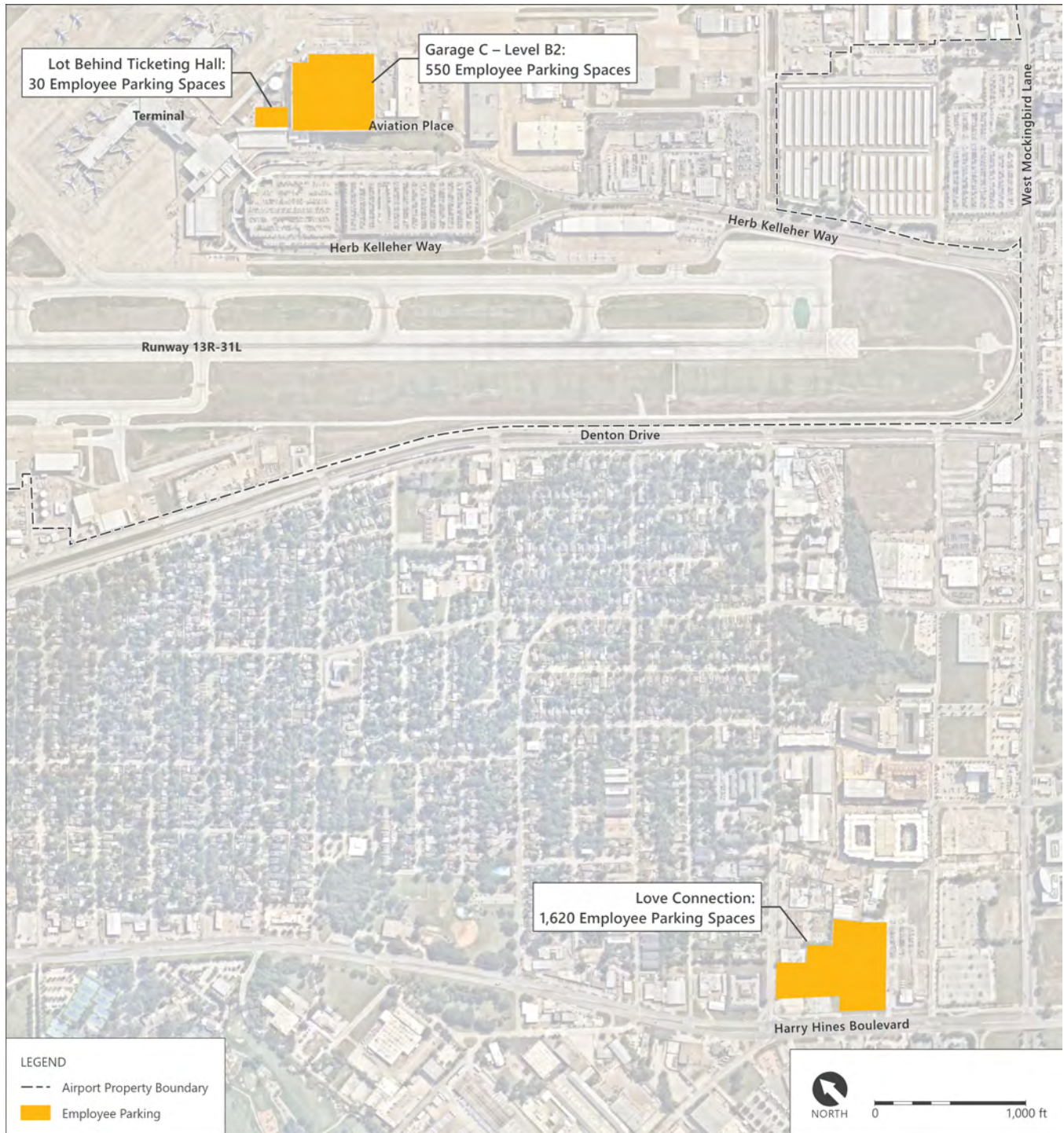
### 2.3.5 OTHER GROUND TRANSPORTATION

The following subsections describe the other ground transportation options, such as taxis, TNCs, limousines, peer-to-peer car sharing, rideshare shuttle services, hotel, and rental car shuttles, as well as the DART bus.

<sup>5</sup> The City of Dallas, Department of Aviation (DoA) is renting to own the Love Connection lot with the following conditions: 30-year lease with pre-set purchase prices for every 5-year period should the DoA choose to purchase the property.

<sup>6</sup> Austin Futch, Airport Planning and Development Manager, City of Dallas, Department of Aviation, "DAS-MP Questions," email to Katy Kimbro, Senior Consultant, Ricondo & Associates, Inc., August 28, 2023.

EXHIBIT 2-16 EMPLOYEE PARKING

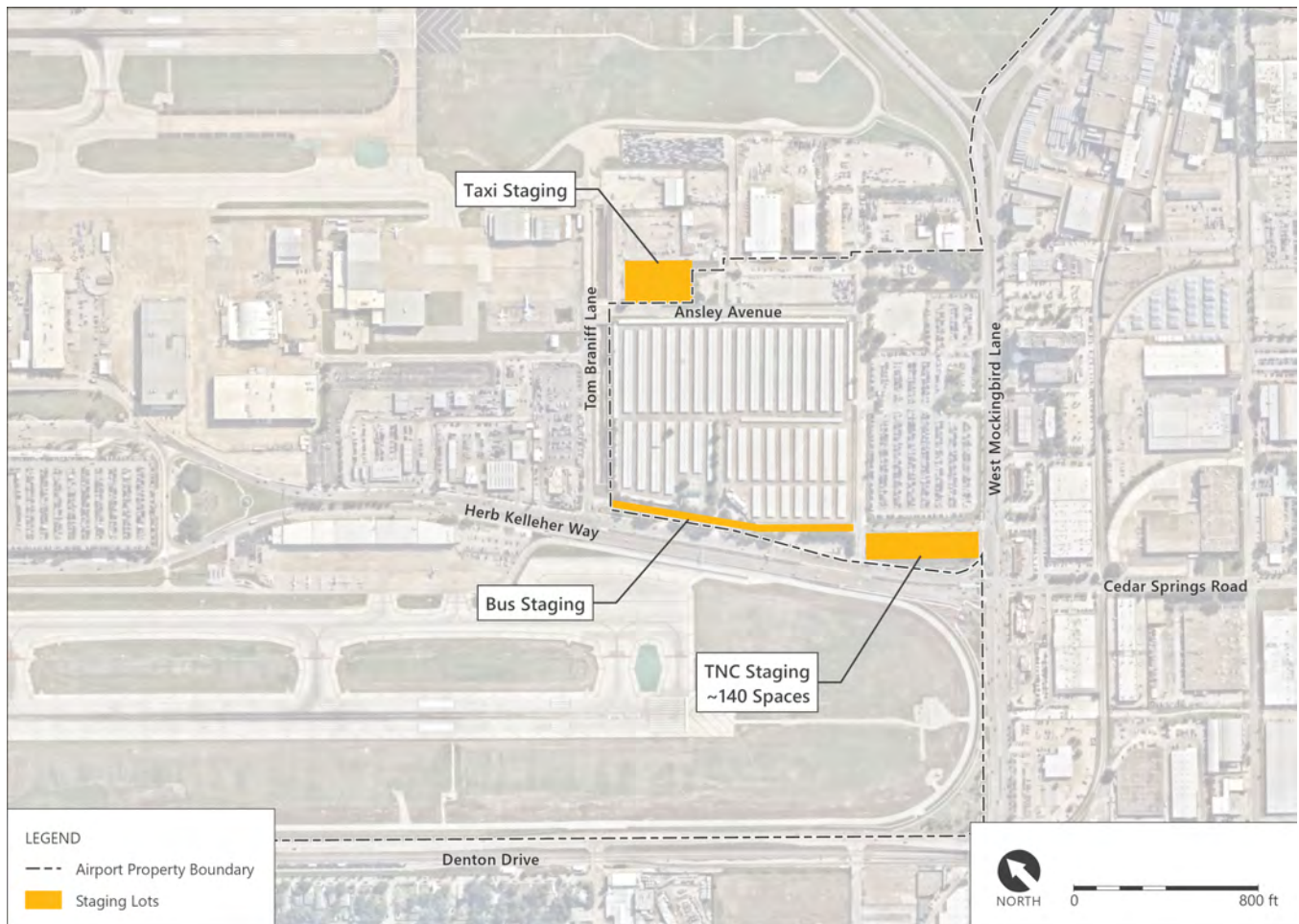


SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., November 2025 (employee parking).

### 2.3.5.1 TAXIS / TRANSPORTATION NETWORK COMPANIES

A taxi staging area is located on the southeast corner of Ansley Avenue and Tom Braniff Lane for taxis waiting on dispatch to the terminal for pick-up. The TNC staging area is located on the northeast corner of Herb Kelleher Way and West Mockingbird Lane for drivers to wait for a dispatch to Level 1 of Garage C for pick up. The TNC staging lot is marked to accommodate approximately 140 vehicles. Ingress and egress are via Aubrey Avenue. **Exhibit 2-17** shows both staging areas.

EXHIBIT 2-17 STAGING LOTS



NOTE:

TNC – Transportation Network Company

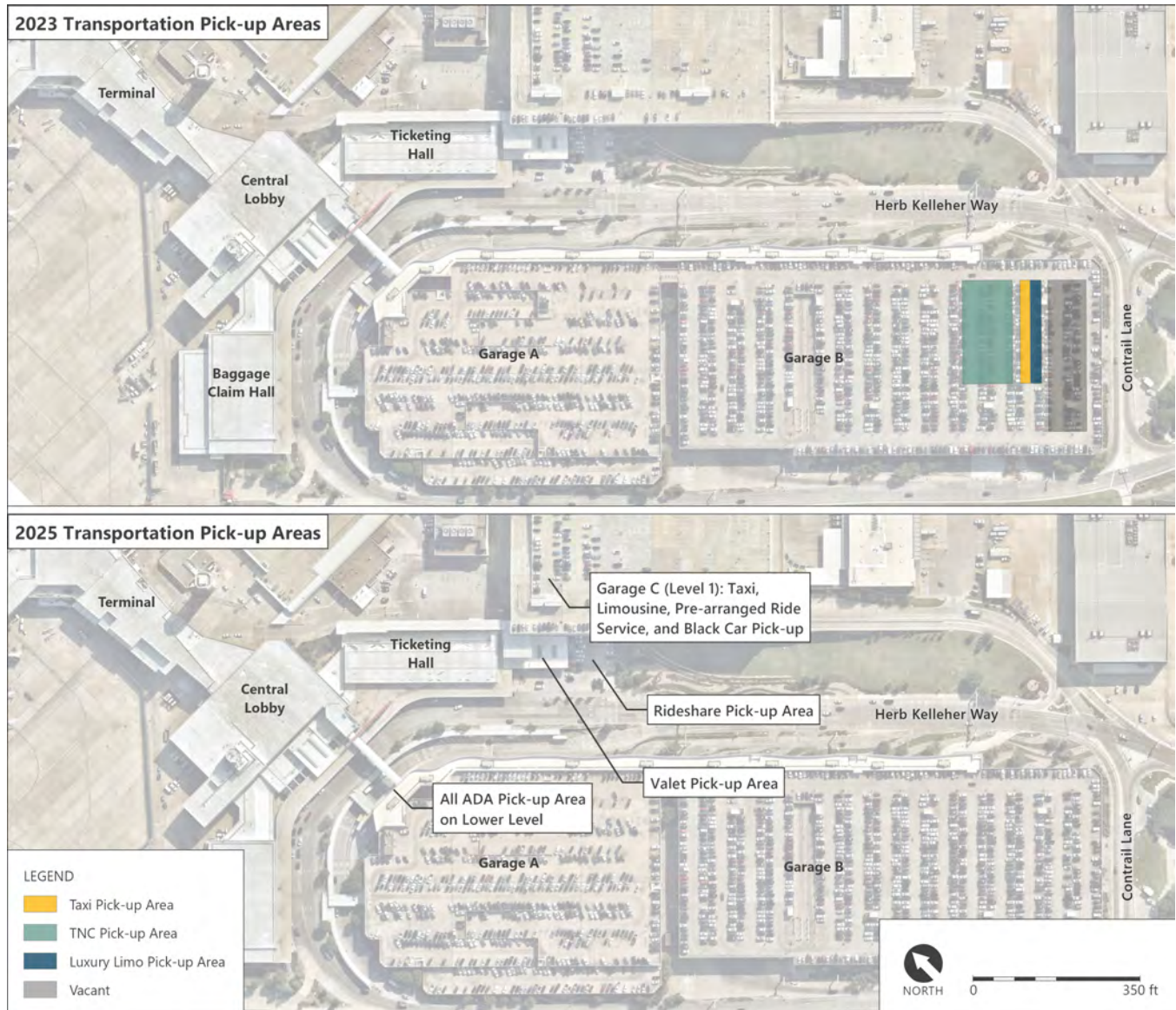
SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., October 2023 (staging lots).

Level 1 of Garage B was renovated and opened in September 2023 as the pick-up point for passengers using TNCs, such as Uber and Lyft, as well as taxis and limousines. In January 2025, this pick-up area was relocated to the Valet Pavillion and the first level of Garage C, near the end of the ticketing hall. The Valet Pavillion functions as a shared use facility with separately delineated areas for valet operations and TNC pick-up. **Exhibit 2-18** depicts the layout

of the 2023-configured level within Garage B, as well the currently designated pick-up areas. In January 2025, this pick-up area was relocated to the Valet Pavillion and the first level of Garage C, near the end of the ticketing hall.

It should be noted that passenger pick-up by Alto and Business Executive vehicles for hire is located at the lower-level curbside.

EXHIBIT 2-18 GROUND TRANSPORTATION PICK-UP AREAS



NOTES:

ADA – Americans with Disabilities Act; TNC – Transportation Network Company

Following the completion of the Master Plan inventory, the City of Dallas, Department of Aviation relocated ground transportation pick-up areas from Garage B to the Valet Pavilion at the end of the Ticketing Hall and to the adjacent Level 1 of Garage C.

SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Garage*, 2023; Paul Price, Supervisor Code Enforcement – Airport, City of Dallas, Department of Aviation, “TNC Staging (Taxi and Limo Staging),” email to Colleen Quinn, Senior Vice President, Ricondo & Associates, Inc., December 23, 2025; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., November 2025.

As depicted on Exhibit 2-18, taxi and on-demand vehicle pick-up is located on the first level of Garage C. Limousine, pre-arranged vehicle, and Black Car pick-ups are also located on the first level of Garage C.

