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### 3. AVIATION ACTIVITY FORECASTS

This chapter presents an analysis of historical aviation activity at the Airport and summarizes the forecasts of future activity through FY 2045, including unconstrained and constrained forecasts of enplaned passengers. The Unconstrained Forecast represents changes in future activity that are not hindered by the availability of facilities, such as aircraft gates or airfield capacity. The Baseline Constrained Forecast represents changes in future activity that consider the number of maximum available gates, which is set at 20. The separate forecasts were independently developed to validate there is sufficient demand to support the level of activity identified in the constrained forecast. The constrained forecast provides forecasts of enplaned passengers, aircraft operations, and cargo volumes, which serve as the basis for determining facility requirements and conducting environmental, financial, and other analyses.

The forecasts use FY 2023 as the base year, the latest year for which complete passenger, operations, and cargo volume data were available at the time of this documentation. Published airline schedules for calendar year (CY) 2023 provide the basis for discussions regarding the airlines serving the Airport, the destinations served to and from the Airport, and the average aircraft seat capacity. Published schedule data through March 2024 were used to validate assumptions and inform the development of future activity forecasts. In addition to the forecast of activity (baseline forecast), two scenarios were developed to estimate activity levels, assuming a higher utilization of the existing terminal facilities. The baseline and high-scenario forecasts represent a range of potential future activity. However, actual activity may vary due to unforeseen events or changes in airline service at the Airport.

#### 3.1 HISTORICAL AVIATION ACTIVITY

##### 3.1.1 AIRLINES SERVING THE AIRPORT

As of November 2023, three airlines provide scheduled passenger service at the Airport: Alaska, Delta, and Southwest. All three airlines have continuously served the Airport since FY 2014 (including historical service provided by Virgin America, which merged with Alaska in 2016). **Table 3-1** presents the scheduled passenger airlines serving the Airport since FY 2014.

TABLE 3-1 AIRLINES SERVING THE AIRPORT

AIRLINE	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Alaska Airlines <sup>1</sup>	•	•	•	•	•	•	•	•	•	•	•	• <sup>2</sup>
Delta Air Lines	•	•	•	•	•	•	•	•	•	•	•	•
Southwest Airlines	•	•	•	•	•	•	•	•	•	•	•	•
Airlines No Longer Serving the Airport												
SeaPort Airlines	•	•										
United Airlines	•	•										

NOTES:

FY – Fiscal Year

1 Alaska Airlines includes historical service from Virgin America, which merged with Alaska Airlines in December 2016. The Federal Aviation Administration granted a single operating certificate on January 11, 2018.

2 Following completion of Master Plan activity forecast, Alaska Airlines discontinued service at Dallas Love Field in May 2025.

SOURCE: Cirium Diio, December 2025 (published airline schedules).

According to published airline schedules for CY 2023, the airlines serving the Airport offer approximately 75,000 average daily departing seats and 205 average daily departures. Nonstop service<sup>1</sup> is provided to 74 domestic destinations. **Exhibit 3-1** presents the domestic destinations served from the Airport.

### 3.1.2 ENPLANED PASSENGERS

The FAA classifies DAL as a medium-hub airport, as it accounts for 0.25 to 1.0 percent of the total enplaned passengers in the United States. Based on USDOT T-100 data, in CY 2022 the Airport ranked 32nd in the nation in terms of passengers. **Table 3-2** presents DAL total enplaned passengers, total US enplaned passengers, and the DAL share of the total US enplaned passengers from FY 2014 through FY 2023. DAL enplaned passengers increased from 4.4 million in FY 2014 to 8.7 million in FY 2023, which represented a compound annual growth rate (CAGR) of 7.9 percent. The Airport's share of total US enplaned passengers increased from 0.6 percent in FY 2014 to 0.9 percent in FY 2023.

TABLE 3-2 HISTORICAL ENPLANED PASSENGERS – DALLAS LOVE FIELD AND TOTAL UNITED STATES

FISCAL YEAR	DAL ENPLANED PASSENGERS <sup>1</sup>	DAL ENPLANED PASSENGERS YOY PERCENTAGE CHANGE	US TOTAL ENPLANED PASSENGERS <sup>1</sup>	US TOTAL ENPLANED PASSENGERS YOY PERCENTAGE CHANGE	DAL SHARE OF TOTAL US ENPLANED PASSENGERS
2014	4,357,886	3.6%	762,305,828	2.6%	0.6%
2015	6,720,091	54.2%	793,285,127	4.1%	0.8%
2016	7,787,496	15.9%	829,204,729	4.5%	0.9%
2017	7,814,774	0.4%	853,670,421	3.0%	0.9%
2018	8,137,244	4.1%	895,487,337	4.9%	0.9%
2019	8,310,451	2.1%	930,841,664	3.9%	0.9%
2020	5,062,470	-39.1%	516,598,649	-44.5%	1.0%
2021	5,634,142	11.3%	548,620,778	6.2%	1.0%
2022	7,841,299	39.2%	826,998,632	50.7%	0.9%
2023 <sup>2</sup>	8,673,629	10.6%	928,236,898	12.2%	0.9%
Compound Annual Growth Rate					
2014 – 2019	13.8%		4.1%		
2014 – 2023	7.9%		2.2%		

NOTES:

DAL – Dallas Love Field

YOY – Year-over-year

<sup>1</sup> DAL enplaned passengers include non-revenue passengers, while total US enplaned passengers represent revenue passengers only.

<sup>2</sup> Total US enplaned passengers represent a forecast for FY 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023 (DAL enplaned passengers); Cirium Diio, November 2023 (US Department of Transportation T-100 data; total US enplaned passengers from FY 2014 to FY 2022); US Department of Transportation, Federal Aviation Administration, 2022 Terminal Area Forecast, May 2022 (US total enplaned passengers in FY 2023).

<sup>1</sup> Nonstop service includes destinations served seasonally.



Notable details regarding passenger activity at the Airport between FY 2014 and FY 2023 are as follows:

- **FY 2014:** Enplaned passengers at the Airport increased 3.6 percent from FY 2013 to FY 2014. Southwest passengers increased 3.8 percent on a marginal increase in scheduled departing seats. Southwest did not add or suspend any nonstop routes from the Airport between FY 2013 and FY 2014. United Airlines (United) passengers decreased 7.6 percent with the discontinuation of service to Denver International Airport (DEN) and the decrease in scheduled departing seats to George Bush Intercontinental Airport (IAH) in Houston.
- **FY 2015:** Enplaned passengers increased 54.2 percent in FY 2015 with the removal of the Wright Amendment restrictions on October 15, 2014. Prior to the lifting of these restrictions, airlines could only serve destinations in the state of Texas; the contiguous states of New Mexico, Oklahoma, Arkansas, and Louisiana; and Alabama, Kansas, and Mississippi using aircraft with more than 56 seats. The lifting of these restrictions enabled airlines to operate mainline service to any destination in the United States. Southwest increased operations by 30.0 percent and increased seat capacity by 34.0 percent in FY 2015, adding service to 35 new nonstop destinations. Delta increased its average seat capacity per departure on flights to Hartsfield-Jackson Atlanta International Airport (ATL) by 116.0 percent, transitioning from 50-seat regional jets to a mix of larger regional jet aircraft and mainline aircraft. Virgin America launched service from the Airport in FY 2015 and was operating up to 17 average daily departures to 5 destinations: Austin-Bergstrom International Airport (AUS), LaGuardia Airport (LGA), Los Angeles International Airport (LAX), San Francisco International Airport (SFO), and Ronald Reagan Washington National Airport (DCA). SeaPort Airlines and United discontinued service from the Airport in FY 2015.
- **FY 2016:** Enplaned passengers increased 15.9 percent in FY 2016 as Southwest increased seat capacity by 15.0 percent, adding three additional nonstop destinations: Southwest Florida International Airport (RSW) in Fort Meyers, Pensacola International Airport (PNS), and Hollywood Burbank Airport (BUR). Virgin America launched service to Harry Reid International Airport (LAS) in Las Vegas.
- **FY 2017:** Enplaned passengers increased 0.4 percent in FY 2017 on marginal changes in seat capacity and airline service. Service began to transition from Virgin America to Alaska during FY 2017 as a result of the merger that took place in December 2016. The combined airline discontinued service to AUS and reduced seat capacity to LAS, LAX, and LGA, while launching service to Portland International Airport (PDX) and Seattle-Tacoma International Airport (SEA). On a combined basis, Alaska and Virgin America scheduled departing seat capacity decreased 15.1 percent year-over-year.
- **FY 2018:** Enplaned passengers increased 4.1 percent on a 2.7 percent increase in scheduled departing seats. Southwest scheduled seats increased 2.8 percent, due in large part to use of larger aircraft. Southwest retired its fleet of Boeing 737-300 aircraft with 143 seats and increased service from DAL using 737-800 aircraft with 175 seats. Southwest also introduced the 175-seat 737 MAX 8 into its fleet in FY 2018. Southwest average seats per departure increased 2.1 percent in FY 2018. Alaska added service to San Diego International Airport (SAN) and San José Mineta International Airport (SJC), while discontinuing service to LAS. On a combined basis, Alaska and Virgin America scheduled departing seat capacity increased 4.5 percent year-over-year.
- **FY 2019:** Total enplaned passengers increased 2.1 percent on a 1.9 percent increase in scheduled departing seats. Southwest scheduled seat capacity increased 6.3 percent with the launch of nonstop service to six new destinations: Corpus Christi International Airport (CRP), Greenville-Spartanburg International Airport (GSP), Louisville Muhammad Ali International Airport (SDF), Palm Beach International Airport (PBI), Tucson International Airport (TUS), and RSW. Alaska and Virgin America, which completed their integration in December 2018, reduced their combined scheduled seat capacity by 36.9 percent with the discontinuation of service to

DCA and LGA in November 2018, as well as a 20.1 percent decrease in average seats per departure by shifting some mainline operations to EMB-175 aircraft with 76 seats.

- **FY 2020 and FY 2021:** Enplaned passengers decreased 39.1 percent between FY 2019 and FY 2020 due to the severe decrease in demand resulting from the COVID-19 pandemic, beginning in March 2020. Alaska, Delta, and Southwest maintained service at the Airport through FY 2020 but on significantly reduced levels of service. Enplaned passengers increased 11.3 percent in FY 2021, despite a 6.1 percent decrease in scheduled departing seats, resulting in an 11.2 percentage point increase in load factor. Service levels and departing seat capacity gradually increased over the course of FY 2021, reflecting a recovery in demand, particularly to domestic leisure destinations. During FY 2021, Southwest launched service from the Airport to 13 new destinations. The effects of the COVID-19 pandemic on demand and service are presented in more detail in Section 3.2.1. The role of the Airport in Southwest’s route network is presented in more detail in Section 3.2.4.
- **FY 2022:** Enplaned passengers increased 39.2 percent in FY 2022 on a 24.4 percent increase in scheduled departing seats and an 8.5 percentage point increase in load factor. Southwest scheduled departing seats increased 26.6 percent, driven by a full year of service to destinations launched in FY 2021, as well as the restoration of capacity to long-served markets like AUS, Louis Armstrong New Orleans International Airport (MSY), and San Antonio International Airport (SAT). Alaska scheduled departing seats decreased 26.9 percent with the discontinuation of service to LAX and PDX.
- **FY 2023:** Enplaned passengers increased 10.6 percent on a 14.6 percent increase in scheduled departing seats. Southwest scheduled departing seats increased 14.2 percent as the airline continued to restore capacity across its network, including William P. Hobby Airport (HOU) in Houston, Orlando International Airport (MCO), LAS, STL, and DEN, through a combination of increased frequencies and a 1.4 percent increase in average seats per departure. Delta scheduled departing seats increased 26.4 percent with the addition of service to LAX and a 13.2 percent increase in average seats per departure.