#### 2.3.5.2 LIMOUSINES

Limousines for hire, which used Level 1 of Garage B for staging and pick-up at the time of the 2023 inventory effort were relocated to Level 1 of Garage C in 2025. The Garage C location also accommodates pre-arranged rides (non-TNC) and Black Car Transportation for hire staging and pick-up. These vehicles are permitted to stage at the TNC lot on the corner of West Mockingbird Lane and Hawes Avenue. Drop-off remains at the departures curbside. It should be noted that Black Cars are considered limousines.

#### 2.3.5.3 SHUTTLES

Pick-up and drop-off for hotel, rental car, and on-site parking shuttles occur on the lower-level curbside. Currently, The Parking Spot operates the only on-site parking shuttles. Rideshare shuttle services are split between the lower-level curbside and the TNC area located in Garage B. Drop-off remains at the departures curbside with hotel and rental car shuttles.

#### 2.3.5.4 DALLAS AREA RAPID TRANSIT BUS ROUTE

DART operates one bus route with a stop at the Main Terminal lower-level curbside. DART operates Route 55 (Love Link 55) that connects the terminal lower-level curbside to the DART Inwood/Love Field Station along the orange and green light rail lines. Exhibit 2-13 depicts the terminal lower-level curbside area dedicated to DART.

#### 2.3.5.5 DALLAS AREA RAPID TRANSIT LIGHT RAIL STATIONS

While there is no direct rail service to the Airport, there are three rail stations in the vicinity that are operated by DART: Bachman Station, Burbank Station, and Inwood/Love Field Station. The DART orange and green lines provide service to each of these stations. Passengers arriving at the Inwood/Love Field Station can take the DART Love Link 55 to the terminal. Passengers coming into Bachman or Burbank Stations would need to continue their journey to Inwood/Love Field Station or find alternative transportation to reach the terminal. **Exhibit 2-19** shows those stations in relation to the Airport. *NOTE: As of Fall 2025, DART offers on-demand GoLink service to connect to Southern Methodist University/Mockingbird station, connecting to blue and red light rail transit lines.*

#### 2.3.5.6 OTHER BUS SERVICE

The Airport also accommodates other bus services, such as employee and chartered buses. Bus staging is provided near the Airport entrance on Aubrey Avenue, as shown on Exhibit 2-17. Buses, aside from DART buses, drop off and pick up passengers along the curbside behind the ticketing area. This area is accessed by following the signs to Garage C, passing the garage entrance, and proceeding north on Aviation Place.

### 2.3.6 RENTAL CAR FACILITIES

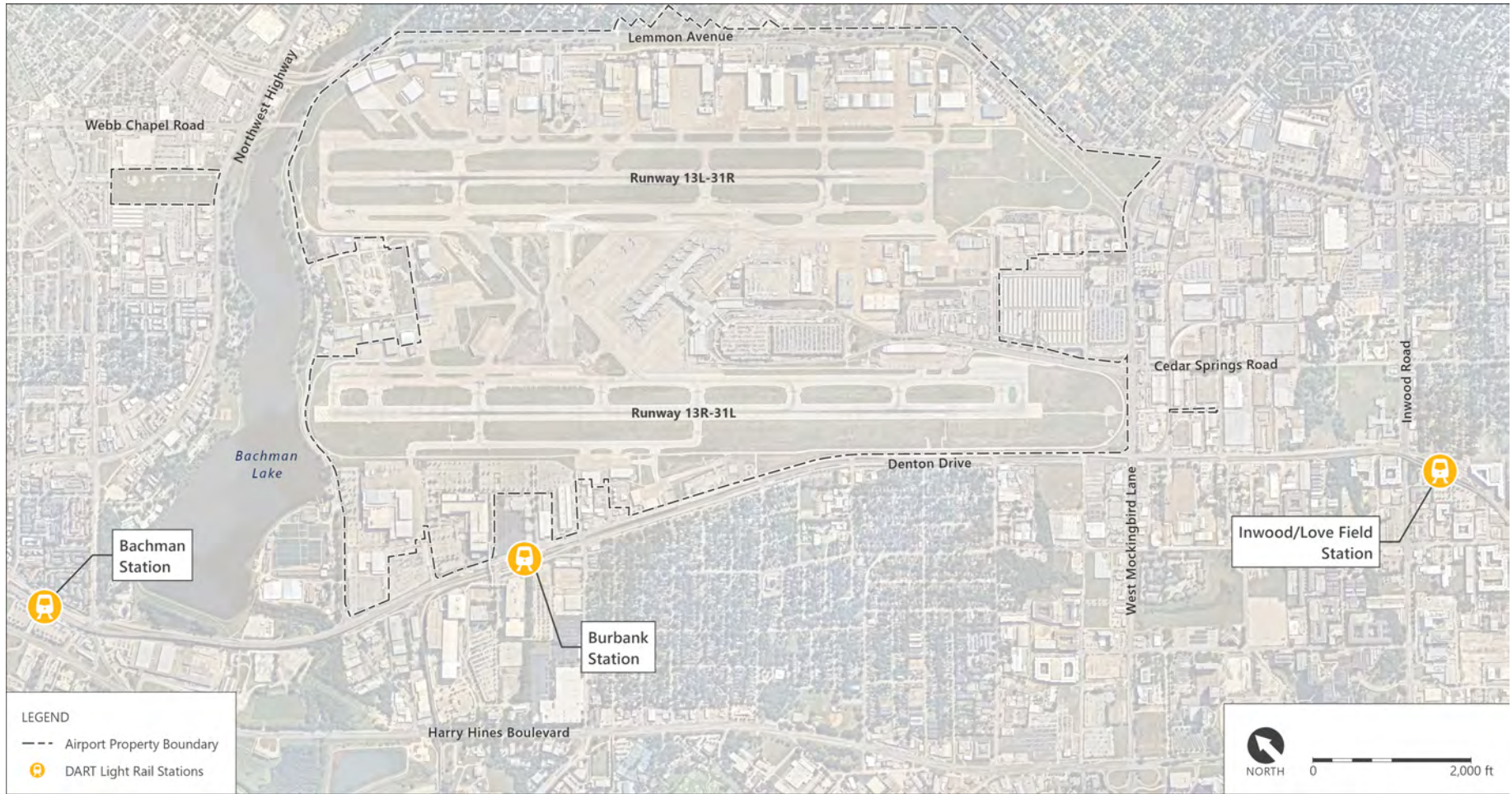
Nine rental car companies have customer service counters in the terminal area adjacent to the baggage claim area, as identified on Exhibit 2-7:

- Alamo Rent a Car
- Avis Car Rental
- Budget Car Rental
- Dollar Car Rental
- Enterprise Rent-a-Car

- Hertz
- National Car Rental
- Payless Rent a Car
- Thrifty Car Rental

As shown on **Exhibit 2-20**, each company operates its own or shared ready/return area located remote from the terminal, providing buses to transport customers between the inner commercial vehicle curbside roadway and those facilities. The ready/return facilities are all located along Herb Kelleher Way, from 0.5 to 1.0 miles from the terminal area. In total, an estimated 16 acres are occupied by the rental car companies at the Airport. The full list of rental car tenant facilities is included in **Appendix C**.

EXHIBIT 2-19 DALLAS AREA RAPID TRANSIT LIGHT RAIL STATIONS



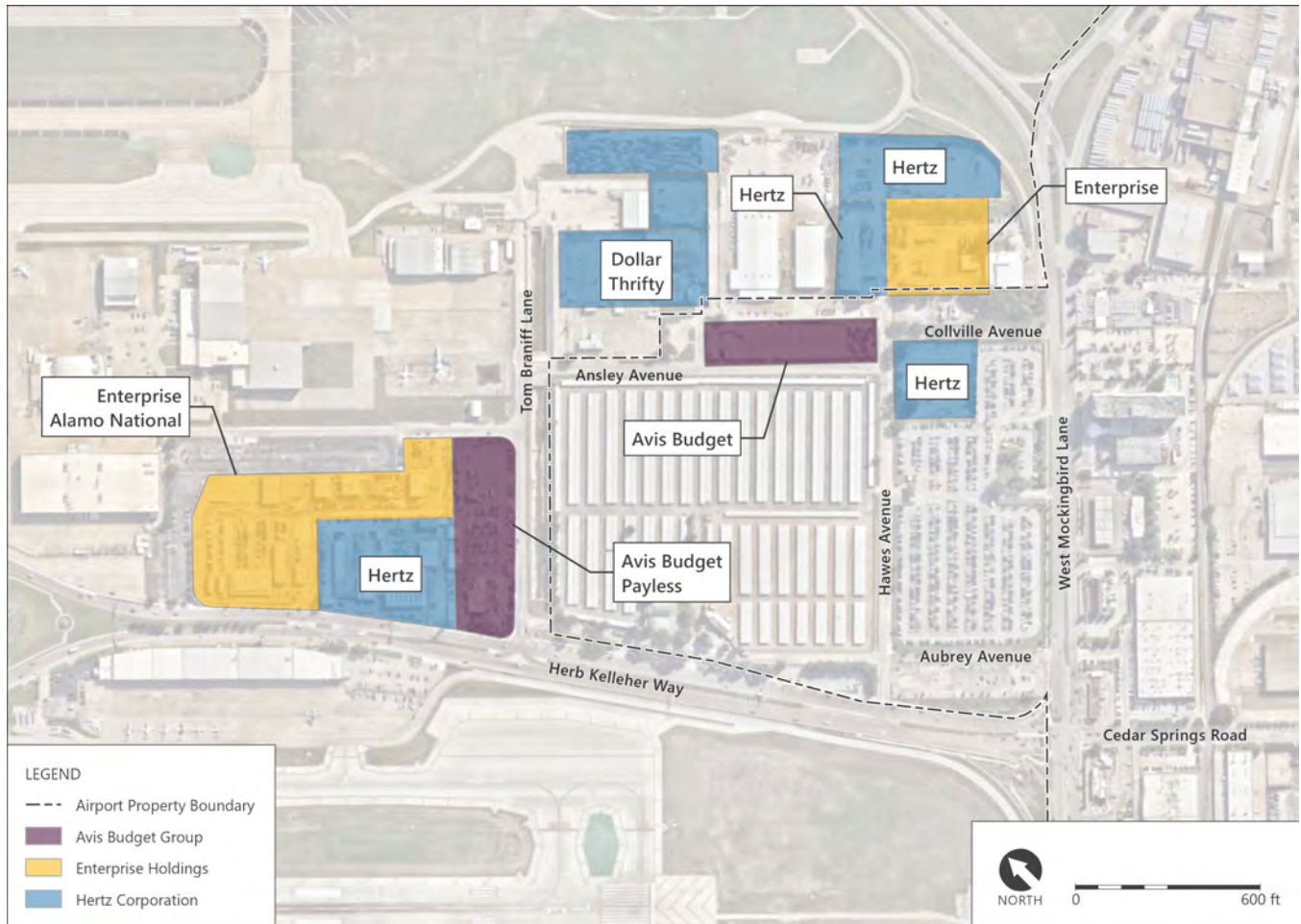
NOTES:

DART – Dallas Area Rapid Transit

As of Fall 2025, DART offers on-demand GoLink service to connect to Southern Methodist University/Mockingbird station, connecting to blue and red light rail transit lines.

SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, GIS Services, May 2025 (rail station); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., October 2023.

EXHIBIT 2-20 EXISTING RENTAL CAR FACILITIES



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nearthmap, 2023 (aerial photography – for visual reference only, may not be to scale); InterVISTAS Consulting Group, February 2023; Ricondo & Associates, Inc., November 2025.

### 2.4 AIRPORT TENANT FACILITIES

Airport tenants include fixed base operators (FBOs), corporate flight tenants, rental car tenants, the FAA, and the City. **Table 2-26** summarizes the various Airport tenants. A detailed list of tenants by building is included in Appendix C and **Exhibit 2-21** shows tenant facilities and all other buildings by number. These building numbers are referenced throughout this subsection.

TABLE 2-26 AIRPORT FACILITIES

TENANT	TYPE OF USE	APPROXIMATE FACILITY AREA (SQ FT) <sup>1</sup>
Southwest Airlines	Airline Facilities	1,853,800
City of Dallas	City Facilities	6,476,600
AT&T	Corporate and Other Facilities	49,200
Frontiers of Flight Museum	Corporate and Other Facilities	142,500
HollyFrontier Corp.	Corporate and Other Facilities	17,000
Learjet/Bombardier	Corporate and Other Facilities	15,200
Reeves Street, LLC	Corporate and Other Facilities	40,500
The Braniff Centre	Corporate and Other Facilities	335,400
FAA Airport Traffic Control Tower	FAA Facilities	8,300
DAL Aviation Development Co.	FBO and Maintenance Facilities	63,100
Gulfstream Aerospace	FBO and Maintenance Facilities	231,000
Jet Aviation Texas, Inc.	FBO and Maintenance Facilities	153,900
Learjet/Bombardier	FBO and Maintenance Facilities	178,800
MLT Development Co.	FBO and Maintenance Facilities	284,600
Regal Assets	FBO and Maintenance Facilities	412,900
Signature Flight Support	FBO and Maintenance Facilities	760,600
The Braniff Centre	FBO and Maintenance Facilities	65,100
TWG Aviation	FBO and Maintenance Facilities	373,300
Avis Budget	Rental Car Facilities	8,200
DTG Operations	Rental Car Facilities	7,700
EAN Holdings	Rental Car Facilities	36,500
Hertz	Rental Car Facilities	53,500

## NOTES:

FAA – Federal Aviation Administration

FBO – Fixed Base Operator

Private property is not included in the table.

<sup>1</sup> Areas are approximate and were rounded to the nearest 100 square feet.

SOURCES: City of Dallas, Department of Aviation, *Airport Facilities*, October 2023; Jacobsen|Daniels Associates, LLC, September 15, 2023.

EXHIBIT 2-21 AIRPORT TENANT FACILITIES



NOTE:  
 Since the completion of this inventory, Buildings 400A, 400B, and 467 have been completed.  
 SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary, buildings); City of Dallas, Department of Aviation, 2023 (records); Jacobsen|Daniels Associates, LLC, 2023; Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

### 2.4.1 FIXED BASE OPERATORS

FBOs provide a range of services, including offices and conference rooms, aircraft storage, and tie-down, aircraft lease and charter, fueling, aircraft maintenance and repair, catering, and pilot facilities. The four FBOs that serve the Airport and their respective buildings are shown in **Table 2-27**.

### 2.4.2 CORPORATE AVIATION FACILITIES

Corporate aviation facilities (hangars) on the Airport house private aircraft, flight departments, and light maintenance shops for companies with their own aircraft. Tenants of these facilities and their respective buildings are shown in Table 2-27.

TABLE 2-27 CORPORATE AVIATION TENANTS

AIRPORT TENANT	BUILDINGS
<b>Fixed Base Operator</b>	
Signature Flight Support	415, 416, 424, 425, 426, 427, 428, 429, 434, 435, 436, 437, and 466
TWG Properties	400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 413, 414, 461, 462, and 463
MLT Development Company	444B, 446, and 447
Jet Aviation Texas, Inc.	459
Regal Assets	419, 439, and 440
<b>Corporate Aviation</b>	
The Braniff Centre / DAL Aviation Development Company	202A and 202B
Regal Assets	420, 421, 422, and 423
Privately Owned	441, 442, 443, 444A, and 445
Learjet and Bombardier Industries, Inc.	457
Reeves Street, LLC	460
HollyFrontier Corporation	452

SOURCES: City of Dallas, Department of Aviation, *Airport Facilities*, October 2023; Jacobsen|Daniels Associates, LLC, September 15, 2023.

### 2.4.3 OTHER ON-AIRPORT TENANTS

Other tenants located on the Airport are shown in **Table 2-28**.

TABLE 2-28 OTHER ON-AIRPORT TENANTS

AIRPORT TENANT	BUILDINGS	DESCRIPTION
Calloway's Nursery	Braniff Centre, Building 203	Located on Lemmon Road; a public plant nursery with several greenhouses.
Planet Lincoln Dallas Love Field	Braniff Centre; Building 201	Located on Lemmon Avenue; a car dealership with a large parking structure housing the vehicles.
US Customs and Border Protection (CBP)	Braniff Centre; Building 602A	GA customs processing facility.
DAL Aviation Development Company and US CBP	Building 602B	Offices available for lease within the Braniff Centre.
Frontiers of Flight Museum	Building 603	Smithsonian-affiliated aviation and aircraft museum.

SOURCES: City of Dallas, Department of Aviation, *Airport Facilities*, October 2023; Jacobsen|Daniels Associates, LLC, September 15, 2023.

#### 2.4.4 PLANNED AIRPORT TENANT FACILITIES

Several hangars (Buildings 400A, 400B, and 400C) are planned on the north side of the Airport, as well as one corporate hangar (Building 467) on the west side of the Airport. These planned facilities are shown on Exhibit 2-21. *NOTE: Since the completion of this inventory, Buildings 400A, 400B, and 467 have been completed.*

### 2.5 AIRLINE AND AIRPORT SUPPORT FACILITIES

Airlines and the DoA maintain facilities at the Airport to support their activities and operations. Airline support facilities include aircraft maintenance, air cargo, and fueling facilities. DoA facilities include the aircraft rescue and fire fighting (ARFF) station, Airport maintenance facilities, the ATCT, the CUP, and the fuel farm and hydrant fueling system. Airport, airline, and tenant staff uses each facility to sustain activities at the Airport.

The following subsections review each building category in detail. Reference Table 2-26 and Exhibit 2-21 for coordinating building numbers and locations.

#### 2.5.1 AIRCRAFT MAINTENANCE

Multiple tenants provide aircraft maintenance, repair, and overhaul (MRO) services at the Airport, including within FBO spaces subleased for that purpose. Activities include a mix of light and heavy airframe and engine maintenance, as well as aircraft fuselage repair and avionics testing and repair. Some tenants also provide aircraft interior finish-out work. Appendix C lists the tenants at the Airport and those that provide MRO services. Tenants with facilities dedicated to MRO services are shown in **Table 2-29**.

TABLE 2-29 AIRCRAFT MAINTENANCE TENANTS

AIRPORT TENANT	BUILDINGS
Southwest	101, 102, and 103
RBR Aviation	Operating out of Signature Flight Support Buildings 417 and 418
Elliot Aviation	Operating out of Signature Flight Support Buildings 417 and 418
Gulfstream Aerospace	448, 449, 450, 451, and 453
Learjet/Bombardier	215, 454, 455, and 456

SOURCES: City of Dallas, Department of Aviation, *Airport Facilities*, October 2023; Jacobsen|Daniels Associates, LLC, September 15, 2023.

Southwest's Technical Operations Center (Buildings 102 and 103), located on the northwest side of the Airport near the airline's corporate headquarters, is responsible for aircraft maintenance and safety; it is located within two maintenance hangars that have attached shops and offices.

#### 2.5.2 AIR CARGO

The 55,000-square-foot General Use Building (GUB), Building 107, has a cargo bay and customer service area for public air freight shipping. Roadway access to the GUB is via Aviation Place. Southwest uses a portion of this building for its belly cargo operation. It also uses the building for its provisioning center for onboard food and beverage service and for ground service equipment (GSE) maintenance.

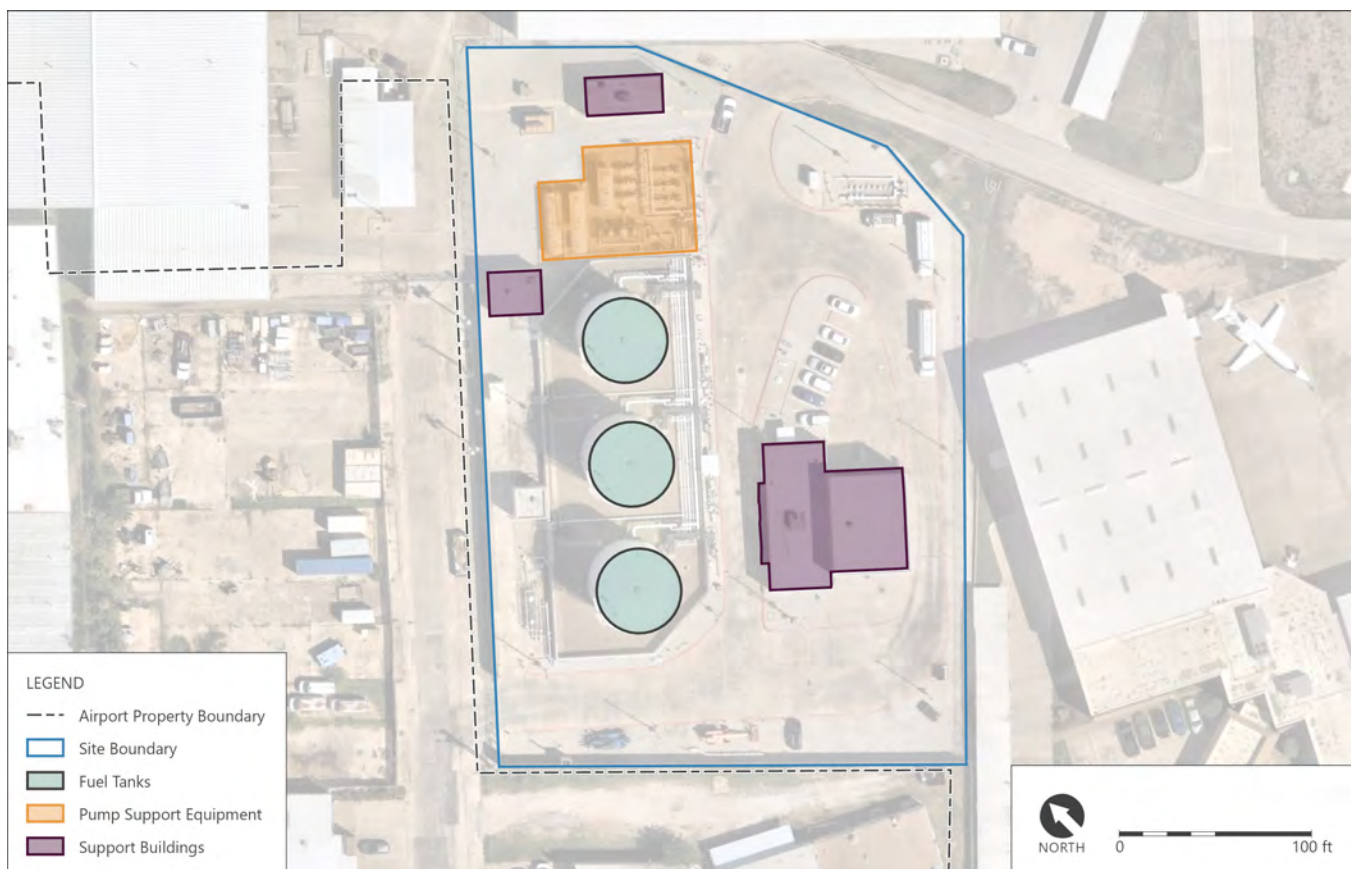
#### 2.5.3 FUEL FARM AND HYDRANT SYSTEM

A fuel farm (Building 225) is located on Brookfield Avenue, just east of Denton Drive. Southwest constructed the facility in 2006. Menzies Aviation currently operates and maintains the fuel farm, providing fueling for Southwest,

Alaska, and affiliates through the hydrant fueling system. Additionally, Business Jet Center, Burbank Partners, and JSX hold fuel in the system which is delivered to aircraft by a refueler truck. According to Texas Railroad Commission records, two 10-inch transmission lines run to the Airport. The hydrant system and transmission lines between the terminal and the fuel farm were constructed as part of the LFMP between 2010 and 2015.

Jet A fuel is delivered to the Airport via one 10-inch pipeline operated by Magellan Midstream Partners, LP. The fuel farm also has the capability of receiving fuel via transport trucks at a single loading position. Jet A fuel is stored in three 420,000-gallon (10,000 barrel) tanks. **Exhibit 2-22** depicts the fuel farm layout.

## EXHIBIT 2-22 FUEL FARM



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nemap, 2023 (aerial photography – for visual reference only, may not be to scale); Ricondo & Associates, Inc., October 2023.

### 2.5.4 AIRCRAFT RESCUE AND FIRE FIGHTING

The City's ARFF station (Fire Station #21; Building 205) is located east of Runway 13R-31L. The station is sized to meet the requirements of Title 14 Code of Federal Regulations (CFR) Section 139.315, "ARFF: Index Determination," Index C aircraft operations. The Dallas Fire Department operates and maintains the ARFF equipment. The station has four bays, and one fire engine can be maneuvered to the midpoint of the farthest runway in less than 3 minutes, thus meeting the FAA-mandated 3-minute response time. **Table 2-30** lists the ARFF equipment stationed at the Airport and the capabilities of each. A new ARFF facility is planned to replace the existing facility; construction is

scheduled to begin during the Master Plan study period. The planned ARFF facility is discussed in detail in Section 2.5.8.

The City’s Fire Station #42 (Building 224) is located on the south side of the Airport, east of Herb Kelleher Way on West Mockingbird Lane. This station stores ARFF vehicle RED 3 and serves as a backup to Fire Station #21.

TABLE 2-30 AIRCRAFT RESCUE AND FIRE FIGHTING RESPONSE CAPABILITIES (1 OF 2)

CALL SIGN	VEHICLE TYPE	MODEL YEAR	MODEL	PERSONS ASSIGNED	EXTINGUISHING AGENTS
RED 1	Twin Agent	2018	Rosenbauer Panther 6X6	2	Water Capacity: 3,000 gallons Class B MILSPEC AFFF (3%): 400 gallons dry chemical (Purple K): 450 pounds Water Discharge Rates: <ul style="list-style-type: none"> <li>▪ Roof Turret: 1,200 GPM</li> <li>▪ Bumper: 600 GPM</li> </ul> Dry Chemical Powder Discharge Rates: <ul style="list-style-type: none"> <li>▪ HRET / Main: 16 pounds/second</li> <li>▪ Hand Line: 5 pounds/second</li> </ul>
RED 2	Twin Agent	2016	Rosenbauer Panther 6X6 HRET-Equipped	2	Water Capacity: 3,000 gallons Class B MILSPEC AFFF (3%): 400 gallons dry chemical (Purple K): 450 pounds Water Discharge Rates: <ul style="list-style-type: none"> <li>▪ Roof Turret: 1,200 GPM</li> <li>▪ Bumper: 600 GPM</li> <li>▪ Piercing Tip: 250 GPM</li> </ul> Dry Chemical Powder Discharge Rates: <ul style="list-style-type: none"> <li>▪ HRET / Main: 16 pounds/second</li> <li>▪ Hand Line: 5 pounds/second</li> </ul>
RED 3	Twin Agent	2016	Rosenbauer Panther 6X6 HRET-Equipped	2	Water Capacity: 3,000 gallons Class B MILSPEC AFFF (3%): 400 gallons dry chemical (Purple K): 450 pounds Water Discharge Rates: <ul style="list-style-type: none"> <li>▪ Roof Turret: 1,200 GPM</li> <li>▪ Bumper: 600 GPM</li> <li>▪ Piercing Tip: 250 GPM</li> </ul> Dry Chemical Powder Discharge Rates: <ul style="list-style-type: none"> <li>▪ HRET / Main: 16 pounds/second</li> <li>▪ Hand Line: 5 pounds/second</li> </ul>

TABLE 2-30 AIRCRAFT RESCUE AND FIRE FIGHTING RESPONSE CAPABILITIES (2 OF 2)

CALL SIGN	VEHICLE TYPE	MODEL YEAR	MODEL	PERSONS ASSIGNED	EXTINGUISHING AGENTS
RED 42	Twin Agent	2011	Rosenbauer Panther 6X6 HRET-Equipped	0	Water Capacity: 3,000 gallons Class B MILSPEC AFFF (3%): 400 gallons dry chemical (Purple K): 450 pounds Water Discharge Rates: <ul style="list-style-type: none"> <li>▪ Roof Turret: 1,200 GPM</li> <li>▪ Bumper: 600 GPM</li> <li>▪ Piercing Tip: 250 GPM</li> </ul> Dry Chemical Powder Discharge Rates: <ul style="list-style-type: none"> <li>▪ HRET / Main: 16 pounds/second</li> <li>▪ Hand Line: 5 pounds/second</li> </ul>
RED 49	Twin Agent	2018	Rosenbauer Panther 6X6	2	Water Capacity: 3,000 gallons Class B MILSPEC AFFF (3%): 400 gallons dry chemical (Purple K): 450 pounds Water Discharge Rates: <ul style="list-style-type: none"> <li>▪ Roof Turret: 1,200 GPM</li> <li>▪ Bumper: 600 GPM</li> </ul> Dry Chemical Powder Discharge Rates: <ul style="list-style-type: none"> <li>▪ HRET / Main: 16 pounds/second</li> <li>▪ Hand Line: 5 pounds/second</li> </ul>