**Table 3-3** presents the historical share of enplaned passengers by airline between FY 2019 and FY 2023. Enplaned passengers were carried by three airlines during this period, during which Southwest represented between 94.0 and 96.5 percent of the total enplaned passengers. Alaska’s share, inclusive of merger partner Virgin America, decreased from 3.8 percent in FY 2019 to 1.2 percent in FY 2023. Delta’s share increased marginally from 2.2 percent in FY 2019 to 2.3 percent in FY 2023.

**Table 3-4** presents the breakdown of origin and destination (O&D) and connecting passengers. Between FY 2014 and FY 2023, O&D passengers increased by a CAGR of 6.5 percent, while connecting passengers increased by a CAGR of 11.2 percent. The higher average growth rate for the connecting passengers is generally attributable to FY 2015 and FY 2016, when the connecting passenger share increased from 27.5 percent in FY 2014 to 31.9 percent in FY 2016. The lifting of the Wright Amendment restrictions resulted in a significant increase in numbers of frequencies and destinations served, creating more opportunities for Southwest to use the Airport as a connect point to link destinations across its network. Marginal increases in connecting passenger share continued in later years, reaching 36.0 percent in FY 2023.

TABLE 3-3 HISTORICAL ENPLANED PASSENGERS BY AIRLINE

AIRLINE	FY 2019		FY 2020		FY 2021		FY 2022		FY 2023	
	ENPLANED PASSENGERS	SHARE	ENPLANED PASSENGERS	SHARE	ENPLANED PASSENGERS	SHARE	ENPLANED PASSENGERS	SHARE	ENPLANED PASSENGERS	SHARE
Alaska Airlines <sup>1, 2, 3</sup>	315,010	3.8%	151,069	3.0%	117,581	2.1%	107,703	1.4%	105,521	1.2%
Delta Air Lines <sup>1</sup>	186,221	2.2%	104,006	2.1%	121,792	2.2%	166,888	2.1%	197,902	2.3%
Southwest Airlines	7,809,220	94.0%	4,807,395	95.0%	5,394,769	95.8%	7,566,708	96.5%	8,370,206	96.5%
<b>Total</b>	<b>8,310,451</b>		<b>5,062,470</b>		<b>5,634,142</b>		<b>7,841,299</b>		<b>8,673,629</b>	

## NOTES:

FY – Fiscal Year

Totals may not sum exactly to 100.0 percent due to rounding.

1 Alaska Airlines and Delta Air Lines include regional affiliates.

2 Alaska Airlines includes historical service from Virgin America, which merged with Alaska Airlines in December 2016. The Federal Aviation Administration granted a single operating certificate on January 11, 2018.

3 Alaska Airlines discontinued service at Dallas Love Field in May 2025.

SOURCE: City of Dallas, Department of Aviation, November 2023.

TABLE 3-4 HISTORICAL ENPLANED PASSENGERS – ORIGIN AND DESTINATION AND CONNECTING

FISCAL YEAR	ENPLANED PASSENGERS					ENPLANED PASSENGER SHARE		
	ORIGIN AND DESTINATION	ANNUAL GROWTH	CONNECTING	ANNUAL GROWTH	TOTAL	ANNUAL GROWTH	ORIGIN AND DESTINATION	CONNECTING
2014	3,161,598	1.9%	1,196,288	-0.1%	4,357,886	1.3%	72.5%	27.5%
2015	4,710,075	49.0%	2,010,016	68.0%	6,720,091	54.2%	70.1%	29.9%
2016	5,303,185	12.6%	2,484,311	23.6%	7,787,496	15.9%	68.1%	31.9%
2017	5,348,994	0.9%	2,465,780	-0.7%	7,814,774	0.4%	68.4%	31.6%
2018	5,457,555	2.0%	2,679,689	8.7%	8,137,244	4.1%	67.1%	32.9%
2019	5,507,597	0.9%	2,802,854	4.6%	8,310,451	2.1%	66.3%	33.7%
2020	3,318,269	-39.8%	1,744,201	-37.8%	5,062,470	-39.1%	65.5%	34.5%
2021	3,647,964	9.9%	1,986,178	13.9%	5,634,142	11.3%	64.7%	35.3%
2022	5,096,164	39.7%	2,745,135	38.2%	7,841,299	39.2%	65.0%	35.0%
2023 <sup>1</sup>	5,553,097	9.0%	3,120,532	13.7%	8,673,629	10.6%	64.0%	36.0%
Compound Annual Growth Rate								
2014 – 2019	11.7%		18.6%		13.8%			
2014 – 2023	6.5%		11.2%		7.9%			

## NOTES:

Totals may not sum exactly to 100.0 percent due to rounding.

1 The segmentation of fiscal year 2023 passengers is based on reported activity for the year ending the second quarter of 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023 (total enplaned passengers); Cirium Diio, November 2023 (US Department of Transportation T-100 data and DB1B data; segmentation of passengers).

### 3.1.3 ORIGIN AND DESTINATION MARKET CHARACTERISTICS

The distribution of O&D markets is an important characteristic, given the sizable passenger volumes the primary O&D destinations represent for the Airport. **Table 3-5** presents the Airport's top 20 domestic O&D markets during FY 2022, as well as the airlines serving each market. FY 2022 is the most recent full FY for which data were available to measure O&D passengers. The Airport's top 20 domestic O&D markets represented 70.3 percent of total domestic O&D demand, and the top 5 markets combined represented over one-quarter of total domestic O&D demand. All top 20 domestic O&D markets are served nonstop from the Airport.

### 3.1.4 AIR CARGO VOLUMES

Air cargo at the Airport has been predominately handled by passenger airlines and transported in the belly of passenger aircraft. A small component of cargo has been handled by dedicated freighter aircraft on a non-scheduled basis. **Table 3-6** presents the Airport's historical total cargo volumes segmented by volumes transported on all-cargo aircraft by cargo or integrator airlines, and volumes transported in passenger aircraft bellies, the annual growth of total cargo volumes, and the share of cargo volumes handled by all-cargo or integrator airlines, and passenger airlines during the historical period from FY 2014 to FY 2023. Overall cargo tonnage at the Airport increased from 13,260 tons in FY 2014 to 15,380 tons in FY 2023, representing a CAGR of 1.7 percent. The share of total cargo volume represented by all-cargo and integrator airlines in FY 2014 was 14.4 percent, which represented a greater share than observed in the remainder of the historical period; the share of cargo volumes represented by all-cargo and integrator airlines in FY 2023 was 3.6 percent, in line with trends during the historical period.

TABLE 3-5 TOP 20 DOMESTIC ORIGIN AND DESTINATION MARKETS – FISCAL YEAR 2022

RANK	MARKET	TRIP LENGTH <sup>1</sup>	TOTAL O&D PASSENGERS <sup>2</sup>	WEEKLY NONSTOP DEPARTURES <sup>3</sup>	NUMBER OF AIRLINES	AIRLINES <sup>4</sup>
1	Chicago <sup>5</sup>	MH	625,598	73	1	WN
2	Denver	MH	521,100	60	1	WN
3	Los Angeles <sup>6</sup>	MH	519,125	55	1	WN
4	Washington, DC <sup>7</sup>	MH	486,433	63	1	WN
5	Atlanta	MH	430,023	68	2	DL, WN
6	Phoenix	MH	429,787	50	1	WN
7	Houston <sup>8</sup>	SH	398,987	110	1	WN
8	Las Vegas	MH	375,532	42	1	WN
9	Orlando	MH	372,880	41	1	WN
10	San Francisco <sup>9</sup>	MH	352,448	28	2	AS, WN
11	New Orleans	SH	331,820	42	1	WN
12	Nashville	MH	290,909	38	1	WN
13	New York City <sup>10</sup>	MH	279,210	26	1	WN
14	San Antonio	SH	237,823	55	1	WN
15	St. Louis	SH	230,863	35	1	WN
16	San Diego	MH	221,370	26	1	WN
17	Kansas City	SH	219,976	35	1	WN
18	Tampa	MH	207,970	25	1	WN
19	El Paso	SH	180,926	33	1	WN
20	Austin	SH	150,105	57	1	WN
<b>Other O&amp;D Markets</b>			<b>2,899,363</b>	<b>377</b>		
<b>Total Domestic O&amp;D Passengers</b>			<b>9,762,246</b>	<b>1,339</b>		

## NOTES:

O&amp;D – Origin and Destination

Figures may not add due to rounding.

1 Short Haul (SH) – 1 to 600 miles; Medium Haul (MH) – 601 to 1,800 miles; Long Haul (LH) – over 1,800 miles

2 This represents passengers traveling in both directions.

3 For the week of September 19, 2023 (peak week departures), regional affiliates are counted as part of their mainline carrier.

4 AS – Alaska Airlines; DL – Delta Air Lines; WN – Southwest Airlines

5 Includes Chicago O'Hare International and Chicago Midway International Airports.

6 Includes Los Angeles International, John Wayne (Orange County), Ontario International, Hollywood Burbank, and Long Beach Airports.

7 Includes Washington Dulles International, Ronald Reagan Washington National, and Baltimore/Washington International Thurgood Marshall Airports.

8 Includes George Bush Intercontinental (Houston) and William P. Hobby (Houston) Airports.

9 Includes San Francisco International, Metropolitan Oakland International, and Norman Y. Mineta San José International Airports.

10 Includes John F. Kennedy International, Newark Liberty International, and LaGuardia Airports.

SOURCE: Cirium Diio, November 2023 (US Department of Transportation DB1B data; published airline schedules).

TABLE 3-6 HISTORICAL CARGO VOLUMES – ALL-CARGO / INTEGRATOR AND PASSENGER AIRLINES

FISCAL YEAR	CARGO VOLUMES <sup>1</sup>				SHARE	
	ALL-CARGO/ INTEGRATOR AIRLINES	PASSENGER AIRLINES	TOTAL	ANNUAL GROWTH	ALL-CARGO/ INTEGRATOR AIRLINES	PASSENGER AIRLINES
2014	1,911	11,349	13,260	0.7%	14.4%	85.6%
2015	511	15,639	16,150	21.8%	3.2%	96.8%
2016	245	12,586	12,831	-20.6%	1.9%	98.1%
2017	359	15,852	16,211	26.3%	2.2%	97.8%
2018	490	14,893	15,383	-5.1%	3.2%	96.8%
2019	580	15,544	16,124	4.8%	3.6%	96.4%
2020	258	15,292	15,550	-3.6%	1.7%	98.3%
2021	335	16,785	17,120	10.1%	2.0%	98.0%
2022	384	16,488	16,872	-1.4%	2.3%	97.7%
2023	551	14,829	15,380	-8.8%	3.6%	96.4%
Compound Annual Growth Rate						
2014 – 2019	-21.2%	6.5%	4.0%			
2014 – 2023	-12.9%	3.0%	1.7%			

## NOTES:

Totals may not sum due to rounding.

<sup>1</sup> Cargo volumes are presented in tons. The fiscal year 2023 full-year estimates are based on historical monthly trends.

SOURCE: Cirium Diio, November 2023 (US Department of Transportation T-100 data).

The COVID-19 pandemic did not impact cargo volumes and cargo airline activity in the same manner as experienced by passenger airline activity. Changes in the supply of air cargo capacity resulting from reductions in passenger airline service and capacity provided by passenger aircraft bellies, as well as increased demand for air cargo influenced by shipments of key healthcare supplies, increased utilization of e-commerce for the purchase of goods, and fulfillment of other time-dependent material, resulted in increased demand for all-cargo and integrator airline cargo capacity. These airlines primarily operate at other airports in the region, particularly DFW and Perot Field Fort Worth Alliance Airport (AFW; Fort Worth), and the effects of these industry trends among all-cargo airlines were limited at DAL. Air cargo volumes carried by dedicated freighter aircraft at the Airport remained in line with historical trends during FY 2020, FY 2021, and FY 2022, though this period did experience moderate growth in air cargo conveyed in passenger aircraft bellies; total air cargo volumes peaked at 17,120 tons in FY 2021.

### 3.1.5 AIRCRAFT OPERATIONS

Aircraft operations represent takeoffs and landings at the Airport. **Table 3-7** presents the passenger airline operations from FY 2014 through FY 2023. During this period, total passenger airline operations increased from 91,103 in FY 2014 to 142,656 in FY 2023, which represents a CAGR of 5.1 percent. Regional passenger airline operations decreased from 8,226 in FY 2014 to 3,724 in FY 2015, as Delta transitioned to mainline aircraft on its service to ATL (enabled by the lifting of the Wright Amendment restrictions), and United discontinued service to the Airport. Regional operations increased in FY 2018 and FY 2019 as Alaska increased the use of regional aircraft on the routes it served from the Airport. Regional aircraft operations decreased in the following years, and in FY 2023 all passenger airline service was operated using mainline aircraft. Average seats per departure increased from 130

in FY 2014 to 157 in FY 2023, which represents a CAGR of 2.1 percent. The increase in average seat size is attributable to changes in Southwest’s fleet mix, which is presented in more detail in Section 3.2.4, as well as the decrease in regional aircraft operations.

TABLE 3-7 PASSENGER AIRLINE OPERATIONS

FISCAL YEAR	MAINLINE OPERATIONS	REGIONAL / COMMUTER OPERATIONS	TOTAL PASSENGER AIRLINE OPERATIONS	AVERAGE SEATS PER DEPARTURE
2014	82,877	8,226	91,103	130
2015	120,634	3,724	124,358	137
2016	136,542	2,309	138,851	140
2017	136,510	2,154	138,664	143
2018	133,642	7,750	141,392	144
2019	133,696	8,814	142,510	145
2020	107,928	5,210	113,138	148
2021	101,981	1,737	103,718	151
2022	126,084	667	126,751	154
2023	142,656	0	142,656	157
Compound Annual Growth Rate				
2014 – 2019	10.0%	1.4%	9.4%	2.2%
2014 – 2023	6.2%	-100.0%	5.1%	2.1%

NOTE:

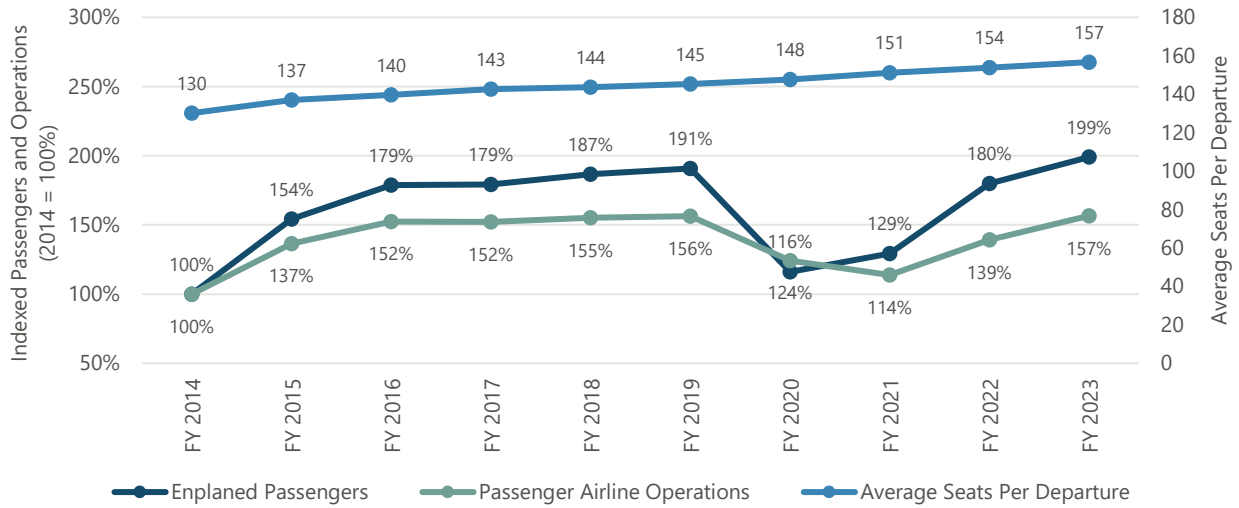
The segmentation of fiscal year 2023 air carrier operations is an estimate based on reported activity through July 2023 and published airline schedules for August and September 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023; Cirium Diio, November 2023 (US Department of Transportation T-100 data; segmentation of operations and average seats per departure; published airline schedules).

**Exhibit 3-2** presents historical enplaned passengers and passenger airline operations, indexed to FY 2014, and average passenger airline seats per departure. Enplaned passengers have increased at a faster rate than passenger airline operations as the average seats per departure has increased over the past 10 years.

**Table 3-8** presents the historical aircraft operations between FY 2014 and FY 2023 for passenger airline, other air carrier / air taxi, GA, and military operations. Other air carrier and air taxi operations include JSX, a public charter operator that operates from a private terminal and does not use the main passenger terminal. During this period, total Airport operations increased from 176,889 in FY 2014 to 247,510 in FY 2023, which represents a CAGR of 3.8 percent. Passenger airline operations and other air carrier / air taxi operations increased by CAGRs of 5.1 percent and 8.1 percent, respectively. GA operations decreased from 57,633 in FY 2014 to 49,101 in FY 2023, which represents a CAGR of -1.8 percent. Military operations, which represent a small component of total Airport operations, decreased marginally during this period.

EXHIBIT 3-2 ENPLANED PASSENGERS, PASSENGER AIRLINE OPERATIONS, AND AVERAGE SEATS PER DEPARTURE



NOTE:

FY – Fiscal Year

SOURCES: City of Dallas, Department of Aviation, November 2023; Cirium Diio, November 2023 (US Department of Transportation T-100 data; segmentation of operations and average seats per departure; published airline schedules).

TABLE 3-8 TOTAL AIRPORT OPERATIONS

FISCAL YEAR	PASSENGER AIRLINES	OTHER AIR CARRIER / AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL OPERATIONS
2014	91,103	27,354	57,633	799	176,889
2015	124,358	26,677	57,343	743	209,121
2016	138,851	24,665	59,505	976	223,997
2017	138,664	26,940	59,064	1,086	225,754
2018	141,392	32,491	57,532	965	232,380
2019	142,510	31,942	54,225	917	229,594
2020	113,138	32,024	41,192	866	187,220
2021	103,718	45,748	46,938	1,032	197,436
2022	126,751	48,669	50,245	926	226,591
2023	142,656	55,002	49,101	751	247,510
Compound Annual Growth Rate					
2014 – 2019	9.4%	3.1%	-1.2%	2.8%	5.4%
2014 – 2023	5.1%	8.1%	-1.8%	-0.7%	3.8%

NOTE:

The segmentation of fiscal year 2023 air carrier operations is an estimate based on reported activity through July 2023 and published airline schedules for August and September 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023; Cirium Diio, November 2023 (US Department of Transportation T-100 data; segmentation of operations and average seats per departure; published airline schedules).

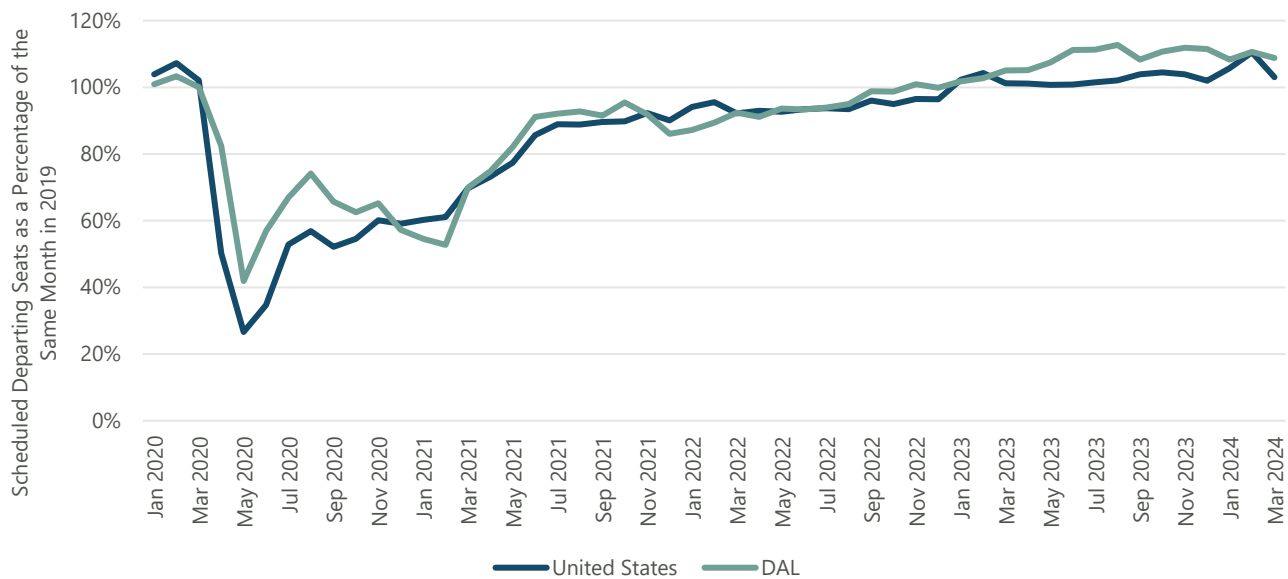
### 3.2 FACTORS AFFECTING AVIATION ACTIVITY AT THE AIRPORT

This section discusses the qualitative factors that may influence future aviation activity at the Airport. These factors were considered, either directly or indirectly, in developing the aviation activity forecasts for the Airport.

#### 3.2.1 IMPACT OF THE COVID-19 PANDEMIC

The outbreak and spread of COVID-19 resulted in a severe contraction in demand for air travel worldwide that was driven by fear of illness, as well as government-imposed travel restrictions and quarantine requirements. The impact to air travel began in East Asia in December 2019 and rapidly accelerated to other regions of the world in March and April 2020. Airlines responded to the change in demand by parking aircraft and reducing capacity across their networks. By May 2020, which represented the low point in terms of passenger airline capacity offered, scheduled departing seats to domestic destinations decreased to 27.0 percent of May 2019 scheduled departing seats at all US airports and 42.0 percent of May 2019 scheduled departing seats at DAL, as shown on **Exhibit 3-3**. A modest recovery in airline capacity occurred over the second half of CY 2020. By December 2020, departing seat capacity to domestic destinations at all US airports had increased to 59.0 percent of December 2019 capacity, and departing seat capacity at DAL had increased to 57.0 percent of December 2019 capacity.

EXHIBIT 3-3 DOMESTIC SEAT CAPACITY RECOVERY – THE AIRPORT AND THE UNITED STATES



NOTE:  
 DAL – Dallas Love Field  
 SOURCE: Cirium Diiio, November 2023 (published airline schedules).