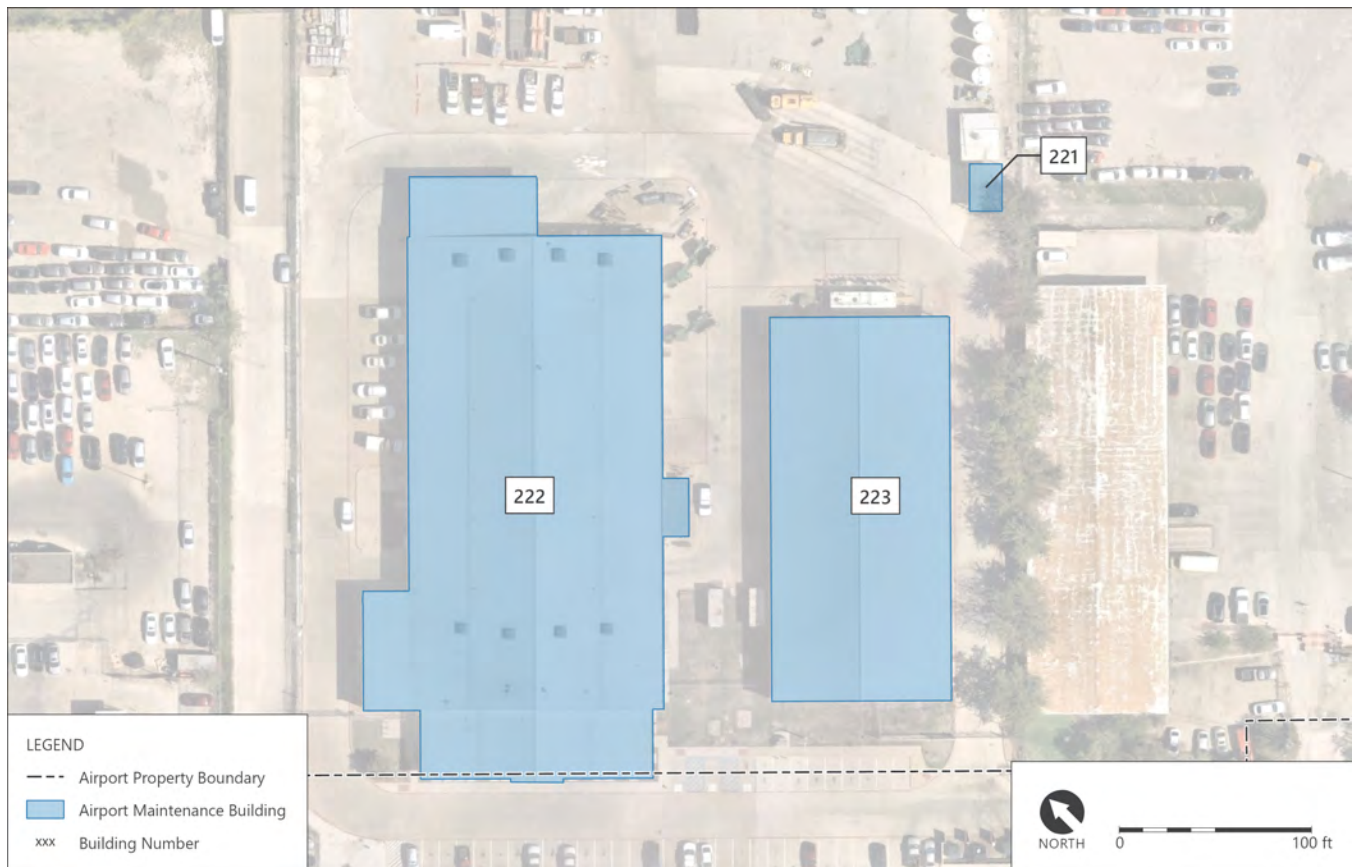
NOTES:

AFFF – Aqueous Film-Forming Foam (used to extinguish fires); ARFF – Aircraft Rescue and Fire Fighting; HRET – High Reachable Extendable Turret (a boom with a turret attached to an ARFF vehicle to handle a variety of extinguishing agent quantities; equipped with a tip to penetrate an aircraft fuselage); GPM – Gallons per Minute; MILSPEC – Milspec Industries  
 Any combination of two vehicles (RED 1, RED 2, and RED 3) can meet the two-vehicles requirement of ARFF Index C (Title 14 Code of Federal Regulations Section 139.315).  
 RED 42 is a reserve unit located at Fire Station #42. RED 49 is located at Dallas Executive Airport but can be relocated to meet Index C at the Airport, if needed.  
 SOURCES: City of Dallas, Department of Aviation, December 17, 2018 (ARFF vehicle equipment log); Jacobsen|Daniels Associates, LLC, August 23, 2023.

### 2.5.5 AIRPORT MAINTENANCE FACILITIES

The DoA operates two facilities on Hawes Avenue for the maintenance and storage of Airport equipment and materials. The first is a snow removal equipment (SRE) facility (Building 222) of approximately 41,100 square feet, which is adjacent to a field maintenance storage facility (Building 223) of approximately 18,700 square feet. **Exhibit 2-23** depicts the facilities’ locations.

## EXHIBIT 2-23 AIRPORT MAINTENANCE FACILITIES



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (buildings); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

## 2.5.6 AIRPORT TRAFFIC CONTROL TOWER

The FAA ATCT (Building 301) is located central to the airfield adjacent to the Main Terminal building, as shown on Exhibit 2-3. The tower is 136 feet high at the controllers' eye height. FAA ATCT personnel are responsible for clearing pilots to takeoff or land and for providing ground clearances to taxiing aircraft operating within the aircraft movement area. Additionally, FAA ATCT personnel provide separation guidance between departing and arriving aircraft, as well as transfer/receive control of aircraft to and from the terminal radar approach control (TRACON) facilities.

The FAA ATCT encompasses the tower and the adjacent base building. The tower has seven levels, which house the elevator shaft and equipment associated with ATCT functions. The tower cab is located on the uppermost level and accessible to the main tower cab via a flight of stairs. There is also a small breakroom and restrooms on this level.

The base building includes a large breakroom, restrooms, and administrative offices for technical operations staff associated with maintenance of the ATCT.

## 2.5.7 CENTRAL UTILITY PLANT

The CUP facilities are in the terminal area, between Garage C, the ticketing lobby of the terminal, and the east concourse apron. These comprise the chiller building (Building 210), boiler room (Building 229), and a thermal storage tank, also referred to as the main equipment room (Building 230).

The plant provides hot and chilled water to the terminal for heating and cooling. As such, it includes chillers, boilers, and a thermal storage tank, as well as controls, pumps, and piping. Three out of the four existing chillers are currently operational and in good condition. As stated in **Appendix D**, all four chillers must be operational in order to maintain temperature during peak cooling seasons. The chillers are typically run in the early morning hours for energy conservation reasons. Out of the three natural-gas-powered boilers, two need to be replaced. The DoA staff plans to repair and reinsulate the thermal storage tank, rebuild all chillers by 2025, and add two new boilers by 2025. Reference Appendix D for further details regarding energy use within the CUP.

## 2.5.8 PLANNED AIRLINE AND SUPPORT FACILITIES

The following airline and support facility projects are under discussion or currently being planned.

### 2.5.8.1 NEW AIRCRAFT RESCUE AND FIRE FIGHTING STATION

As previously mentioned, the design of a new ARFF station is underway; the new facility will be located north of future Taxiway F, in a midfield location between Taxiways B and W. Construction is planned for a March 2026 completion. The new station will comprise approximately 33,400 square feet and have two apparatus bays, as well as improved accommodation for ARFF administrative staff and Airside Operations staff. The station's central airfield location will improve response times.

### 2.5.8.2 CENTRAL UTILITY PLANT IMPROVEMENTS

As stated in Section 2.5.7, the DoA staff plans to repair and reinsulate the thermal storage tank, rebuild all chillers by 2025, and add two new boilers by 2025. In addition, the following improvements are being considered:

- Installation of a fifth cooling tower for resiliency to effectively run the four existing chillers
- Installation of piping and electrical service to support emergency backup mobile chillers along the exterior wall of the CUP

## 2.6 UTILITY INFRASTRUCTURE

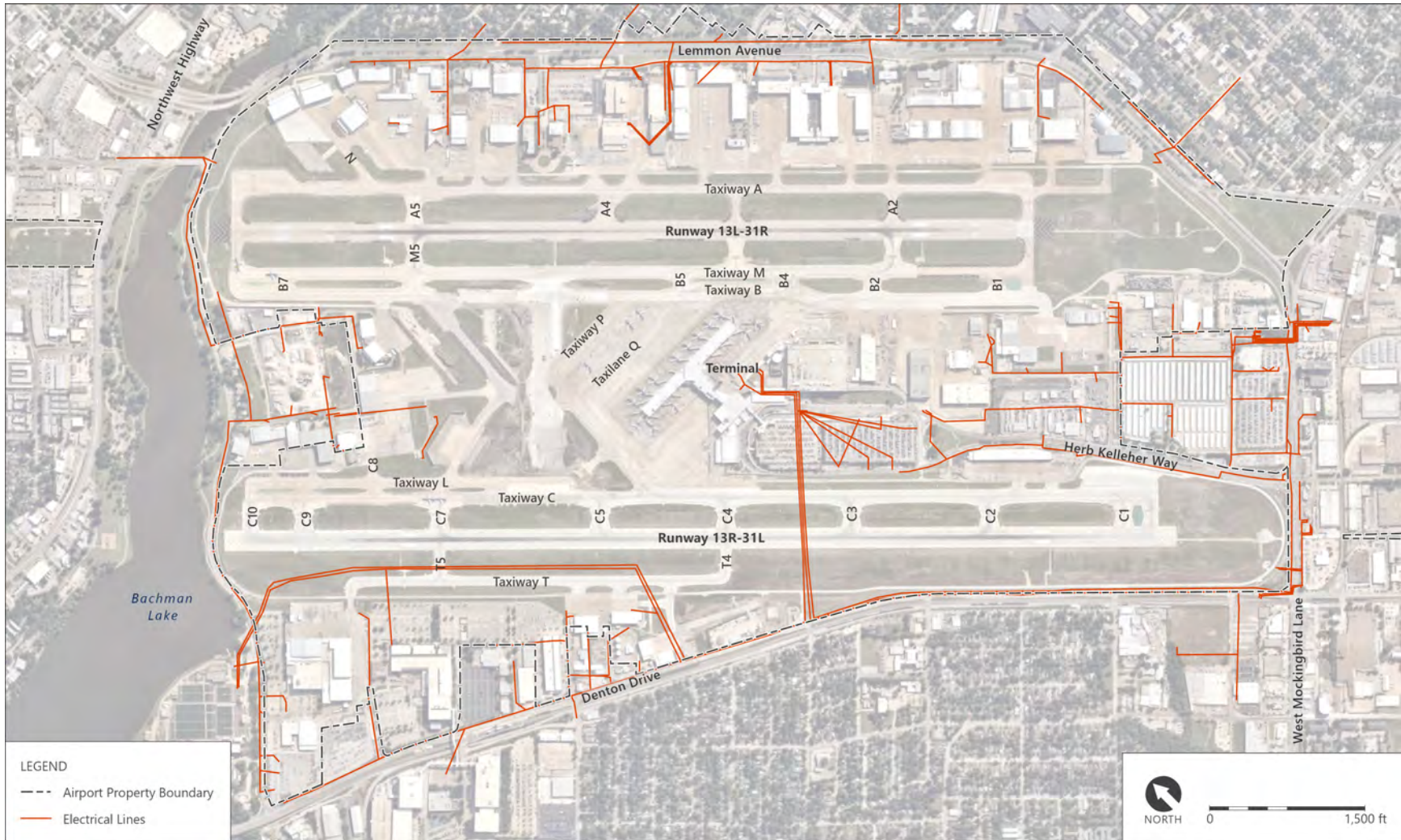
The Airport is served by five utility infrastructure systems. Utility information was confirmed through a review of DoA records and consultation with Airport staff; **Table 2-31** lists the utility service providers. In addition, **Exhibits 2-24** through **2-28** present the utility infrastructure maps provided by DoA staff.

TABLE 2-31 UTILITY SERVICE PROVIDERS

UTILITY TYPE	SERVICE PROVIDER
Electricity	TXU Energy
Water	City of Dallas Water Utilities Department
Communications	City of Dallas Information Technology Department and AT&T
Natural Gas	Atmos Energy
Sanitary Sewer	City of Dallas Water Utilities

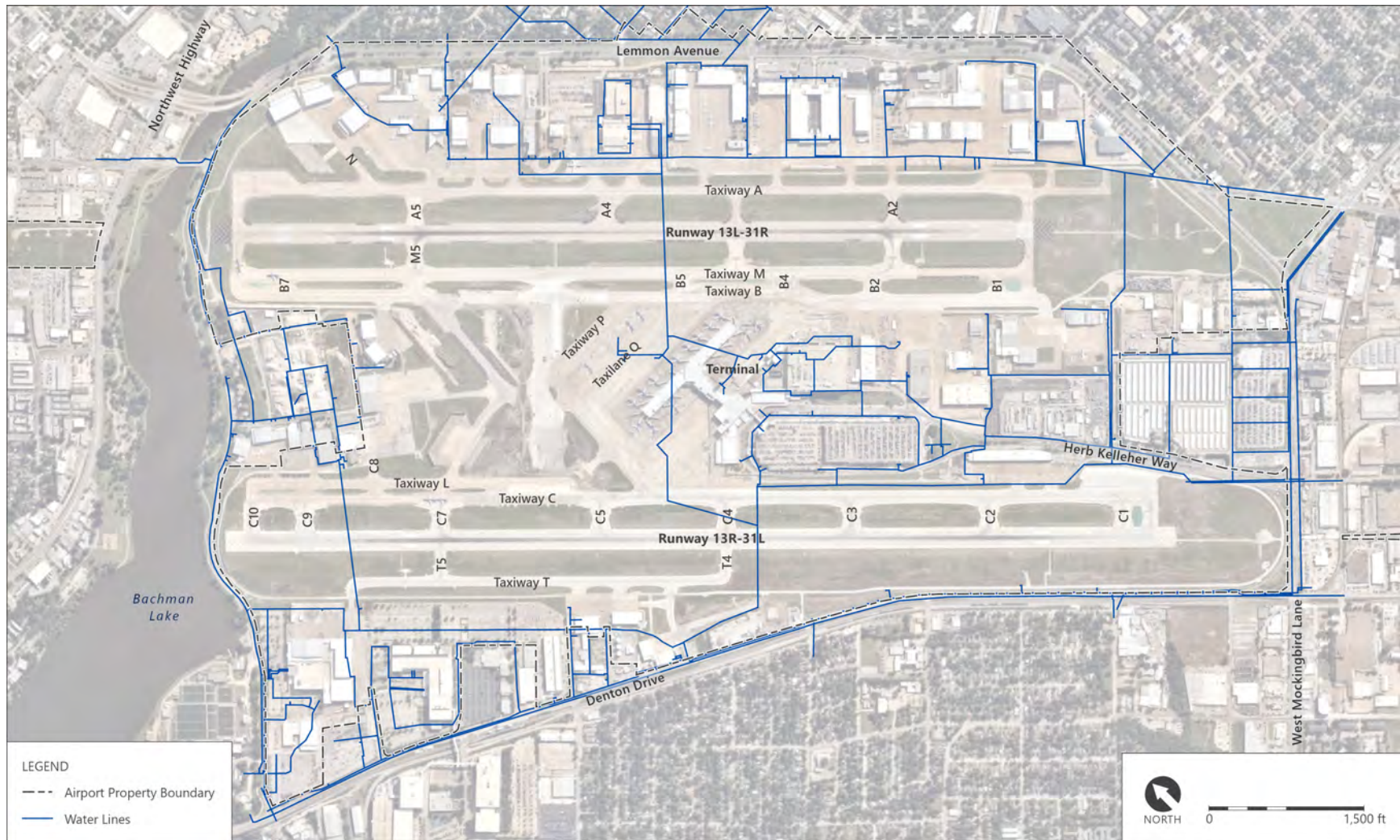
SOURCES: City of Dallas, Department of Aviation, August 2023; Jacobsen|Daniels Associates, LLC, September 5, 2023 (verification with utility providers).

EXHIBIT 2-24 ELECTRICAL DISTRIBUTION SYSTEM NETWORK



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (utilities); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

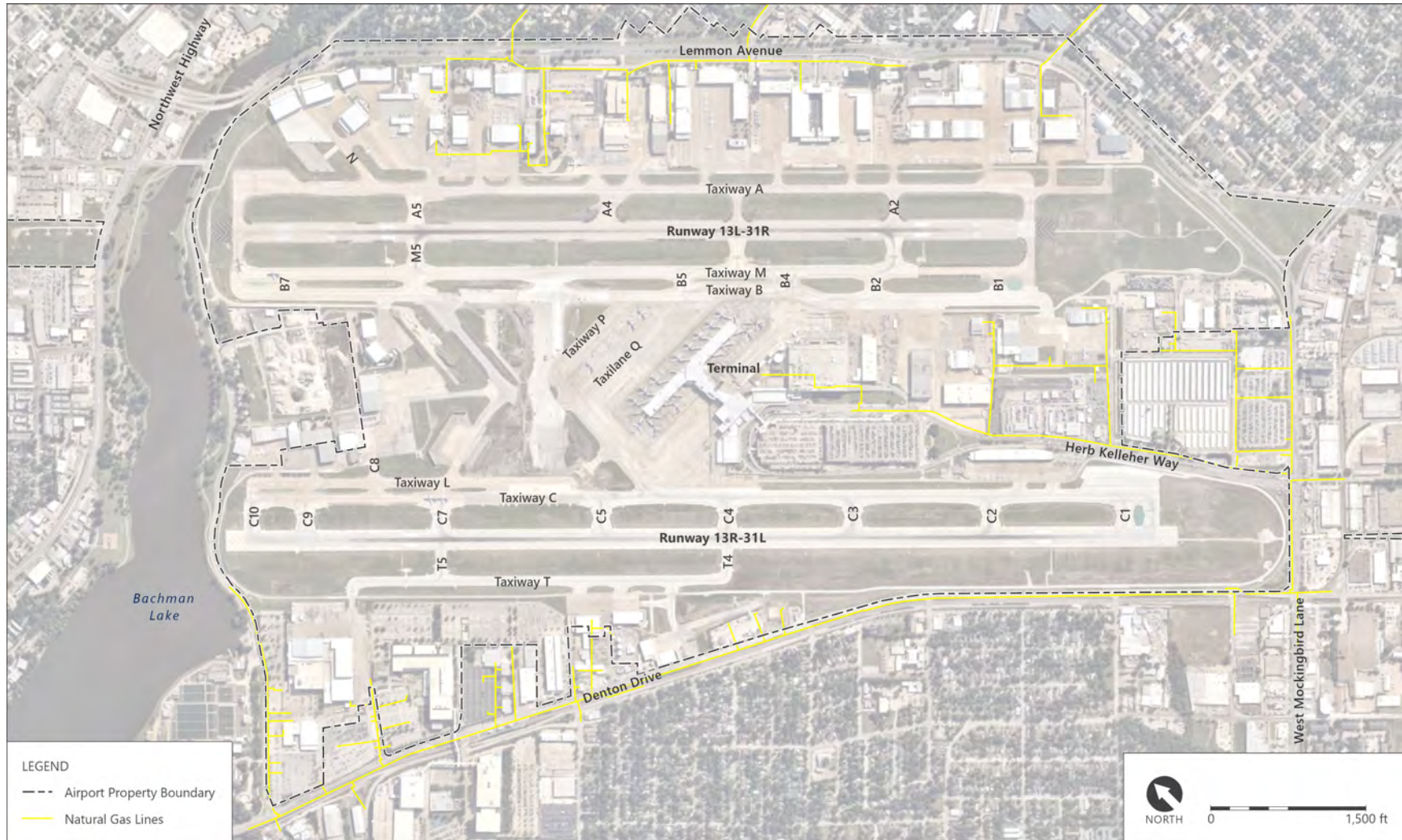
EXHIBIT 2-25 WATER DISTRIBUTION SYSTEM NETWORK



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (utilities); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

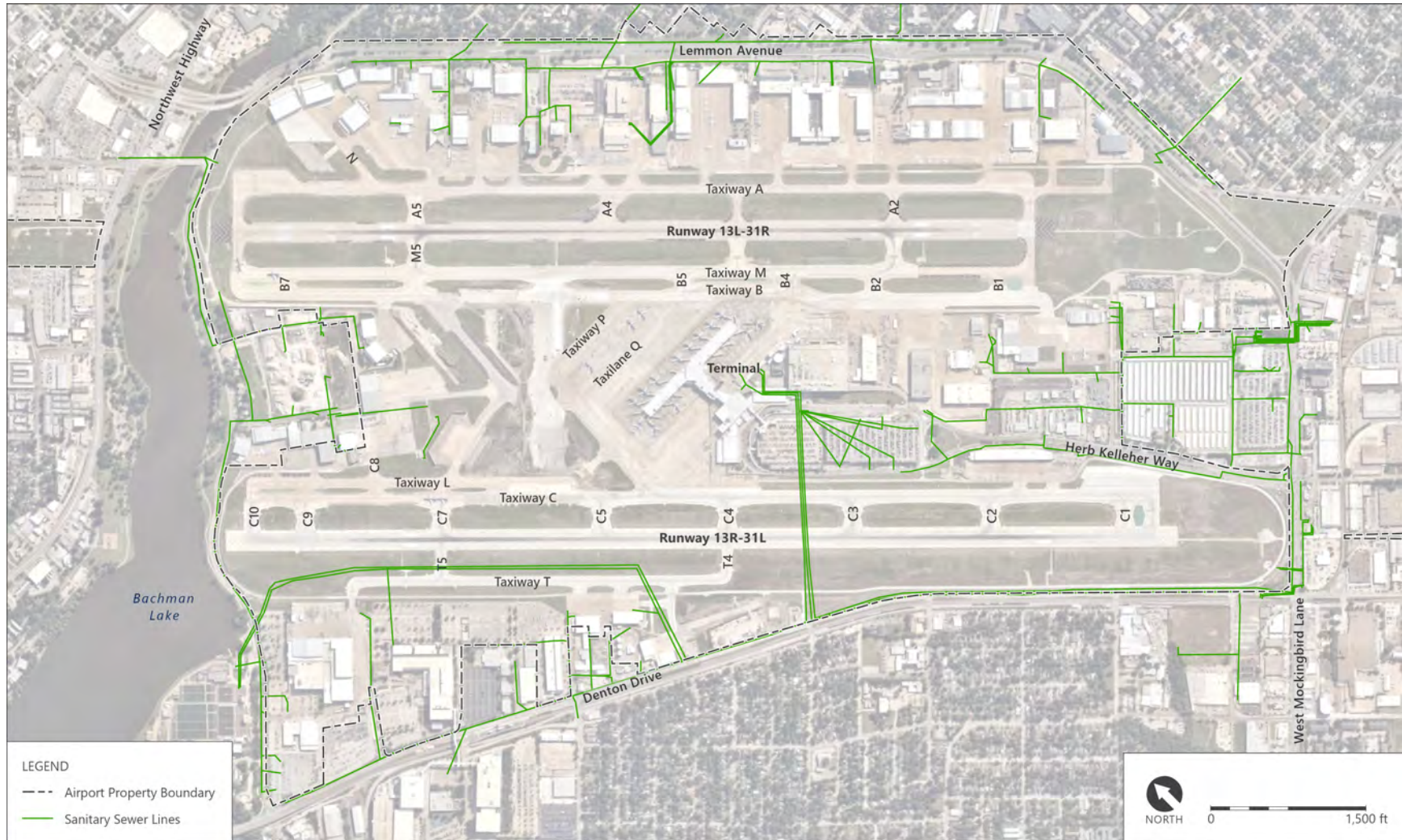


EXHIBIT 2-27 NATURAL GAS DISTRIBUTION SYSTEM NETWORK



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (utilities); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

EXHIBIT 2-28 SANITARY SEWER UTILITY SYSTEM



SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (utilities); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

## 2.7 ENVIRONMENTAL OVERVIEW

The environmental inventory was prepared to document the existing environmental conditions of the Airport property and the surrounding community with the purpose of determining what, if any, environmental factors should be considered during the planning process.

The inventory considered environmental resource categories defined in the National Environmental Policy Act (NEPA), as outlined in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*. Due to the Airport's location, known conditions, and surrounding environment, the following environmental resource categories were identified as relevant to future development considerations at DAL:

- Air Quality
- Biological Resources
- US Department of Transportation (USDOT), Section 4(f) Resources
- Hazardous Materials
- Historical, Archeological, Architectural, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks
- Water Resources

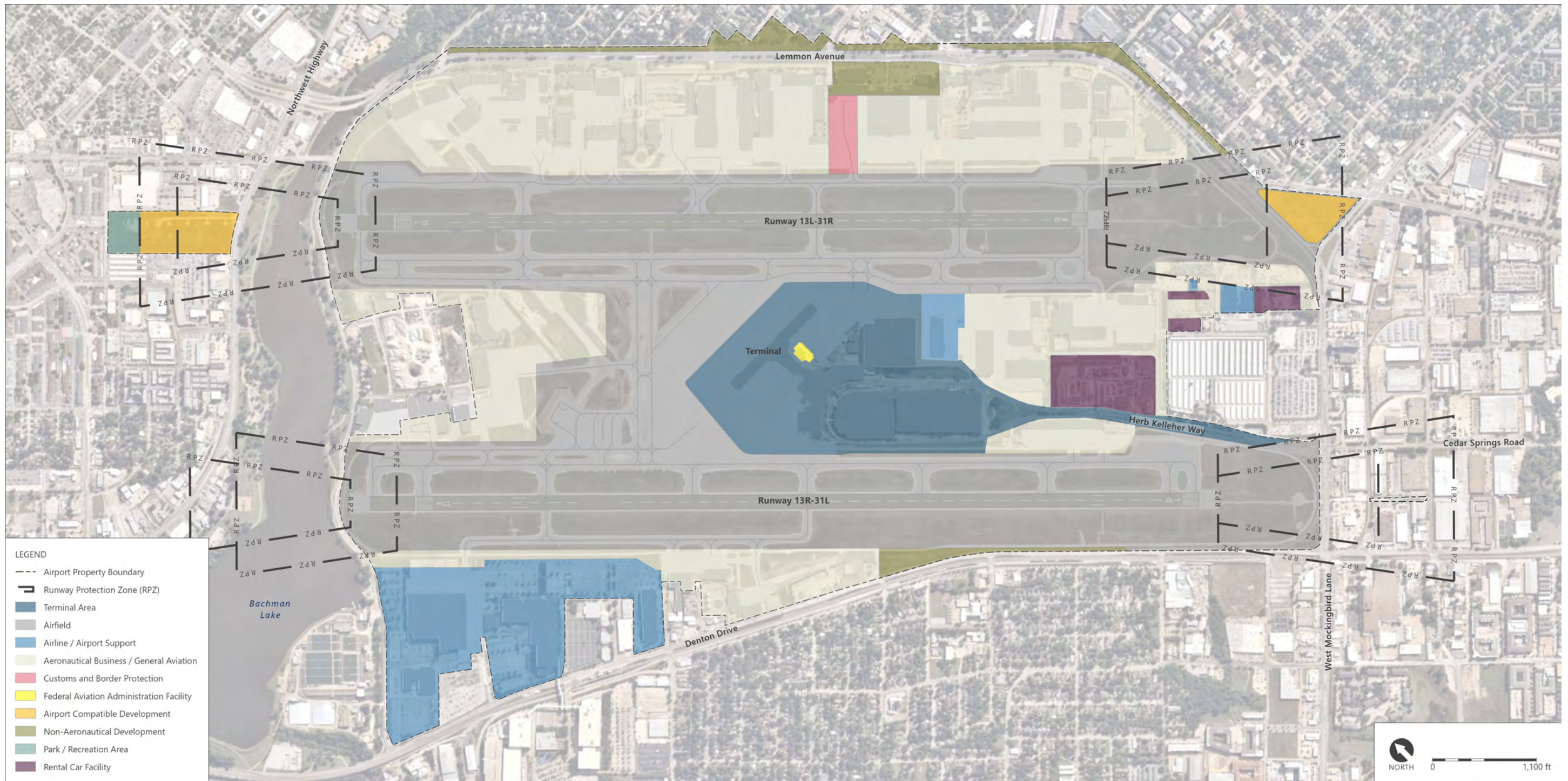
The known environmental resources that are located on Airport property and should be considered during preparation of the Master Plan are summarized in the following subsections. **Exhibits 2-29** through **2-31** depict the environmental and land use conditions on and near Airport property. A detailed version of Exhibit 2-30, which reflects the on-Airport land use drawing, can be seen in Appendix A.