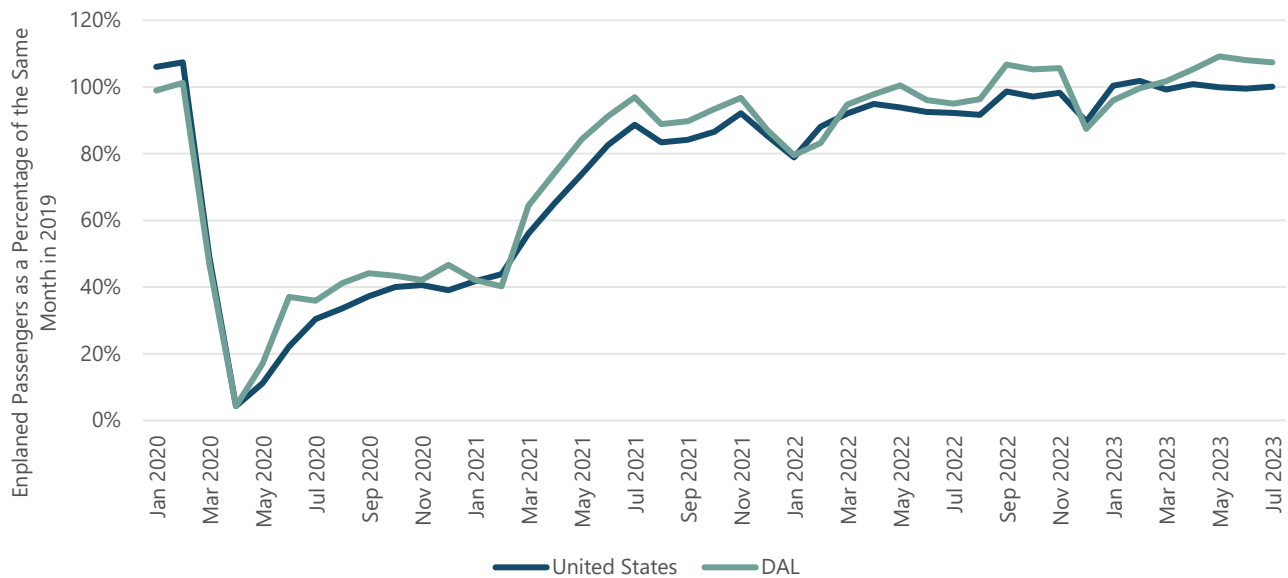
Airlines accelerated the restoration of capacity in the second quarter of CY 2021 as COVID-19 vaccines became widely available in the United States and demand for air travel increased. In December 2021, scheduled departing seats to domestic destinations as a share of December 2019 scheduled departing seats represented 90.0 percent at all US airports and 86.0 percent at DAL. Airlines continued to restore capacity in CY 2022, as well as in CY 2023. Scheduled departing seat capacity to domestic destinations exceeds 2019 levels at all US airports for all of CY 2023 and into the first quarter of CY 2024. Scheduled departing seats at the Airport have exceeded 2019 levels since

November 2022. Scheduled departing seats to domestic destinations in March 2024 represented 103.0 percent of March 2019 scheduled departing seats at all US airports and 109.0 percent at DAL.

Passenger volumes decreased at a faster rate than seat capacity at the onset of the COVID-19 pandemic. Throughout most of April 2020, which was the lowest point in terms of domestic monthly passenger activity since the onset of the COVID-19 pandemic, the TSA reported that daily airport screening throughput at all US airports was approximately 5.0 percent of the volume on the equivalent same day in 2019. At DAL, April 2020 enplaned passengers represented approximately 4.0 percent of April 2019 enplaned passengers. Passenger volumes remained below 50.0 percent of 2019 levels through March 2021. Passenger growth gradually accelerated during CY 2021, reaching 87.0 percent of 2019 levels in December 2021. Passenger volumes first exceeded 2019 levels in May 2022. In July 2023, total enplaned passengers at the Airport represented 107.0 percent of July 2019 total enplaned passengers. **Exhibit 3-4** presents the monthly domestic enplaned passengers as a percentage of the same month in 2019 through July 2023 at all US airports and at DAL.

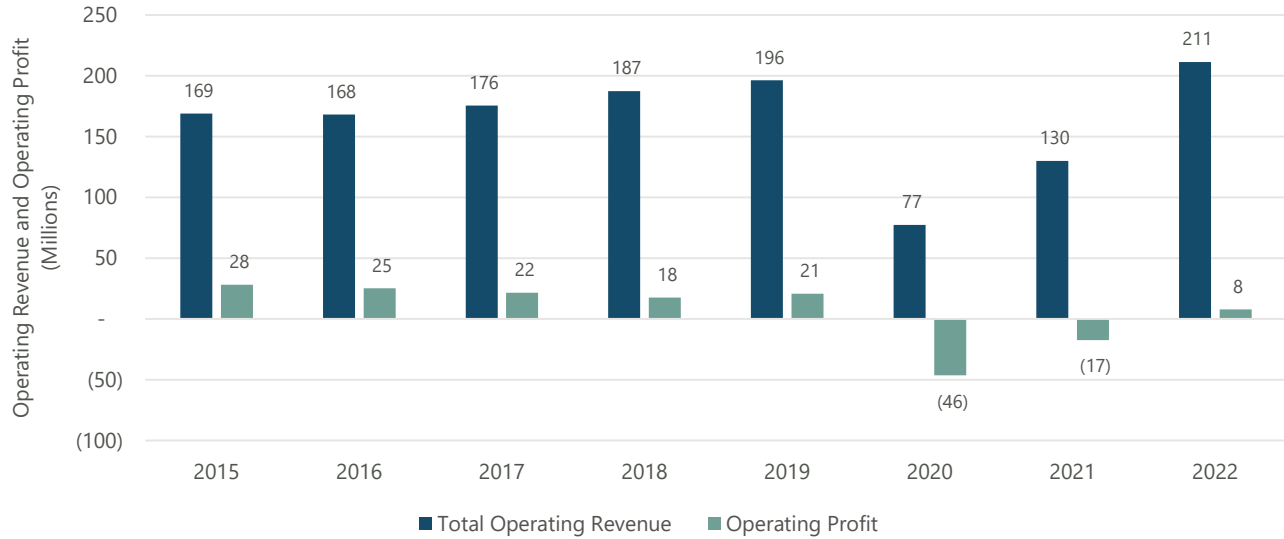
US airlines reported revenue growth and positive operating profits in the years leading up to the COVID-19 pandemic. The severe decrease in demand for air travel beginning in March 2020 drove a sharp contraction in operating revenues and steep financial losses in CY 2020 and CY 2021. In CY 2022, strong growth in demand drove record levels of operating revenue, and US airlines collectively reported a positive operating profit in CY 2022, with performance improving over the course of the year. **Exhibit 3-5** presents operating revenue and profit for US airlines from CY 2015 through CY 2022. During the earnings calls for the third quarter of CY 2023, most major US airlines reported a positive outlook for the demand environment throughout the rest of CY 2023 and into CY 2024.

**EXHIBIT 3-4 DOMESTIC PASSENGER RECOVERY – AIRPORT AND THE UNITED STATES**



NOTE:  
 DAL – Dallas Love Field  
 SOURCE: Cirium Diio, November 2023 (US Department of Transportation T-100 data).

EXHIBIT 3-5 OPERATING PROFIT AND REVENUE OF UNITED STATES COMMERCIAL AIRLINES



SOURCE: Airlines for America, Data & Statistics, <https://www.airlines.org/dataset/annual-results-u-s-passenger-airlines/> (accessed November 10, 2023).

### 3.2.2 POPULATION

To a large degree, demand for air travel is dependent on the demographic and economic characteristics of the geographical area served by an airport. This dependence is particularly significant for O&D passengers. With a population of approximately 7.9 million, according to the 2017 US census estimate, the Dallas–Fort Worth–Arlington Metropolitan Statistical Area (Dallas MSA)<sup>2</sup> is the fourth most populous MSA in the United States.<sup>3</sup> The Dallas MSA is also the most populous MSA in the state of Texas and in the South. The Dallas MSA trails behind the New York, Chicago, and Los Angeles MSAs. The city of Dallas was the ninth largest city in the United States in CY 2022, with a population of approximately 1.3 million.<sup>4</sup> **Table 3-9** presents the historical and projected population for the Dallas MSA and the United States. The population of the Dallas MSA increased at a CAGR of 1.8 percent between CY 2014 and CY 2022, compared to a CAGR of 0.5 percent for the United States during this same period. The population of the Dallas MSA is projected to grow at a CAGR of 1.3 percent between CY 2022 and CY 2045, continuing to outpace the growth of the United States population, which is projected to increase by a CAGR of 0.6 percent during the same period.

<sup>2</sup> The Dallas MSA comprises 11 counties: Collin, Dallas, Denton, Ellis, Hunt, Kaufman, Rockwall, Johnson, Parker, Tarrant, and Wise Counties.

<sup>3</sup> US Census Bureau, Annual Estimates of the Resident Population, <https://www2.census.gov/programs-surveys/popest/datasets/2020-2022/metro/totals/cbsa-est2022.csv> (accessed November 10, 2023).

<sup>4</sup> US Census Bureau, Annual Estimates of the Resident Population for Incorporated Places of 50,000 or More, <https://www2.census.gov/programs-surveys/popest/tables/2020-2022/cities/totals/SUB-IP-EST2022-ANNRKN.xlsx> (accessed November 10, 2023).

TABLE 3-9 DALLAS–FORT WORTH–ARLINGTON METROPOLITAN STATISTICAL AREA AND UNITED STATES POPULATION (IN THOUSANDS)

CALENDAR YEAR	DALLAS–FORT WORTH–ARLINGTON MSA	UNITED STATES
Historical		
2014	6,878	319,197
2015	7,028	321,753
2016	7,179	324,288
2017	7,318	326,541
2018	7,435	328,460
2019	7,549	330,155
2020	7,666	331,512
2021	7,773	332,032
2022	7,944	333,288
Projected		
2025	8,288	340,070
2030	8,873	351,182
2035	9,470	361,914
2040	10,070	372,070
2045	10,689	382,189
Compound Annual Growth Rate		
2014 – 2022	1.8%	0.5%
2022 – 2045	1.3%	0.6%

NOTE:

MSA – Metropolitan Statistical Area

SOURCE: Woods & Poole Economics, Inc., June 2023.

### 3.2.3 NATIONAL AND REGIONAL ECONOMY

Historically, trends in airline travel have been closely correlated with national and regional economic trends, such as population and, most notably, changes in gross domestic product (GDP). **Table 3-10** presents historical and projected socioeconomic variables for both the nation and region, which may influence demand for air service over time. These socioeconomic data were incorporated into the analysis of the unconstrained passenger forecast presented in Section 3.3.1.3. As shown, the Dallas MSA outperformed the nation between CY 2014 and CY 2022 for all the socioeconomic variables presented. Socioeconomic variables for the Dallas MSA are projected to continue to outperform the nation through CY 2045. Projected growth in socioeconomic activity should support generally increasing demand for air service over the forecast period. Actual economic activity may differ from this projection, especially on a year-to-year basis.

TABLE 3-10 SOCIOECONOMICS – DALLAS–FORT WORTH–ARLINGTON METROPOLITAN STATISTICAL AREA AND UNITED STATES

CALENDAR YEAR	DALLAS–FORT WORTH–ARLINGTON MSA			UNITED STATES		
	EMPLOYMENT <sup>1</sup>	PERSONAL INCOME <sup>2</sup>	GROSS REGIONAL PRODUCT <sup>2</sup>	EMPLOYMENT <sup>1</sup>	PERSONAL INCOME <sup>2</sup>	GROSS DOMESTIC PRODUCT <sup>2</sup>
Historical						
2014	4,464	340,004	406,009	186,234	14,549,484	16,947,640
2015	4,634	351,544	424,846	190,326	15,207,371	17,547,297
2016	4,795	360,073	438,523	193,426	15,451,773	17,845,990
2017	4,931	377,238	452,614	196,394	15,876,192	18,262,875
2018	5,085	396,158	472,471	200,281	16,314,202	18,841,603
2019	5,186	412,193	491,550	201,648	16,897,080	19,330,851
2020	5,172	426,214	486,002	195,302	17,825,517	18,826,970
2021	5,393	447,824	517,495	201,143	18,412,493	20,047,098
2022	5,590	459,692	544,929	208,287	18,166,519	20,724,001
Projected						
2025	5,922	506,762	591,539	218,458	19,405,473	21,903,379
2030	6,585	599,693	689,339	232,333	21,684,316	24,238,720
2035	7,282	705,834	798,125	245,756	24,093,678	26,663,237
2040	8,022	827,286	919,843	259,001	26,647,480	29,209,394
2045	8,809	965,951	1,055,777	272,087	29,345,744	31,886,220
Compound Annual Growth Rate						
2014 – 2022	2.9%	3.8%	3.7%	1.4%	2.8%	2.5%
2022 – 2045	2.0%	3.3%	2.9%	1.2%	2.1%	1.9%

## NOTES:

MSA – Metropolitan Statistical Area

1 In thousands.

2 In millions of 2012 dollars.

SOURCE: Woods &amp; Poole Economics, Inc., June 2023.