EXHIBIT 2-29 EXISTING ENVIRONMENTAL CONDITIONS



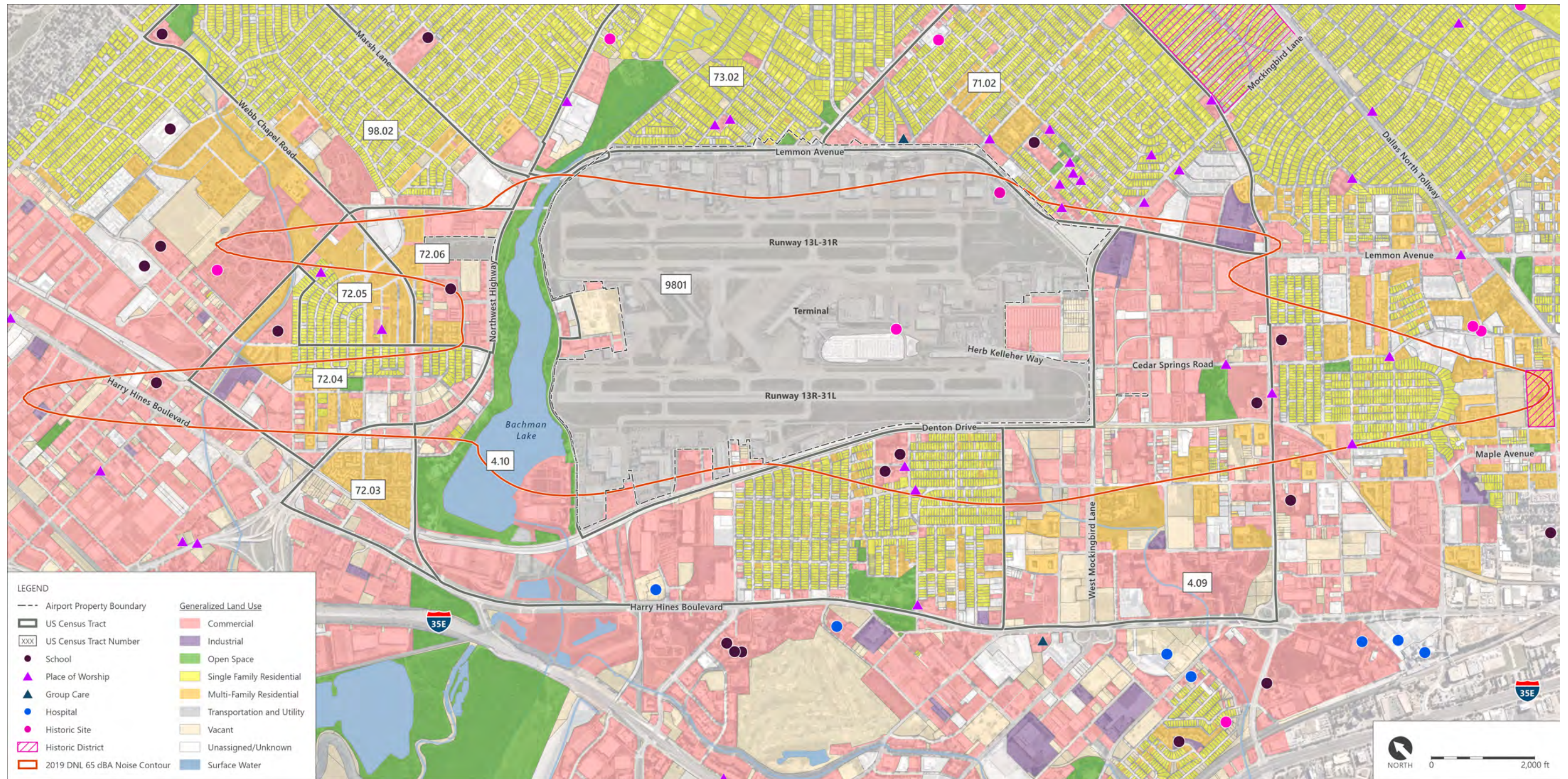
NOTE:  
 RCRA – Resource Conservation and Recovery Act  
 SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, Department of Aviation, August 2023 (floodplain); US Census Bureau, 2023 (roadways, water); Esri, November 2024 (parks); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); US Environmental Protection Agency, August 2023 (hazardous materials sites); US Fish and Wildlife Service, August 2023 (wetlands).

EXHIBIT 2-30 EXISTING ON-AIRPORT LAND USE



SOURCES: City of Dallas, Department of Aviation, *On-Airport Land Use Drawing*, June 2019; City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale).

EXHIBIT 2-31 EXISTING OFF-AIRPORT LAND USE



NOTES:  
 dBA – A-Weighted Decibel; DNL – Day-Night Average Sound Level  
 SOURCES: City of Dallas, Department of Aviation, *Dallas Love Field Airport Layout Plan*, June 2019 (Airport property boundary); City of Dallas, March 2021 (parcels, land use); US Census Bureau, 2023 (water, tracts); Esri, November 2024 (parks); Nearmap, 2023 (aerial photography – for visual reference only, may not be to scale); Harris Miller Miller & Hanson, Inc., July 2020 (noise exposure contour); US Department of Homeland Security, Geospatial Management Office, *Homeland Infrastructure Foundation-Level Data*, August 2023 (hospital, school, place of worship); US Department of Health and Human Services, August 2023 (group care facility); Texas Historical Commission, August 2023 (historic site, historic district).

## 2.7.1 AIR QUALITY

The Clean Air Act (CAA) of 1970, as amended, requires that states identify those areas where the National Ambient Air Quality Standards (NAAQS) are not being met for specific air pollutants. The US Environmental Protection Agency (USEPA) designates these areas as nonattainment areas, and areas that meet the NAAQS are designated as attainment areas. The USEPA, under mandates of the Clean Air Act Amendments (CAAA) of 1990, has established NAAQS for six air contaminants, referred to as criteria pollutants: carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen oxides (NO<sub>x</sub>), ozone (O<sub>3</sub>), particulate matter (PM), and lead (Pb). The USEPA classifies Dallas County as Severe-15 nonattainment for the 8-hour ozone 2008 standard and Moderate nonattainment for the 8-hour ozone 2015 standard.<sup>7</sup> Dallas County is designated as attainment for all other criteria pollutants. In areas that do not meet the NAAQS, federal conformity rules apply (40 CFR Part 93).

States with a nonattainment area must prepare a State Implementation Plan (SIP) that details the programs and requirements the state will implement to attain the NAAQS by the deadlines specified in the CAAA and subsequent rules promulgated by the USEPA.

The Texas Clean Air Act (Texas Health and Safety Code, Section 382) gives the Texas Commission on Environmental Quality (TCEQ) responsibility for safeguarding the state's air resources from pollution. The TCEQ is responsible for providing and maintaining the SIP.<sup>8</sup>

## 2.7.2 BIOLOGICAL RESOURCES

The Endangered Species Act (ESA), as amended, protects federally listed species and their habitats, including species proposed for listing. Section 7 of the ESA, as amended, sets forth requirements for consultation regarding effects on an endangered or threatened species, or the destruction or modification of critical habitat. The State of Texas protects additional species, and the lists of protected wildlife and plant species are maintained by the Texas Parks and Wildlife Department (TPWD) per Title 31 Texas Administrative Code Sections 65.171 through 65.176 and 31 Texas Administrative Code Sections 69.01 through 69.9, respectively.

The US Fish and Wildlife Service (USFWS) and the TPWD have authority over federally and state-listed threatened and endangered species, respectively. The USFWS Information for Planning and Consultation (IPaC) tool was used to determine the potential presence of federally listed threatened and endangered species in the vicinity of the Airport. As shown in **Table 2-32**, the IPaC tool identified two endangered, two threatened, two proposed endangered, two proposed threatened, and one candidate species as potentially present. The IPaC tool also confirmed there are no critical habitats on or within approximately 1 mile of the Airport.

DoA is required to avoid or minimize, to the extent practicable, the potential for adversely affecting federally or state-listed species. Eagles are afforded protection under the Bald and Golden Eagle Protection Act and migratory birds are protected by the Migratory Bird Treaty Act of 1918.

The DoA adopted the Wildlife Hazard Management Plan (WHMP) to minimize the potential for wildlife that are hazardous to aircraft. The WHMP identifies management practices implemented by the DoA to reduce the presence of wildlife and avoid conditions that attract wildlife, such as food, water, shelter, and breeding areas. Surrounding areas of open water, such as Bachman Lake and Bachman Creek off the end of Runways 13R and 13L and Fishing

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<sup>7</sup> US Environmental Protection Agency, Green Book, Texas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants, [https://www3.epa.gov/airquality/greenbook/anayo\\_tx.html](https://www3.epa.gov/airquality/greenbook/anayo_tx.html) (accessed August 23, 2023).

<sup>8</sup> Texas Commission on Environmental Quality, Air Quality, <https://www.tceq.texas.gov/airquality/air-quality> (accessed September 18, 2023).

Hole Lake east of the Airport, provide habitat for bird species, such as ducks and geese. Despite management efforts, bird strikes continue to pose a risk to aircraft.<sup>9</sup>

TABLE 2-32 FEDERALLY LISTED SPECIES POTENTIALLY PRESENT AT THE AIRPORT

COMMON NAME	SCIENTIFIC NAME	FEDERAL STATUS
Mammals		
Tricolored Bat	<i>Perimyotis sublavus</i>	Proposed Endangered <sup>1</sup>
Birds		
Golden-Cheeked Warbler	<i>Setophaga chrysoparia</i>	Endangered
Piping Plover <sup>2</sup>	<i>Charadrius melodus</i>	Threatened
Red Knot <sup>2</sup>	<i>Calidris canutus rufa</i>	Threatened
Whooping Crane	<i>Grus americana</i>	Endangered
Reptiles		
Alligator Snapping Turtle	<i>Macrochelys temminckii</i>	Proposed Threatened <sup>1</sup>
Clams		
Texas Fawnsfoot	<i>Truncilla macrodon</i>	Proposed Threatened <sup>1</sup>
Texas Heelsplitter	<i>Potamilus amphichaenus</i>	Proposed Endangered <sup>1</sup>
Insects		
Monarch Butterfly	<i>Danaus plexippus</i>	Candidate <sup>3</sup>

NOTES:

- 1 A proposed species is one the US Fish and Wildlife Service (USFWS) has determined that listing of the species as either threatened or endangered is warranted and has proposed a final rule to add to the listing as either threatened or endangered under the Endangered Species Act once a status review and consideration of protective conservation measures has been completed.
- 2 This species only needs to be considered for wind energy projects.
- 3 The US Fish and Wildlife Service has sufficient information to propose the monarch butterfly as threatened or endangered under the Endangered Species Act.

SOURCE: US Fish and Wildlife Service, Information for Planning and Consultation,

<https://ipac.ecosphere.fws.gov/location/SCWEC4SWPFCX5GAU4MKFTSVQUQ/resources#endangered-species> (accessed August 24, 2023).

### 2.7.3 US DEPARTMENT OF TRANSPORTATION, SECTION 4(F)

Section 4(f) of the USDOT Act of 1966, as amended, requires any program or project undertaken or approved by the USDOT to consider impacts to the use of any publicly owned park, recreation area, wildlife, and waterfowl refuge of national, state, or local significance, or historic resource of national, state, or local significance. The Act prohibits the Secretary of Transportation from approving actions that would result in the use of Section 4(f) properties for transportation purposes unless no prudent and feasible alternative exists and all planning efforts have been made to minimize impacts, or if the use of the Section 4(f) resource would result in a *de minimis* impact.

The following Section 4(f) properties are in the vicinity of the Airport:

<sup>9</sup> City of Dallas, Department of Aviation, Dallas Love Field, Wildlife Abatement, <https://www.dallas-lovefield.com/airport-info/environmental/wildlife-abatement> (accessed September 21, 2023).

- **Bachman Lake Park:** a recreational area associated with the 205.0-acre Bachman Lake located adjacent to the northwest boundary of the Airport. The park includes a recreation center, playground, volleyball court, hiking and biking trails, marina, and boat access to Bachman Lake.<sup>10</sup>
- **Bachman Creek Greenbelt:** a 54.0-acre linear recreational area located approximately 0.35 miles northeast of the Airport. The greenbelt includes hiking trails, open space, and beach access to Bachman Creek.<sup>11</sup>
- **Grauwlyer Park:** a 27.6-acre community park located approximately 1.0 miles southwest of the Airport. The park includes the Grauwlyer Recreation Center and a community pool.<sup>12</sup>
- **Weichsel Park:** a 12.7-acre park located approximately 1.0 miles southeast of the Airport. The park includes basketball courts and disc golf courses.<sup>13</sup>
- **Midway Manor Park:** a 1.3-acre park located approximately 0.15 miles northeast of the Airport. The park includes a basketball court.<sup>14</sup>
- **Field-Frazier Park:** a 2.5-acre park located approximately 0.2 miles northeast of the Airport. The park comprises open space and fields. It does not offer any facilities to support recreational amenities.<sup>15</sup>
- **Elm Fork Greenbelt Park:** a 235.0-acre wooded area with a trail along the Trinity River.<sup>16</sup>
- **K.B. Polk Park:** a 2.2-acre community park located approximately 0.13 miles east of the south end of the Airport. The park includes grills, a basketball court, soccer field, and recreation center.<sup>17</sup>
- **Bluff View Park:** a 2.6-acre neighborhood park located approximately 0.6 miles northeast of the Airport. The park includes a basketball court, soccer field, and playground.<sup>18</sup>
- **Hines Park:** a 0.2-acre mini park located approximately 2.0 miles west of the Airport. The park comprises open space with picnic areas.<sup>19</sup>

There are no wildlife or waterfowl refuges on or near the Airport. The closest national wildlife refuge is the Hagerman National Wildlife Refuge, approximately 60 miles north of the Airport.<sup>20</sup>

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<sup>10</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Bachman-Lake-Park-408> (accessed September 20, 2023).

<sup>11</sup> Wag Labs, Inc., Bachman Creek Greenbelt, <https://wagwalking.com/lifestyle/trails/bachman-creek-greenbelt> (accessed September 27, 2023).

<sup>12</sup> Dallas Park and Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Grauwlyer-Park-510> (accessed September 20, 2023).

<sup>13</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Weichsel-Park-701> (accessed September 20, 2023).

<sup>14</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Midway-Manor-Park-587> (accessed September 20, 2023).

<sup>15</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/FieldFrazier-Park-485> (accessed September 20, 2023).

<sup>16</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/facilities/facility/details/Elm-Fork-Greenbelt-790> (accessed September 27, 2023).

<sup>17</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/KB-Polk-545> (accessed September 27, 2023).

<sup>18</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Bluff-View-Park-424> (accessed September 27, 2023).

<sup>19</sup> Dallas Park & Recreation, Facilities, <https://www.dallasparcs.org/Facilities/Facility/Details/Hines-Park-526> (accessed September 27, 2023).

<sup>20</sup> US Fish and Wildlife Service, Our Facilities, <https://www.fws.gov/refuge/hagerman> (accessed September 13, 2023).

## 2.7.4 HAZARDOUS MATERIALS

FAA Order 1050.1F identifies the Resource Conservation and Recovery Act (RCRA; 40 CFR Parts 239 through 282) and the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA; 42 US Code [USC] Section 103) as the statutes of greatest importance when proposing actions to construct and operate facilities. The RCRA governs the generation, treatment, storage, and disposal of hazardous wastes and establishes guidelines for hazardous and non-hazardous solid waste management activities. The CERCLA provides for consultation with natural resource trustees and cleanup of any release of a hazardous substance (excluding petroleum) into the environment.

The TCEQ is the state agency with authority over hazardous materials, similar to the USEPA. The TCEQ also administers the aboveground and underground storage tank regulation program, leaking petroleum storage tank cleanup program, and the Groundwater Rule.<sup>21, 22</sup>

The USEPA NEPAAssist database was used to determine the potential presence of hazardous waste sites at DAL. As shown on Exhibit 2-29, there are 10 active and 11 inactive RCRA hazardous materials sites on Airport property, as well as several active and inactive RCRA sites surrounding the Airport.

## 2.7.5 HISTORICAL, ARCHAEOLOGICAL, ARCHITECTURAL, AND CULTURAL RESOURCES

The National Historic Preservation Act (NHPA), particularly Sections 106 and 110, established the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to consider whether proposed activities have the potential to have an adverse effect on historic properties that are already listed, determined eligible, or not yet evaluated under the NRHP criteria. Properties that are either listed in or eligible for listing in the NRHP are provided the same measure of protection under Section 106.

The Texas Historical Commission (THC) manages historical, archeological, and cultural resources in Texas. According to the THC Historic Sites Atlas, two historic resources were identified on Airport property. As shown on Exhibit 2-31, one historic resource is located near the center of the Airport and is identified as "Love Field" (Atlas No. 5113012983). Love Field represents the City's early aviation efforts. The other historic resource on Airport property, east of Runway 31R, is the Frontiers of Flight Museum (Atlas No. 4200000532).<sup>23</sup> The museum is an educational facility that presents aviation and space history.<sup>24</sup>

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<sup>21</sup> Texas Commission on Environmental Quality, [https://www.tceq.texas.gov/permitting/pst\\_cert.html](https://www.tceq.texas.gov/permitting/pst_cert.html) (accessed September 6, 2023).

<sup>22</sup> Texas Commission on Environmental Quality, Groundwater Rule, [https://www.tceq.texas.gov/drinkingwater/gwr\\_main.html](https://www.tceq.texas.gov/drinkingwater/gwr_main.html) (accessed September 20, 2023).

<sup>23</sup> Texas Historical Commission, Texas Historic Sites Atlas, <https://atlas.thc.state.tx.us/Map> (accessed August 28, 2023).

<sup>24</sup> Frontiers of Flight Museum, About the Museum, <https://www.flightmuseum.com/about/> (accessed September 20, 2023).

Using the THC Historic Sites Atlas, the following four historic sites and one historic district were identified within 0.5 miles of the day-night average sound level (DNL) 65 A-weighted decibels (dBA) noise contour, which is the FAA threshold of noise compatibility for noise-sensitive land uses:

- Letot Cemetery (Atlas No. 5113006760) is located approximately 0.2 miles west of the end of the Runway 13L noise contour.
- Old Letot Cemetery (Atlas No. 5507015025) is located approximately 0.3 miles northwest of the end of the Runway 13R noise contour.
- Reichenstein Home (Atlas No. 5113006836) is located approximately 0.2 miles northeast of the end of the Runway 31L noise contour.
- Cedar Springs historic marker (Atlas No. 5113006648) is located adjacent to the Reichenstein Home, approximately 0.2 miles northeast of the end of the Runway 31L noise contour.
- Cedar Springs Place Historic District (Atlas No. 2091001901) is an area of community planning and development and architectural significance located at the southeast end of the Runway 31L noise contour.

In addition to several other historic sites south and east of the Airport, there is another area of community planning and development and architectural significance, the Greenway Parks Historic District (Atlas No. 2007001383), located approximately 1.5 miles east of the Airport.

Coordination with the THC, which serves as the State Historic Preservation Office (SHPO), will be needed if a project has the potential to affect any of the historic resources.

## 2.7.6 LAND USE

### 2.7.6.1 ON-AIRPORT LAND USE

The Airport is approximately 4 miles north of the Dallas Central Business District and is the only commercial service airport within city limits. Airfield facilities consist of two parallel runways with associated taxiways and Airport support facilities. The Airport's Main Terminal, between Runways 13L-31R and 13R-31L, comprises the terminal building, aircraft gates and parking areas, and commercial airline facilities. The Airport has three parking garages, although only two at the center of Herb Kelleher Way. Additionally, there are GA support facilities, rental car facilities, and business and industrial land uses to the east and west of the Main Terminal. Existing on-Airport land uses provided in the ALP (Appendix A) can be found on Exhibit 2-30.

### 2.7.6.2 OFF-AIRPORT LAND USE

Land in the vicinity of the Airport is densely developed; the primary land uses surrounding the Airport are shown on Exhibit 2-31. The predominant land use north and east of the Airport consists of single-family residential neighborhoods, along with some commercial use. Bachman Lake, Bachman Creek, and Fishing Hole Lake are the predominant land uses northwest of the Airport, with commercial and residential uses beyond. Land use west of the Airport is dominated by commercial use, with a residential area adjacent to the Airport. Existing land use south of the Airport consists of industrial and commercial uses adjacent to the Airport, with primarily residential uses beyond.

## 2.7.7 NATURAL RESOURCES AND ENERGY SUPPLY

Executive Order (EO) 14057, *Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, reaffirms the goal of the US government to achieve a carbon pollution-free electricity sector by 2035 and net-zero emissions

economy-wide by 2050.<sup>25</sup> The EO emphasizes the need for innovation and environmental stewardship to safeguard federal investments from the effects of climate change and ensure climate resilient operations.

The Airport currently purchases electricity from the local retail electric provider, TXU Energy. Oncor Electric Delivery Company maintains and operates the electric transmission and distribution lines that deliver electricity to the Airport and charges TXU Energy a regulated rate to use its infrastructure, which is included in customers' electricity bills. Electricity supports Airport operations, including terminal buildings, roadways, airfield runway lighting and NAVAIDs, general utilities, and other on-Airport buildings. There are five FBOs at DAL that provide fueling, aircraft maintenance, hangar space, and charters. Water is supplied to the Airport by the City's Water Utilities Department.

### 2.7.8 NOISE AND NOISE-COMPATIBLE LAND USE

Several federal laws pertain to aircraft noise and noise-compatible land use impacts, including the Noise Control Act of 1972, Aviation Safety and Noise Abatement Act of 1979, Airport and Airway Improvement Act of 1982, and Airport Noise and Capacity Act of 1990. These laws and regulations provide a basis for the local development of airports, an analysis of potential impacts from airport development, and land use compatibility policies.

The FAA defines DNL 65 dBA as the threshold of noise compatibility for residential and other noise-sensitive land uses, such as schools, libraries, and places of worship. As part of its environmental review of development actions, the FAA requires an analysis of noise exposure when development actions may change the cumulative noise exposure of individuals to aircraft noise in areas surrounding an airport.

The City adopted the Voluntary Noise Abatement Program, which limits runway use during certain times of the day and implements noise abatement procedures for the Airport. The Love Field Environmental Advisory Committee (LFEAC) was established to facilitate communication between various Airport stakeholders, including nearby residents, aircraft operators, and aviation representatives, on issues regarding aircraft noise and noise abatement at DAL.<sup>26</sup>

Dallas Development Code Ordinance No. 19455, as amended, outlines the land use development regulations around DAL to ensure compatibility with adjacent development.<sup>27</sup> As shown on Exhibit 2-31, the DNL 65 dBA noise contours extend beyond Airport property into residential and commercial land uses. Eight places of worship and six schools, which are noise-sensitive land uses, are located within the DNL 65 dBA noise contour.

### 2.7.9 SOCIOECONOMICS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics encompasses the activities and resources associated with the everyday human environment, particularly related to population centers, their demographics, and economic activities. EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and USDOT Order 5610.2C, *US Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, require federal agencies to address the impact of their programs with respect to socioeconomic and

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<sup>25</sup> Whole Building Design Guide, *EO 14057 Catalyzing Clean Energy Industries and Jobs Through Federal Sustainability*, <https://www.wbdg.org/ffc/fed/executive-orders/eo-14057> (accessed August 24, 2023).

<sup>26</sup> City of Dallas, Department of Aviation, Dallas Love Field, Voluntary Noise Abatement Program, <https://www.dallas-lovefield.com/airport-info/environmental/noise-control-resources> (accessed August 29, 2023).

<sup>27</sup> American Legal Publishing, City of Dallas, Texas Code of Ordinances, [https://codelibrary.amlegal.com/codes/dallas/latest/dallas\\_tx/0-0-0-75159](https://codelibrary.amlegal.com/codes/dallas/latest/dallas_tx/0-0-0-75159) (accessed September 18, 2023).

environmental justice considerations to determine whether minority and low-income populations would receive disproportionately high adverse human health or environmental impacts due to implementation of a federal action.

Population, employment, and income data from the US Census Bureau were collected from nine census tracts surrounding the Airport, as well as data from three comparable regions: the state of Texas, Dallas County, and the City of Dallas. Data from the census tracts around the Airport, listed in **Table 2-33**, were compared to state, county, and city data to identify the potential presence of minority and low-income populations. Census Tract 9801 comprises Airport property only, which does not support a population; therefore, it is not included in the table.

Census Tracts 72.04 and 72.05 have the highest percentage of minority populations when compared to the three reference regions and the remaining census tracts surrounding the Airport. The population surrounding the Airport is not likely to comprise minority populations but may comprise environmental justice populations.

The employment rate in all census tracts is comparable to or higher than the three reference regions. Census Tracts 4.10, 72.03, 72.04, 72.05, 72.06, and 98.02 have a lower median income than the remaining census tracts and the three comparable regions. The percentage of persons below the poverty level in Census Tracts 4.09, 4.10, 71.03, 72.04, 72.05, and 72.06 is higher than the remaining census tracts and the three comparable regions. The population surrounding the Airport may represent a low-income population, and potential impacts from Airport development disproportionate to environmental justice and low-income populations must be considered.

TABLE 2-33 SOCIOECONOMIC CHARACTERISTICS

	MINORITY POPULATION PERCENTAGE <sup>1</sup>	PERCENTAGE OF PERSONS BELOW THE POVERTY LINE	MEDIAN HOUSEHOLD INCOME	EMPLOYMENT RATE
<b>Comparable Regions</b>				
State of Texas	38%	17%	\$57,995	64%
Dallas County	39%	14%	\$63,494	64%
City of Dallas	29%	14%	\$66,963	60%
<b>Census Tracts</b>				
4.09	41%	23%	\$60,901	75%
4.10	12%	21%	\$48,124	60%
71.02	38%	10%	\$67,500	70%
72.03	31%	20%	\$36,924	69%
72.04	53%	19%	\$45,768	71%
72.05	48%	29%	\$39,189	82%
72.06	33%	42%	\$39,038	71%
73.02	5%	5%	\$139,375	65%
98.02	20%	12%	\$49,211	63%

NOTE:

<sup>1</sup> The minority population is calculated by subtracting the White ethnicity group from the total. The sum of non-White ethnicity groups may not represent the minority population due to reporting practices.

SOURCES: US Census Bureau, 2021 American Community Survey 1-Year Estimates, <https://www.census.gov/programs-surveys/acs/technical-documentation/table-and-geography-changes/2021/1-year.html#NewTables> (accessed September 2023; data profiles); US Census Bureau, 2021 American Community Survey 5-Year Estimates, <https://www.census.gov/data/developers/data-sets/acs-5year.html> (accessed September 2023; data profiles).

## 2.7.10 WATER RESOURCES

The Clean Water Act (CWA) regulates discharges of pollutants into Waters of the United States, including wetlands, and regulates quality for surface waters.<sup>28</sup> The TCEQ developed the Texas Surface Water Quality Standards, codified in 30 Texas Administrative Code, Chapter 307, under the authority of the CWA and the Texas Water Code.

### 2.7.10.1 WETLANDS

EO 11990, *Protection of Wetlands*, and USDOT Order 5660.1A, *Preservation of the Nation's Wetlands*, state that all FAA actions must avoid direct and indirect effects on wetlands to the extent possible. Project impacts to wetlands, including the placement of discharge or fill material into wetlands and Waters of the United States, require a permit review process administered by the US Army Corps of Engineers (USACE).<sup>29</sup> Through the permitting process, methods to eliminate or reduce the impact to wetlands must be demonstrated, and any unavoidable impacts must be offset by mitigation.

There are no wetlands within Airport property; however, there are off-Airport wetlands in the area, including Bachman Lake, Fishing Hole Lake, and Bachman Creek north and west of Airport property (see Exhibit 2-29).

### 2.7.10.2 FLOODPLAINS

To comply with EO 11988, *Floodplain Management*, and USDOT Order 5650.2, *Floodplain Management and Protection*, all FAA actions must avoid floodplains if a practicable alternative exists. If no practicable alternative exists, actions in a floodplain must be designed to minimize adverse impacts to the floodplain's natural and beneficial values.<sup>30</sup> Floodplains are defined as lowland and flat areas adjoining waters that are subject to a 1 percent or greater chance of flooding in any given year (i.e., a 100-year flood event).

A review of the Federal Emergency Management Agency's (FEMA) flood zone maps indicates the Airport is not situated in a flood hazard zone. Exhibit 2-29 illustrates areas designated as 100-year floodplain by FEMA, which are north and west of Airport property and associated primarily with Bachman Lake, Fishing Hole Lake, and Bachman Creek, as well as the associated waterways south of Airport property.

### 2.7.10.3 SURFACE WATERS

The CWA is the primary law that safeguards water quality in the United States. Under Section 402 of the CWA, the National Pollutant Discharge Elimination System (NPDES) was established to regulate point source discharges, such as releases from wastewater treatment plants and industrial facilities (including airports), and other discharges, such as mobilized sediments and erosion from construction sites. Section 402 also requires that facilities that store oil and oil-based products have Spill Prevention Control and Countermeasure (SPCC) Plans to minimize the likelihood or severity of water quality impacts in the event of a spill. In Texas, the USEPA has delegated authority to issue NPDES permits to the TCEQ under the Texas Pollutant Discharge Elimination System (TPDES).

As shown on Exhibit 2-29, there are no surface waters present on Airport property. Surface water in the vicinity of the Airport consists primarily of Bachman Lake, Fishing Hole Lake, and Bachman Creek, as well as the associated waterways south of the Airport. Rainfall on runways, taxiways, terminal buildings, and parking lots can pick up pollutants, which dissolve in the runoff and are transported through a network of concrete channels and

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<sup>28</sup> 33 USC § 1251, Clean Water Act.

<sup>29</sup> Texas Parks and Wildlife Department, Wetland Regulation, <https://tpwd.texas.gov/landwater/water/habitats/wetland/regulation/> (accessed August 29, 2023).