### 3.2.4 SOUTHWEST AIRLINES

Southwest was the largest domestic airline in the United States by seats in CY 2023, with 228 million scheduled domestic seats.<sup>5</sup> In FY 2023, Southwest enplaned approximately 8.4 million passengers at DAL, or 96.5 percent of the Airport's total. The Airport plays a critical role in Southwest's route network. **Table 3-11** presents Southwest's 10 busiest airports in terms of scheduled departures, as well as the airport ranking from CY 2019 through CY 2023. During this period, the Airport consistently ranked fifth in terms of average daily departures, behind Baltimore/Washington International Thurgood Marshall Airport (BWI), Chicago Midway International Airport (MDW), DEN, and LAS. **Table 3-12** presents Southwest's busiest airports in terms of the number of destinations served, as well as the airport ranking from CY 2019 through CY 2023. During this period, the Airport ranked fourth or fifth in terms of destinations served, behind DEN, MDW, HOU, and BWI. Southwest serves international destinations from all the airports that rank higher than DAL (in terms of both departures and destinations served), while the airline can only serve domestic destinations from the Airport, as discussed in Section 3.2.6.

In CY 2019, Southwest served 103 destinations systemwide. In CY 2020, Southwest initiated service to 6 new destinations, and in CY 2021, it initiated service to an additional 14 new destinations. Of the new destinations Southwest launched in CY 2020 and CY 2021, 12 are served nonstop from the Airport. **Table 3-13** presents the new destinations that Southwest launched in CY 2020 and CY 2021.

**Table 3-14** shows the distribution of Southwest's O&D and connecting passengers at the Airport between FY 2014 and FY 2023. During this period, Southwest's connecting passengers increased at a CAGR of 11.2 percent, while O&D passengers increased at a CAGR of 6.4 percent. The share of connecting passengers increased from 28.4 percent of Southwest's total passengers in FY 2014 to 37.1 percent in FY 2023.

Southwest operates a fleet consisting entirely of Boeing 737 aircraft, with a total of 819 aircraft in three variants, as shown in **Table 3-15**. As of April 2024, Southwest had firm orders for 288 737 MAX 7 and 207 MAX 8 aircraft.<sup>6</sup> The 737-700, configured with 143 seats and the smallest aircraft in Southwest's fleet, has the oldest average age. Southwest's 737-800 and 737 MAX 8 aircraft are configured with 175 seats. While Southwest's seat configuration for the 737 MAX 7 has not been determined, it is expected to have approximately 150 seats. As the 737-700 aircraft are retired and replaced with 737 MAX variants, the weighted average seat size of Southwest's fleet is expected to increase. Southwest's timeline for the delivery of new aircraft and retirement of older aircraft is currently in flux due to ongoing delays with the certification of the 737 MAX 7, as well as delayed delivery of 737 MAX aircraft. **Exhibit 3-6** presents Southwest's average seats per departure systemwide and at the Airport from FY 2014 through FY 2023. The average seats per departure increased for both the Southwest system and the Airport, enabling Southwest to accommodate more passengers per operation.

<sup>5</sup> Cirium Diio, November 2023 (published airline schedules).

<sup>6</sup> Southwest Airlines, *Q1 2024 Quarterly Report*, April 26, 2024.

TABLE 3-11 AVERAGE DAILY DEPARTURES AT SOUTHWEST AIRLINES' TOP TEN AIRPORTS

CITY AND AIRPORT	2019		2020		2021		2022		2023	
	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK
Denver, CO (DEN)	199	2	175	1	210	1	231	1	267	1
Las Vegas, NV (LAS)	194	4	142	4	154	4	202	2	237	2
Chicago, IL (MDW)	218	1	161	2	169	2	197	3	213	3
Baltimore, MD (BWI)	199	3	153	3	159	3	177	4	202	4
<b>Dallas, TX (DAL)</b>	<b>188</b>	<b>5</b>	<b>137</b>	<b>5</b>	<b>151</b>	<b>5</b>	<b>175</b>	<b>5</b>	<b>197</b>	<b>5</b>
Phoenix, AZ (PHX)	168	6	127	6	148	6	166	6	176	6
Houston, TX (HOU)	160	7	112	7	127	7	139	7	149	7
Nashville, TN (BNA)	110	14	91	8	105	8	119	8	133	8
Orlando, FL (MCO)	113	10	89	9	102	9	101	10	117	9
St. Louis, MO (STL)	111	13	79	11	71	12	94	13	107	10

## NOTES:

BNA – Nashville International Airport

BWI – Baltimore/Washington International Thurgood Marshall Airport

DAL – Dallas Love Field

DEN – Denver International Airport

HOU – William P. Hobby Airport

LAS – Harry Reid International Airport

MCO – Orlando International Airport

MDW – Chicago Midway International Airport

PHX – Phoenix Sky Harbor International Airport

STL – St. Louis Lambert International Airport

SOURCE: Cirium Diio, November 2023 (published airline schedules).

TABLE 3-12 DESTINATIONS SERVED FROM SOUTHWEST AIRLINES' TOP TEN AIRPORTS

CITY AND AIRPORT	2019		2020		2021		2022		2023	
	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK	DAILY DEPARTURES	RANK
Denver, CO (DEN)	69	2	74	2	87	1	90	1	94	1
Las Vegas, NV (LAS)	69	1	66	4	80	2	79	2	79	2
Chicago, IL (MDW)	66	4	74	1	79	3	76	3	71	3
Baltimore, MD (BWI)	67	3	69	3	69	5	70	4	70	4
<b>Dallas, TX (DAL)</b>	<b>64</b>	<b>5</b>	<b>63</b>	<b>5</b>	<b>72</b>	<b>4</b>	<b>70</b>	<b>5</b>	<b>70</b>	<b>5</b>
Phoenix, AZ (PHX)	56	6	55	8	67	6	66	6	68	6
Houston, TX (HOU)	52	8	58	6	66	7	63	7	61	7
Nashville, TN (BNA)	46	11	45	11	56	9	57	9	57	8
Orlando, FL (MCO)	52	9	56	7	59	8	58	8	57	9
St. Louis, MO (STL)	53	7	50	9	53	10	52	10	56	10

## NOTES:

BNA – Nashville International Airport

BWI – Baltimore/Washington International Thurgood Marshall Airport

DAL – Dallas Love Field

DEN – Denver International Airport

HOU – William P. Hobby Airport

LAS – Harry Reid International Airport

MCO – Orlando International Airport

MDW – Chicago Midway International Airport

PHX – Phoenix Sky Harbor International Airport

STL – St. Louis Lambert International Airport

SOURCE: Cirium Diio, November 2023 (published airline schedules).

TABLE 3-13 SOUTHWEST AIRLINES' NEW DESTINATIONS LAUNCHED IN 2020 AND 2021

DESTINATION	SERVICE INITIATED	SERVED NONSTOP FROM DAL	COMMENT
Hilo International Airport (ITO)	January 2020		
Cozumel International Airport (CZM)	March 2020		Suspended August 2024
Yampa Valley Regional Airport (HDN)	November 2020	Yes	
Miami International Airport (MIA)	November 2020	Yes	
Palm Springs International Airport (PSP)	November 2020	Yes	DAL nonstop suspended June 2024
Montrose Regional Airport (MTJ)	December 2020	Yes	
Chicago O'Hare International Airport (ORD)	February 2021	Yes	
Sarasota-Bradenton International Airport (SRQ)	February 2021	Yes	
Colorado Springs Airport (COS)	March 2021	Yes	
Savannah/Hilton Head International Airport (SAV)	March 2021	Yes	
Fresno Yosemite International Airport (FAT)	April 2021		
George Bush Intercontinental Airport (IAH)	April 2021	Yes	Suspended August 2024
Santa Barbara Municipal Airport (SBA)	April 2021		
Bozeman Yellowstone International Airport (BZN)	May 2021	Yes	
Myrtle Beach International Airport (MYR)	May 2021	Yes	
Destin-Fort Walton Beach Airport (VPS)	May 2021	Yes	
Jackson-Medgar Wiley Evers International Airport (JAN)	June 2021		
Eugene Airport (EUG)	August 2021		
Bellingham International Airport (BLI)	November 2021		Suspended August 2024
Syracuse Hancock International Airport (SYR)	November 2021		Suspended August 2024

## NOTE:

DAL – Dallas Love Field

SOURCE: Cirium Diio, October 2023 (published airline schedules).

TABLE 3-14 SOUTHWEST AIRLINES PASSENGERS – ORIGIN AND DESTINATION AND CONNECTING

FISCAL YEAR	CONNECTING		O&D		TOTAL ENPLANED PASSENGERS
	ENPLANED PASSENGERS	PERCENT OF TOTAL	ENPLANED PASSENGERS	PERCENT OF TOTAL	
2014	1,194,947	28.4%	3,012,002	71.6%	4,206,949
2015	1,955,939	32.0%	4,163,940	68.0%	6,119,879
2016	2,438,817	34.3%	4,679,936	65.7%	7,118,753
2017	2,445,199	34.0%	4,745,843	66.0%	7,191,042
2018	2,647,710	35.4%	4,836,286	64.6%	7,483,996
2019	2,798,340	35.8%	5,010,880	64.2%	7,809,220
2020	1,742,547	36.2%	3,064,848	63.8%	4,807,395
2021	1,984,141	36.8%	3,410,628	63.2%	5,394,769
2022	2,741,632	36.2%	4,825,076	63.8%	7,566,708
2023	3,104,553	37.1%	5,265,653	62.9%	8,370,206
Compound Annual Growth Rate					
2014 – 2019	18.6%		10.7%		13.2%
2014 – 2023	11.2%		6.4%		7.9%

## NOTES:

O&amp;D – Origin and Destination

The segmentation of fiscal year 2023 passengers is based on reported activity for the year ending the second quarter of 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023 (total enplaned passengers); Cirium Diio, November 2023 (US Department of Transportation T-100 data and DB1B data; segmentation of passengers).

TABLE 3-15 SOUTHWEST AIRLINES FLEET MIX

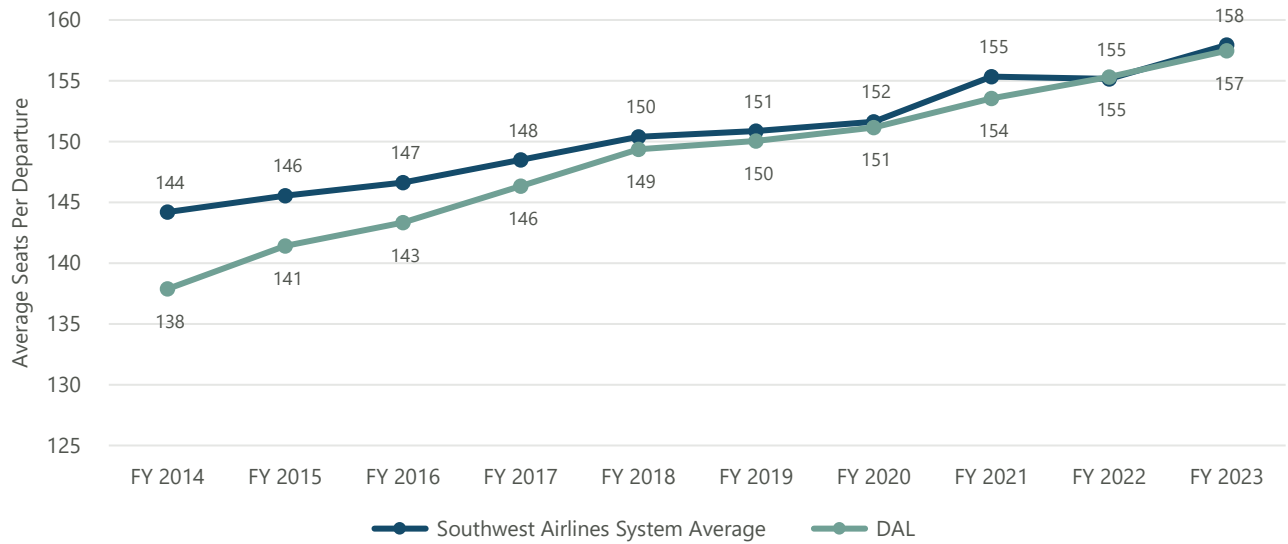
AIRCRAFT TYPE	SEAT CAPACITY	AVERAGE AGE (YEARS)	AIRCRAFT IN SERVICE
Boeing 737-700	143	19	384
Boeing 737-800	175	9	207
Boeing 737 MAX 8	175	2	228
<b>Average / Total</b>		<b>12</b>	<b>819</b>

## NOTE:

The average age represents a weighted average to account for the quantity of each aircraft type.