<sup>30</sup> Garage A is not in a floodplain designated by the Federal Emergency Management Agency.

underground pipes that comprise the Airport stormwater drainage system. The Airport requires authorization for stormwater discharges under the TPDES permit, which provides authorization for point source discharges of stormwater associated with industrial activity and certain non-stormwater discharges to surface water.

## 2.8 SUSTAINABILITY PROGRAMS AND POLICIES

An inventory of existing sustainability achievements and initiatives was conducted to describe the current state of sustainability programs and policies at the Airport. The following categories were identified as integral to sustainability performance at DAL:

- Energy Use
- Waste Management

The DoA is committed to reducing negative environmental impacts; maintaining high, stable levels of economic growth; and improving social relations through a broad set of actions, ensuring organizational goals are achieved in a way that is consistent with the needs and values of the local community.<sup>31</sup> Through this commitment, the DoA has advanced its sustainability framework through programs focused on sustainable and efficient infrastructure management, energy management, and waste management. To promote further development of its sustainability programs, the DoA established the Environmental Task Force comprising DoA staff, Airport tenants, and Airport stakeholders. The primary focus of the Environmental Task Force is ensuring compliance with waste management practices and programs.

The DoA is also developing the DAL Sustainability Master Plan (SMP). Although in the early stages of development, the SMP has a target end date of 2025, after which implementation of the recommendations and strategies identified in the SMP would begin. The DoA goals for energy use and waste management should align with the ongoing SMP to the extent practicable. The purpose of an SMP is to fully integrate sustainability into an airport's long-range planning, using baseline assessments of environmental resources and community outreach to identify sustainability objectives that will reduce environmental impacts, realize economic benefits, and improve community relations. The DAL SMP will be prepared in accordance with the FAA memorandum on the Airport Sustainable Master Plan Pilot Program, which provides preliminary guidance on airport sustainability planning.<sup>32</sup> *NOTE: the DAL SMP was adopted in April of 2025.*

### 2.8.1 REGULATORY CONTEXT

The City owns DAL, and the DoA operates the Airport. The City maintains several environmental and sustainability policies and regulations that are applicable to the operation of the Airport. The purpose of the City's Environmental Policy (EP) is to reduce operational impacts of City buildings and fleets by focusing on and committing to the conservation of resources (i.e., energy), compliance with policy and regulation, and continual improvement of processes and environmental performance.<sup>33</sup> The City's EP was approved by the Dallas City Council on January 26,

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<sup>31</sup> City of Dallas, Department of Aviation, Dallas Love Field, Airport Info, Sustainability, <https://www.dallas-lovefield.com/airport-info/sustainability> (accessed September 12, 2023).

<sup>32</sup> US Department of Transportation, Federal Aviation Administration, *Notification: Airport Sustainable Master Plan Pilot Program* (memorandum), May 27, 2010.

<sup>33</sup> City of Dallas, *2012 Annual Progress Report*, <https://dallascityhall.com/departments/OEQ/DCH%20Documents/annualreport2012.pdf> (accessed September 12, 2023).

2005, and was updated on March 21, 2018. The EP establishes the City's commitment to a clean, safe, and healthy environment through the enactment of seven actions:

1. Implementation of programs and procedures to meet or exceed all applicable environmental laws and regulations
2. Continual improvement of environmental performance through environmental management and self-assessments
3. Prevention of pollution at its source
4. Use of environmental management systems (EMSs)
5. City employee abidance to regulation and environmental compliance
6. Training and education for City employees
7. Community outreach regarding the importance of environmental stewardship<sup>34</sup>

In 2008, the City adopted an EMS based on International Organization for Standardization (ISO) 14001, an international specification administered by the ISO that provides a framework for implementing an effective EMS. The EMS requires that City entities evaluate their organization's risks, develop a plan for improvement, implement improvement strategies, and evaluate implemented strategies for effectiveness and make further improvements where necessary. Consistent with the specifications in ISO 14001, the City's EMS consists of five principles that comprise a cycle of action known as continuous improvement:

1. Policy development
2. Planning
3. Doing
4. Checking
5. Acting<sup>35</sup>

The ambitious and wide-reaching approach of the City's EMS places environmental responsibility on all individuals within an organization, resulting in improved environmental commitment and compliance across the city of Dallas.

In May 2020, the City adopted the Dallas Comprehensive Environmental and Climate Action Plan (CECAP), which outlines goals and concrete actions for achieving reductions in carbon emissions, enhancing environmental quality across communities, and creating sustainable infrastructure that can withstand the impacts of climate change.<sup>36</sup> The CECAP covers eight environmental categories, including renewable, reliable, and affordable energy; resilient and energy-efficient buildings; and waste management and zero-waste communities. The goals, objectives, targets, and actions outlined in the CECAP for these categories provide a baseline for the goals and initiatives to be identified in the ongoing SMP.

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<sup>34</sup> City of Dallas, *Environmental Policy*, <https://dallascityhall.com/departments/OEQ/DCH%20Documents/environmental-policy.pdf> (accessed September 12, 2023).

<sup>35</sup> City of Dallas, Office of Environmental Quality, *Environmental Management System*, [https://dallascityhall.com/departments/OEQ/Pages/ems\\_whatitisit.aspx](https://dallascityhall.com/departments/OEQ/Pages/ems_whatitisit.aspx) (accessed September 12, 2023).

<sup>36</sup> City of Dallas, *Dallas Comprehensive Environmental and Climate Action Plan*, May 2020.

## 2.8.2 SUSTAINABILITY CATEGORIES

This section describes sustainability achievements to date and existing sustainability programs, policies, and initiatives pertaining to energy use and waste management at the Airport.

### 2.8.2.1 ENERGY USE

The DoA has taken several steps to reduce energy use and improve energy efficiency at the Airport, such as evaluating energy use in Airport buildings; constructing green, sustainable, and energy-efficient buildings; purchasing green energy; evaluating the feasibility of generating renewable energy on-site; and evaluating the feasibility of expanding its electric vehicle (EV) fleet and charging infrastructure. These achievements have been supported by several studies and programs:

- **Energy Assessment:** in June 2022, the DoA completed an energy assessment for the DAL terminal, CUP, Maurice Rayshun Smith Building, airfield maintenance building, and Sgt. Michael Smith Law Enforcement Building.<sup>37</sup> The purpose of the assessment was to evaluate energy use, observe the status of facilities and equipment, and provide opportunities for implementing energy conservation measures within the assessed facilities. The assessment revealed that energy consumption at the assessed facilities was comparable to the benchmarked airports; however, opportunities for improvement remain within the terminal facility and CUP, specifically regarding the operational efficiency of temperature controls and lighting systems.
- **Phase 1 Solar Feasibility Study:** the DoA conducted Phase 1 of a solar feasibility study in June 2022 to identify the potential compatibility of land areas and structures at DAL for prospective solar photovoltaic (PV) array installations.<sup>38</sup> The study provided a benchmarking analysis; considerations for installation; a compatibility analysis; and Phase 2 study considerations, such as identifying goals for solar development and undertaking additional analyses to support the identified goals. The study found that over 40 noncontiguous acres of on- and off-Airport property<sup>39</sup> are highly compatible with solar development.<sup>40</sup>
- **EV Benchmarking:** the DoA operates and maintains several EVs within the Airport's light-duty vehicle fleet. Additionally, Garage C contains 12 EV chargers for passenger use. The DoA plans to purchase additional EV chargers for employee use in the near term. In the interest of identifying further opportunities for improvement regarding energy consumption and conservation related to the Airport's vehicle fleet and EV charging infrastructure, the DoA conducted an EV benchmarking study at DAL in June 2022.<sup>41</sup> The purpose of the EV study was to inform the DoA of existing EV programs at similar airports, considerations for transitioning to EV fleets and providing associated infrastructure, and available federal and state funding sources for EV programs. The EV study identified seven airports comparable in size to DAL and presented available information on EV and sustainability plans, EV-related goals, existing EV programs, and funding sources used for EV programs (i.e., grants and revenue models).
- **JetWind Pilot Study:** in 2023, the DoA partnered with Dallas-based company JetWind Power Corporation (JetWind) to trial revolutionary technology that captures and converts wind generated from aircraft into clean

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<sup>37</sup> Gresham Smith, *Dallas Love Field Energy Assessment*, June 2022.

<sup>38</sup> Ricondo & Associates, Inc., *Dallas Airport System Solar Feasibility Study – Phase 1*, June 23, 2022.

<sup>39</sup> Off-Airport properties that were considered in the Solar Feasibility Study include sites/structures within the runway protection zones at DAL or areas that could be desirable for development.

<sup>40</sup> A highly compatible rating requires that the site/structure be obscured from the Airport Traffic Control Tower line of sight by 95 percent or higher.

<sup>41</sup> City of Dallas, Department of Aviation, Dallas Love Field, *Electric Vehicle Benchmarking for Dallas Love Field Airport*, June 2022.

and sustainable energy. The Airport's location and atmospheric conditions were identified to be optimal for the use of JetWind's Energy Capturing Pod (ECP) generators that capture human-made wind and convert it to sustainable energy. The ECP at the Airport is strategically located next to the ATCT, which allows operators to test various factors of the ECP, such as the amount of energy capable of being captured and the durability of the generator turbines against the wind blast of an aircraft. The DoA is currently exploring ways to utilize the energy captured from the ECP to benefit Airport operations and enhance the passenger experience.<sup>42</sup>

In addition to the programs previously discussed, the DoA is committed to the development of sustainable and energy-efficient buildings. The Maurice Rayshun Smith Building and Sgt. Michael Smith Law Enforcement Building are Leadership in Energy and Environmental Design (LEED) certified buildings, and Garage C is Parksmart<sup>43</sup> certified. In addition, through the LFMP, the DoA aimed to remodel its buildings according to the US Green Building Council sustainability standards to achieve LEED certifications.

In 2017, the DoA began participating in Airports Council International (ACI) Europe's Airport Carbon Accreditation program. Airport Carbon Accreditation is a global carbon management certification program that strives to enable the airport industry to effectively reduce its carbon footprint through increased energy efficiency and lower energy consumption. Airport Carbon Accreditation independently assesses and recognizes the efforts of airport operators to manage and reduce their carbon emissions through six levels of certification: Mapping, Reduction, Optimization, Neutrality, Transformation, and Transition. DAL received Level 1 Mapping accreditation in November 2017, Level 2 Reduction accreditation in November 2018, and Level 3 Optimization accreditation in June 2022.

In 2019, the City adopted the Green Energy Policy, which commits the City to clean and efficient energy use for municipal operations. As a result, the City entered into a contract with TXU Energy to purchase renewable energy credits (RECs) that offset 100 percent of the City's electricity consumption. As such, energy consumption at the Airport is offset by the purchase of RECs equivalent to 100 percent of the Airport's electricity use.

### 2.8.2.2 WASTE MANAGEMENT

The DoA is committed to implementing effective practices to collect, transport, and dispose of waste generated from Airport activities. Waste management efforts at DAL support the proper disposal of municipal solid waste (MSW) and recyclables and the minimization of waste output to the extent practicable.

To standardize waste handling procedures, Airport staff have ensured all MSW and recycling receptacles within the terminal building are collocated with consistent signage. This practice provides a convenient and effective waste disposal process for passengers within the terminal building. Janitorial staff transport MSW and recyclables collected from public areas of the terminal building to either the airside or landside loading dock for disposal. At the site of disposal, janitorial staff sort MSW and recyclables by liner color and dispose of the collected waste in the corresponding MSW or recycling compactor.

To minimize waste generation, the DoA has implemented recycling programs, including a partnership with a waste retrieval company that collects used cooking oil from restaurants within the terminal for reuse. The DoA has also

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<sup>42</sup> City of Dallas, Department of Aviation, Dallas Love Field, Airport News, "Dallas Love Field Is Taking Sustainability to New Heights," <https://www.dallas-lovefield.com/Home/Components/News/News/281/90> (accessed September 15, 2023).

<sup>43</sup> Parksmart is the world's only certification system designed to advance sustainable mobility through smarter parking structure design and operation.

installed water bottle refill stations across the Airport’s terminal to reduce the amount of plastic waste generated from single-use water bottles.

In 2016, the DoA developed a recycling, reuse, and waste reduction plan (Waste Plan) as part of the Master Plan Update at DAL.<sup>44</sup> The purpose of the Waste Plan was to identify existing waste management practices and procedures and potential waste reduction initiatives for implementation at the Airport. **Table 2-34** lists the seven waste and recycling initiatives identified in the Waste Plan and the status of program implementation at the Airport.

**TABLE 2-34 STATUS OF IDENTIFIED WASTE AND RECYCLING INITIATIVES**

NO.	INITIATIVE	IMPLEMENTATION STATUS
1	Provide liquid collection station areas prior to TSA checkpoint.	<b>Complete:</b> Three liquid collection stations were added prior to the TSA checkpoint, and several were added to the terminal curbside.
2	Standardize waste and recycling collection points throughout the Airport.	<b>Complete:</b> Waste and recycling bins are collocated and have consistent signage throughout the Airport.
3	Support and encourage expansion of the food waste diversion program at DAL.	<b>Not Yet Implemented:</b> The DoA is considering the implementation of a composting program.
4	Establish an environmental task force including tenants, concessionaires, and various city departments to provide a platform for collaboration, idea sharing, and education of environmental projects. Include waste management efforts within the task force meetings to gain support.	<b>Complete:</b> The DoA established a task force comprising tenants, concessionaires, and representatives from various City and Airport departments to coordinate efforts on environmental initiatives and projects.
5	Monitor the disposal of all waste streams (construction waste/recyclables, general waste/recyclables, green waste, and universal waste).	<b>Complete:</b> the DoA Sanitation Department tracks Waste disposal.
6	Add waste diversion standards and policies to tenant and concession contracts.	<b>Not Yet Implemented:</b> The DoA is evaluating the inclusion of requirements in tenant and concessionaire contracts to establish standardized waste-diversion practices and related operational policies
7	Integrate the DoA Environmental Division in construction and design milestone reviews. Encourage consideration that recycling/waste infrastructure be included within the design process.	<b>Complete:</b> The DoA Environmental Division promotes the consideration of green buildings and infrastructure during construction and design reviews.

NOTES:

DAL – Dallas Love Field

DoA – Department of Aviation

TSA – Transportation Security Administration

SOURCES: City of Dallas, Department of Aviation, August 2023 (implementation status); Ricondo & Associates, Inc., *Dallas Love Field: Recycling, Reuse, and Waste Reduction Plan*, August 2016 (initiatives).

<sup>44</sup> Ricondo & Associates, Inc., *Dallas Love Field: Recycling, Reuse, and Waste Reduction Plan*, August 2016.