SOURCE: Southwest Airlines, Q1 2024 Quarterly Report, April 26, 2024.

EXHIBIT 3-6 SOUTHWEST AIRLINES AVERAGE SEATS PER DEPARTURE



NOTES:

DAL – Dallas Love Field

FY – Fiscal Year

SOURCE: Cirium Diio, November 2023 (published airline schedules).

### 3.2.5 DALLAS FORT WORTH INTERNATIONAL AIRPORT

DFW is located approximately 16 miles west of DAL. In CY 2022, DFW ranked as the second busiest airport in the world in terms of enplaned passengers.<sup>7</sup>

DFW is the largest hub for American, and the airline represented approximately 82.0 percent of scheduled seat capacity in CY 2023.<sup>8</sup> Airlines scheduled nonstop service from DFW to 195 domestic destinations in CY 2023, compared to 71 domestic destinations from DAL.<sup>9</sup> DFW is the only airport in the Dallas–Fort Worth area with scheduled nonstop service to international destinations. In CY 2023, airlines scheduled nonstop service from DFW to 63 international destinations.<sup>10</sup> **Table 3-16** presents historical enplaned passengers at DAL and DFW between FY 2014 and FY 2023. During this period, DAL enplaned passengers increased by a CAGR of 7.9 percent compared to a CAGR of 2.7 percent for DFW. The Airport’s share of total regional enplaned passengers increased from 12.2 percent in FY 2014 to 17.2 percent in FY 2015 with the expansion of service that occurred after the lifting of the Wright Amendment restrictions. The Airport’s share of enplaned passengers peaked in FY 2018 at 19.1 percent. The Airport’s share decreased in FY 2019 as growth at DFW outpaced growth at DAL. In FY 2023, enplaned passengers exceeded pre-COVID-19 pandemic levels at both DAL and DFW, with DAL representing 17.9 percent of the combined airports’ total enplaned passengers compared to 82.1 percent at DFW. **Table 3-17** presents historical O&D enplaned passengers at DAL and DFW between FY 2014 and FY 2023. During this period, DAL O&D enplaned

<sup>7</sup> Airports Council International, *2022 World Airport Traffic Report*, July 2023.

<sup>8</sup> Cirium Diio, November 2023 (published airline schedules).

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

passengers increased by a CAGR of 6.5 percent compared to a CAGR of 3.3 percent at DFW. The change in share between DAL and DFW O&D enplaned passengers mimics the change in share of total enplaned passengers, with the DAL share increasing in FY 2015 and then decreasing marginally in FY 2019. In FY 2023, enplaned O&D passengers exceeded pre-COVID-19 pandemic levels at both DAL and DFW, with DAL representing 24.4 percent of the combined airports' total O&D enplaned passengers compared to 75.6 percent at DFW.

TABLE 3-16 HISTORICAL ENPLANED PASSENGERS AT DALLAS LOVE FIELD AND DALLAS FORT WORTH INTERNATIONAL AIRPORT (IN THOUSANDS)

FISCAL YEAR	DAL			DFW			TOTAL	
	ENPLANED PASSENGERS	ANNUAL GROWTH	SHARE	ENPLANED PASSENGERS	ANNUAL GROWTH	SHARE	ENPLANED PASSENGERS	ANNUAL GROWTH
2014	4,358	3.6%	12.2%	31,419	4.3%	87.8%	35,777	4.2%
2015	6,720	54.2%	17.2%	32,455	3.3%	82.8%	39,175	9.5%
2016	7,787	15.9%	19.2%	32,837	1.2%	80.8%	40,624	3.7%
2017	7,815	0.4%	19.1%	33,131	0.9%	80.9%	40,946	0.8%
2018	8,137	4.1%	19.1%	34,512	4.2%	80.9%	42,649	4.2%
2019	8,310	2.1%	18.5%	36,635	6.2%	81.5%	44,945	5.4%
2020	5,062	-39.1%	17.6%	23,671	-35.4%	82.4%	28,733	-36.1%
2021	5,634	11.3%	16.9%	27,646	16.8%	83.1%	33,280	15.8%
2022	7,841	39.2%	17.9%	36,067	30.5%	82.1%	43,908	31.9%
2023	8,674	10.6%	17.9%	39,831	10.4%	82.1%	48,505	10.5%
Compound Annual Growth Rate								
2014 – 2019	13.8%			3.1%			4.7%	
2014 – 2023	7.9%			2.7%			3.4%	

NOTES:

DAL – Dallas Love Field

DFW – Dallas Fort Worth International Airport

SOURCES: City of Dallas, Department of Aviation, November 2023 (DAL enplaned passengers); Dallas Fort Worth International Airport Board, November 2023 (DFW enplaned passengers).

In CY 2023, airlines scheduled nonstop service from DFW to 187 unique airports not served at DAL. In contrast, airlines scheduled nonstop service from DAL to one unique airport not offered at DFW: Long Beach Airport (LGB).

TABLE 3-17 HISTORICAL ORIGIN AND DESTINATION ENPLANED PASSENGERS AT DALLAS LOVE FIELD AND DALLAS FORT WORTH INTERNATIONAL AIRPORT (IN THOUSANDS)

FISCAL YEAR	DAL			DFW			TOTAL	
	O&D ENPLANED PASSENGERS	ANNUAL GROWTH	SHARE	O&D ENPLANED PASSENGERS	ANNUAL GROWTH	SHARE	O&D ENPLANED PASSENGERS	ANNUAL GROWTH
2014	3,162	1.9%	19.7%	12,922	2.2%	80.3%	16,083	2.1%
2015	4,710	49.0%	26.3%	13,198	2.1%	73.7%	17,908	11.3%
2016	5,303	12.6%	26.6%	14,614	10.7%	73.4%	19,917	11.2%
2017	5,349	0.9%	26.4%	14,907	2.0%	73.6%	20,256	1.7%
2018	5,458	2.0%	25.6%	15,873	6.5%	74.4%	21,331	5.3%
2019	5,508	0.9%	25.0%	16,484	3.8%	75.0%	21,991	3.1%
2020	3,318	-39.8%	25.8%	9,557	-42.0%	74.2%	12,875	-41.5%
2021	3,648	9.9%	25.0%	10,961	14.7%	75.0%	14,608	13.5%
2022	5,096	39.7%	24.9%	15,410	40.6%	75.1%	20,506	40.4%
2023	5,553	9.0%	24.4%	17,247	11.9%	75.6%	22,800	11.2%
Compound Annual Growth Rate								
2014 – 2019	11.7%			5.0%			6.5%	
2014 – 2023	6.5%			3.3%			4.0%	

## NOTES:

DAL – Dallas Love Field

DFW – Dallas Fort Worth International Airport

O&amp;D – Origin and Destination

The segmentation of fiscal year 2023 passengers is based on reported activity for the year ending the second quarter of 2023.

SOURCES: City of Dallas, Department of Aviation, November 2023 (DAL enplaned passengers); Dallas Fort Worth International Airport Board, November 2023 (DFW enplaned passengers); Cirium Diio, November 2023 (US Department of Transportation T-100 data and DB1B data; segmentation of passengers).

### 3.2.6 POLICY CONSIDERATIONS

The lifting of the Wright Amendment restrictions, which was a result of the Five-Party Agreement between the City, City of Fort Worth, American, Southwest, and DFW Airport Board that was reached in June 2006, played an important role in the evolution of passenger demand and operations at the Airport. The provisions of the Five-Party Agreement include the following:

- Lifting of restrictions on domestic air service in October 2014, enabling mainline service from DAL to any airport in the United States;
- DAL maximum gate capacity reduced from 32 to 20 gates; and
- Nonstop international commercial service to and from the Dallas–Fort Worth area limited to DFW.

In 2025, per the Five-Party Agreement, Southwest can commence operations at DFW without losing corresponding gates at DAL. Prior to 2025, if Southwest started operations at any airport within an 80-mile radius of DAL, then the airline would have been required to voluntarily relinquish an equal number of gates at DAL, up to a maximum of eight gates. Southwest has not scheduled any DFW service in 2025 and has not announced DFW service beyond 2025.

While changes in policies are not anticipated through the end of the forecast period, any local or national policy changes can have a material impact on aviation demand.

### 3.2.7 MERGERS AND ACQUISITIONS

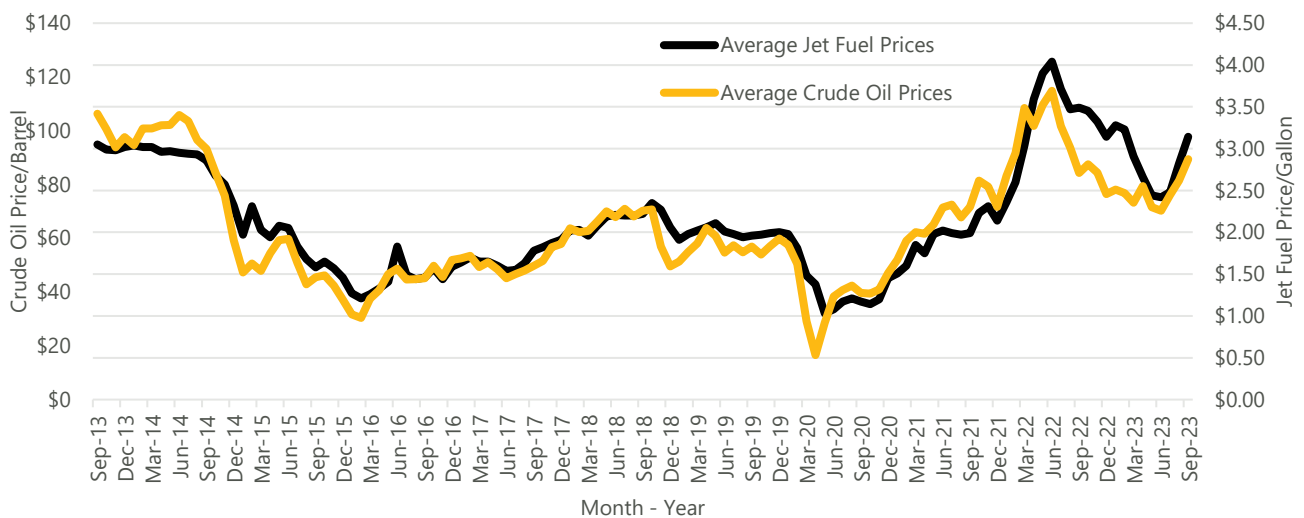
US airlines have merged with or acquired competitors to achieve operational and commercial synergies and to improve their financial performance. A wave of consolidation began in 2005 when America West Airlines merged with US Airways, retaining the US Airways brand for the consolidated airline. In 2009, Delta acquired Northwest Airlines. In 2010, United Airlines acquired Continental Airlines. In 2011, Southwest acquired AirTran Airways. In 2013, US Airways and American merged, with the consolidated airline retaining the American brand. The most recent consolidation occurred in 2016 when Alaska acquired Virgin America. The two airlines completed their integration in 2018. Consolidation across the industry has resulted in the realignment of several airline route networks as airlines have sought efficiency in their service. Further consolidation of the US airline industry could affect the amount of capacity offered at the Airport and could alter the competitive landscape.

### 3.2.8 COST OF AVIATION FUEL

As of the second quarter of 2023, jet fuel accounted for 18.7 percent of total airline operation costs, second only to labor, according to Airlines for America.<sup>11</sup>

In September 2023, the average price of jet fuel was \$3.14 per gallon, down from a high of \$4.04 per gallon in June 2022. **Exhibit 3-7** shows the monthly averages for jet fuel and crude oil prices from September 2013 through September 2023. Fluctuating fuel costs will continue to affect airline profitability. This could lead to changes in air service as airlines adjust capacity and pricing to address increases or decreases in the cost of fuel.

EXHIBIT 3-7 HISTORICAL AVERAGE MONTHLY AVERAGES OF JET FUEL AND CRUDE OIL PRICES



SOURCE: US Bureau of Transportation Statistics, US Energy Information Administration, November 2023.

<sup>11</sup> Airlines for America, "A4A Passenger Airline Cost Index (PACI)," <https://www.airlines.org/dataset/a4a-quarterly-passenger-airline-cost-index-u-s-passenger-airlines/> (accessed November 13, 2023).

### 3.2.9 INTERNATIONAL CONFLICTS AND THE THREAT OF TERRORISM

Since September 11, 2001, the recurrence of terrorism incidents against either domestic or world aviation has remained a risk to achieving forecast levels of activity. Tighter security measures have restored the public's confidence in the integrity of the US and global aviation security systems. However, any terrorist incident targeting aviation could have an immediate and significant impact on the demand for air travel. Additionally, geopolitical issues may affect aviation activity during the forecast period. Potential governmental or regional instability in certain countries or locations may affect access to, or demand for, aviation service in these places.

At the time of this Master Plan aviation activity forecast, the Russian invasion of Ukraine, which began in February 2022, is still ongoing. Additionally, conflicts between Israel by Hamas, which began in October 2023, remain an evolving situation. Further developments in these or other global conflicts could exacerbate geopolitical and economic uncertainty and potentially impact demand for travel to certain regions.

## 3.3 FORECASTS OF AVIATION ACTIVITY

Forecasts of aviation activity were developed considering historical activity, including passenger trends at the Airport and across the industry, historical trends and projections of local and national socioeconomic factors, and anticipated trends in the use of the Airport by Southwest and other airlines. The following subsections describe the methodologies used in forecasting aviation activity and the results of those forecasts.

The forecasts of enplaned passengers and aircraft operations were based on many underlying assumptions, including the following:

- Activity at the Airport will be constrained by the maximum number of available gates, which is limited to 20. Additionally, the Airport will only serve domestic passengers (on a nonstop basis; international connections can be made through other US airports). No other policy or facility considerations will constrain activity.
- The Airport will continue to serve as a large focus city for Southwest. The air service profile presented in current airline schedules for Southwest is assumed to be representative of its future network.
- Additional airline consolidation/mergers that may occur during the forecast period are not likely to affect the numbers of enplaned passengers at the Airport. New airline alliances, should they develop, would be restricted to code-sharing and joint frequent flyer programs, and they would not reduce airline competition at the Airport.
- For these analyses, and like the FAA nationwide forecasts, it was assumed that there will be no terrorist incidents during the forecast period that would have significant, negative, or prolonged effects on aviation activity at the Airport or nationwide.
- Economic disturbances will occur during the forecast period, causing year-to-year variations in airline traffic. However, traffic at the Airport and nationwide is forecast to increase over the long term.
- It was assumed that no major "acts of God" that may disrupt the national or global airspace system will occur during the forecast period that would negatively affect aviation activity.
- Based on the widespread deployment of effective vaccines to inhibit COVID-19 infection and treatments for illness that have mitigated the severity of the COVID-19 pandemic, it is assumed that the emergence of any new variants of the COVID-19 virus would not result in a severe reduction in air service as experienced at the onset of the pandemic.
- Supply-side factors, including slower than anticipated delivery of new aircraft, as well as labor shortages, may limit airlines' ability to increase capacity to accommodate an increase in demand for air travel.

Many of the factors influencing aviation activity cannot be quantified, and any forecast is subject to uncertainties. As a result, the forecasting process should not be viewed as precise. Actual airline traffic at the Airport may differ from the forecasts presented herein, because events and circumstances do not occur as expected, and those differences may be material.

### 3.3.1 PASSENGER FORECAST METHODOLOGY AND RESULTS

Given the Airport has a maximum of 20 available gates, all of which are currently used, the Baseline Constrained Forecast serves as the basis for planning purposes. However, the Unconstrained Forecast of enplaned passengers was developed to validate there is sufficient demand to support the level of activity estimated in the Baseline Constrained Forecast. The methodologies used to develop these forecasts are described in the following subsections.

#### 3.3.1.1 SHORT-TERM ENPLANED PASSENGER FORECAST

The activity forecast for FY 2024 was based on an analysis of recent historical patterns and published airline schedules, which were used as the basis of departures and departing seats by airline and month through December 2023. Estimates of departures and departing seats by airline and month for January 2024 through September 2024 were based on recent trends. Estimated load factors, specific to airline and month and based on recent trends and seasonality, were applied to the forecast departing seats to derive the forecast of enplaned passengers. The same forecast for FY 2024 was used for both the Unconstrained Forecast and the Baseline Constrained Forecast.

#### 3.3.1.2 LONG-TERM UNCONSTRAINED DEMAND FORECAST

The Unconstrained Forecast is an estimation of enplaned passengers based on socioeconomic regression analysis. Historical enplaned passengers were analyzed to identify their relationship with socioeconomic variables at the national level, as well as for the Dallas MSA. Socioeconomic variables, such as gross regional product (GRP), per capita personal income, employment, and population, are traditionally considered to be good indicators of passenger demand. These variables were analyzed using a 20-year period ending in CY 2019 to identify relationships with historical passenger activity at the Airport. Activity that occurred in CY 2020, CY 2021, and CY 2022 was not incorporated into the socioeconomic regression analysis, as activity during this period was heavily influenced by factors that were specific to the COVID-19 pandemic, which are not expected to influence demand for air travel in the long term. Historical and projected socioeconomic data were obtained from Woods & Poole Economics, Inc., as presented in Sections 3.2.2 and 3.2.3 of this report.

A standard measure of how well each variable explains passenger demand is the regression model's coefficient of determination, or R-squared value. A result of 100.0 percent is the maximum value possible; it represents a perfect fit between the variables analyzed. For the purposes of this analysis, an R-squared value of 70.0 percent or better was considered adequate. **Table 3-18** presents the regression analysis results of enplaned passengers and the resulting FY 2023 to FY 2045 CAGRs of enplaned passengers for each variable.

TABLE 3-18 SOCIOECONOMIC REGRESSION ANALYSIS RESULTS – DALLAS LOVE FIELD TOTAL ENPLANED PASSENGERS

PASSENGER DEMAND ELEMENT	INDEPENDENT VARIABLE	R-SQUARED	IMPLIED FY 2023 TO FY 2045 ENPLANED PASSENGER CAGR
DAL Total Enplaned Passengers	US Population	70.5%	2.2%
	Dallas MSA Population	75.4%	2.3%
	US Employment	87.8%	3.0%
	Dallas MSA Employment	87.6%	3.1%
	US Personal Income	84.2%	3.3%
	Dallas MSA Personal Income	84.3%	4.1%
	US Gross Domestic Product	79.8%	3.2%
	Dallas MSA Gross Regional Product	83.0%	3.9%

NOTES:

CAGR – Compound Annual Growth Rate

DAL – Dallas Love Field

FY – Fiscal Year

MSA – Metropolitan Statistical Area

SOURCES: Woods & Poole Economics, Inc., June 2023 (socioeconomic variables); Ricondo & Associates, Inc., November 2023 (analysis).

O&D passengers represented 64.0 percent of total enplaned passengers at the Airport in FY 2023.<sup>12</sup> For the purposes of the Unconstrained Forecast, this share of O&D passengers is expected to remain unchanged over the forecast period. **Table 3-19** presents the Unconstrained Forecast of enplaned passengers. Unconstrained total enplaned passengers are forecast to increase from 8.7 million in FY 2023 to 19.8 million in FY 2045, which represents a CAGR of 3.8 percent.

### 3.3.1.3 CONSTRAINED FORECAST

The Baseline Constrained Forecast is based on an analysis of the use of the Airport’s 20 available gates and their projected future use, as well as average seats per departure and load factor. This forecast assumes Southwest retains exclusive use of 18 gates, while other airlines have exclusive use of 1 gate. One gate is shared by Southwest and other airlines. Given the growth in demand at the Airport and the fixed number of 20 available gates at the terminal, the average daily departures per gate has increased and is expected to increase as Southwest and other airlines seek to maximize use of the terminal’s limited gate capacity. **Exhibit 3-8** presents the historical and forecast average daily departures per gate at the Airport for Southwest and the average for all airlines. Average daily departures per gate for Southwest increased from 8.0 in FY 2015 to 10.2 in FY 2023. The average daily departures per gate for all airlines increased from 8.5 in FY 2015 to 9.8 in FY 2023. Southwest average daily departures per gate is forecast to increase to 11.0 in FY 2024 and to 11.5 by FY 2029 and remain at that level through FY 2045. The average daily departures per gate for all airlines is forecast to increase to 10.6 in FY 2024 and to 11.2 by FY 2029 and remain at that level through FY 2045. The forecast average daily departures per gate and maximum average daily departures per gate incorporates the expected average aircraft size, feasible aircraft turn times, and the Airport’s voluntary noise abatement program, as well as guidance provided by Southwest.

<sup>12</sup> The segmentation of FY 2023 passengers is based on reported activity for the year ending the second quarter of 2023, the most recent 12-month period for which data were available at the time the report was prepared.

TABLE 3-19 UNCONSTRAINED FORECAST OF ENPLANED PASSENGERS

FISCAL YEAR	ENPLANED PASSENGERS		
	O&D	CONNECTING	TOTAL <sup>1</sup>
2023	3,120,532	5,553,097	8,673,629
Forecast			
2024	3,633,286	6,465,561	10,098,847
2025	3,779,027	6,724,912	10,503,940
2026	3,924,937	6,984,565	10,909,502
2027	4,072,449	7,247,067	11,319,515
2028	4,221,632	7,512,544	11,734,176
2029	4,372,828	7,781,602	12,154,430
2030	4,526,136	8,054,420	12,580,556
2031	4,681,200	8,330,360	13,011,560
2032	4,838,431	8,610,159	13,448,590
2033	4,998,034	8,894,178	13,892,213
2034	5,160,119	9,182,613	14,342,732
2035	5,324,665	9,475,430	14,800,095
2036	5,491,613	9,772,519	15,264,132
2037	5,660,966	10,073,888	15,734,854
2038	5,832,808	10,379,688	16,212,497
2039	6,007,192	10,690,011	16,697,203
2040	6,184,286	11,005,155	17,189,440
2041	6,364,176	11,325,277	17,689,453
2042	6,547,029	11,650,670	18,197,699
2043	6,732,991	11,981,596	18,714,588
2044	6,922,209	12,318,315	19,240,524
2045	7,114,907	12,661,229	19,776,136
Compound Annual Growth Rate			
2023 – 2045	3.8%	3.8%	3.8%

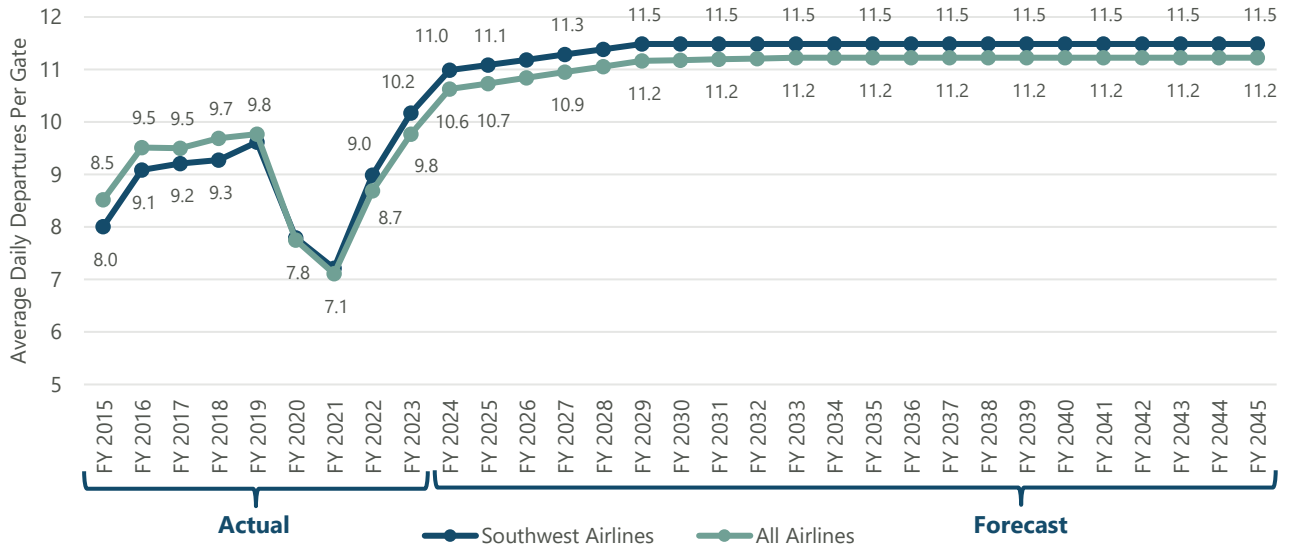
## NOTES:

O&amp;D – Origin and Destination

<sup>1</sup> Totals may not sum due to rounding.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo &amp; Associates, Inc., November 2023 (forecast enplaned passengers).

EXHIBIT 3-8 AVERAGE DAILY DEPARTURES PER GATE



NOTE:

FY – Fiscal Year

SOURCES: Cirium Diiio, November 2023 (US Department of Transportation T-100 data; published airline schedules); Ricondo & Associates, Inc., November 2023 (forecast).

**Table 3-20** presents the assumptions regarding the allocation of available gates, average daily departures per gate, average seats per departure, and average load factor for each year of the forecast period. These assumptions were based on analysis of historical trends, expected future fleet mix, and guidance provided by Southwest.

Departing seat capacity is forecast to increase slightly over the forecast period due, in large part, to an increase in the average seats per departure as Southwest takes delivery of 737 MAX 7 and MAX 8 aircraft and retires the 737-700, which is the smallest aircraft in the airline’s current fleet. Other airlines serving the Airport are also expected to take delivery of larger aircraft, which will result in an increase in their average seats per departure. Average load factors are anticipated to increase over the forecast period as airlines deploy new tools to manage and improve pricing and inventory management. Growth in average seats per departure and load factor will support marginal growth in departing seat capacity once growth in departures becomes limited due to terminal gate constraints.

**Table 3-21** presents the forecast of enplaned passengers for Southwest and other airlines. Southwest enplaned passengers are forecast to increase from 8.4 million in FY 2023 to 11.3 million in FY 2045, which represents a CAGR of 1.4 percent. Other airline enplaned passengers are forecast to increase from 0.3 million in FY 2023 to 0.6 million in FY 2045, which represents a CAGR of 3.3 percent. Total enplaned passengers are forecast to increase from 8.7 million in FY 2023 to 11.9 million in FY 2045, which represents a CAGR of 1.5 percent.

TABLE 3-20 BASELINE CONSTRAINED FORECAST ASSUMPTIONS

FISCAL YEAR	GATES			AVERAGE DAILY DEPARTURES PER GATE			AVERAGE SEATS PER DEPARTURE			AVERAGE LOAD FACTOR		
	SOUTHWEST AIRLINES	OTHER AIRLINES	ALL AIRLINES	SOUTHWEST AIRLINES	OTHER AIRLINES	ALL AIRLINES	SOUTHWEST AIRLINES	OTHER AIRLINES	ALL AIRLINES	SOUTHWEST AIRLINES	OTHER AIRLINES	ALL AIRLINES
2023	18.5	1.5	20	10.2	4.9	9.8	157	139	157	81.0%	85.7%	77.6%
Forecast												
2024	18.5	1.5	20	11.0	6.2	10.6	159	144	158	83.0%	85.9%	82.4%
2025	18.5	1.5	20	11.1	6.4	10.7	160	145	159	83.5%	86.2%	83.6%
2026	18.5	1.5	20	11.2	6.6	10.8	161	146	160	84.0%	86.4%	84.1%
2027	18.5	1.5	20	11.3	6.8	10.9	162	147	161	84.5%	86.7%	84.6%
2028	18.5	1.5	20	11.4	7.0	11.1	162	148	162	85.0%	86.9%	85.1%
2029	18.5	1.5	20	11.5	7.2	11.2	163	149	162	85.3%	87.2%	85.3%
2030	18.5	1.5	20	11.5	7.4	11.2	163	150	163	85.5%	87.4%	85.6%
2031	18.5	1.5	20	11.5	7.6	11.2	164	151	163	85.8%	87.7%	85.8%
2032	18.5	1.5	20	11.5	7.8	11.2	164	152	164	86.0%	87.9%	86.1%
2033	18.5	1.5	20	11.5	8.0	11.2	165	153	164	86.3%	88.2%	86.3%
2034	18.5	1.5	20	11.5	8.0	11.2	165	154	164	86.5%	88.3%	86.6%
2035	18.5	1.5	20	11.5	8.0	11.2	165	155	164	86.8%	88.4%	86.8%
2036	18.5	1.5	20	11.5	8.0	11.2	165	156	164	87.0%	88.5%	87.1%
2037	18.5	1.5	20	11.5	8.0	11.2	165	157	164	87.2%	88.6%	87.3%
2038	18.5	1.5	20	11.5	8.0	11.2	165	158	165	87.5%	88.7%	87.6%
2039	18.5	1.5	20	11.5	8.0	11.2	165	159	165	87.7%	88.8%	87.8%
2040	18.5	1.5	20	11.5	8.0	11.2	165	160	165	87.8%	88.9%	87.9%
2041	18.5	1.5	20	11.5	8.0	11.2	165	160	165	87.9%	89.0%	88.0%
2042	18.5	1.5	20	11.5	8.0	11.2	165	160	165	88.0%	89.1%	88.1%
2043	18.5	1.5	20	11.5	8.0	11.2	165	160	165	88.1%	89.2%	88.2%
2044	18.5	1.5	20	11.5	8.0	11.2	165	160	165	88.2%	89.3%	88.3%
2045	18.5	1.5	20	11.5	8.0	11.2	165	160	165	88.3%	89.4%	88.4%

SOURCES: Cirium Diiio, November 2023 (US Department of Transportation T-100 data; published airline schedules); Ricondo & Associates, Inc., November 2023 (forecast).

TABLE 3-21 BASELINE CONSTRAINED FORECAST PASSENGERS BY AIRLINE

FISCAL YEAR	ENPLANED PASSENGERS		
	SOUTHWEST AIRLINES	OTHER AIRLINES	TOTAL <sup>1</sup>
2023	8,370,206	303,423	8,673,629
Forecast			
2024	9,698,356	400,491	10,098,847
2025	9,995,290	436,135	10,431,424
2026	10,209,291	454,208	10,663,499
2027	10,426,269	472,568	10,898,837
2028	10,613,567	491,217	11,104,784
2029	10,771,333	510,157	11,281,490
2030	10,836,077	529,388	11,365,465
2031	10,901,015	548,913	11,449,928
2032	10,966,147	568,733	11,534,880
2033	11,031,473	589,590	11,621,063
2034	11,063,448	594,124	11,657,573
2035	11,095,423	598,667	11,694,091
2036	11,127,399	603,219	11,730,618
2037	11,159,374	607,780	11,767,154
2038	11,191,349	612,349	11,803,698
2039	11,216,930	616,927	11,833,857
2040	11,229,720	622,680	11,852,399
2041	11,242,510	623,380	11,865,890
2042	11,255,300	624,081	11,879,381
2043	11,268,090	624,782	11,892,872
2044	11,280,880	625,483	11,906,363
2045	11,293,670	626,184	11,919,854
Compound Annual Growth Rate			
2023 – 2045	1.4%	3.3%	1.5%

NOTE:

<sup>1</sup> Totals may not sum due to rounding.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo &amp; Associates, Inc., November 2023 (forecast enplaned passengers).

**Table 3-22** presents the forecast for O&D and connecting enplaned passengers. O&D passengers are forecast to increase from 5.6 million in FY 2023 to 8.9 million in FY 2045, which represents a CAGR of 2.2 percent. Connecting passengers are forecast to decrease from 3.1 million in FY 2023 to 3.0 million in FY 2045, which represents a CAGR of -0.2 percent. The share of connecting passengers is forecast to decrease from 36.0 percent in FY 2023 to 25.0 percent in FY 2045 as Southwest is expected to prioritize the accommodation of O&D passengers in a constrained environment to maintain its share of the total regional O&D passenger market. Southwest can use other focus cities that are not constrained by facility or other factors to accommodate connecting passengers that would otherwise use DAL as a connect point.

TABLE 3-22 BASELINE CONSTRAINED FORECAST OF ORIGIN AND DESTINATION AND CONNECTING PASSENGERS

FISCAL YEAR	ENPLANED PASSENGERS			SHARE OF ENPLANED PASSENGERS	
	O&D	CONNECTING	TOTAL <sup>1</sup>	O&D	CONNECTING
2023	5,553,097	3,120,532	8,673,629	64.0%	36.0%
Forecast					
2024	6,465,561	3,633,286	10,098,847	64.0%	36.0%
2025	6,730,643	3,700,781	10,431,424	64.5%	35.5%
2026	6,933,702	3,729,797	10,663,499	65.0%	35.0%
2027	7,141,219	3,757,618	10,898,837	65.5%	34.5%
2028	7,331,686	3,773,099	11,104,784	66.0%	34.0%
2029	7,504,759	3,776,731	11,281,490	66.5%	33.5%
2030	7,617,449	3,748,016	11,365,465	67.0%	33.0%
2031	7,731,308	3,718,620	11,449,928	67.5%	32.5%
2032	7,846,344	3,688,536	11,534,880	68.0%	32.0%
2033	7,963,073	3,657,989	11,621,063	68.5%	31.5%
2034	8,046,379	3,611,194	11,657,573	69.0%	31.0%
2035	8,130,055	3,564,036	11,694,091	69.5%	30.5%
2036	8,214,103	3,516,515	11,730,618	70.0%	30.0%
2037	8,298,522	3,468,632	11,767,154	70.5%	29.5%
2038	8,383,313	3,420,386	11,803,698	71.0%	29.0%
2039	8,463,901	3,369,955	11,833,857	71.5%	28.5%
2040	8,536,426	3,315,974	11,852,399	72.0%	28.0%
2041	8,899,418	2,966,473	11,865,890	75.0%	25.0%
2042	8,909,536	2,969,845	11,879,381	75.0%	25.0%
2043	8,919,654	2,973,218	11,892,872	75.0%	25.0%
2044	8,929,772	2,976,591	11,906,363	75.0%	25.0%
2045	8,939,890	2,979,963	11,919,854	75.0%	25.0%
Compound Annual Growth Rate					
2023 – 2045	2.2%	-0.2%	1.5%		

NOTES:

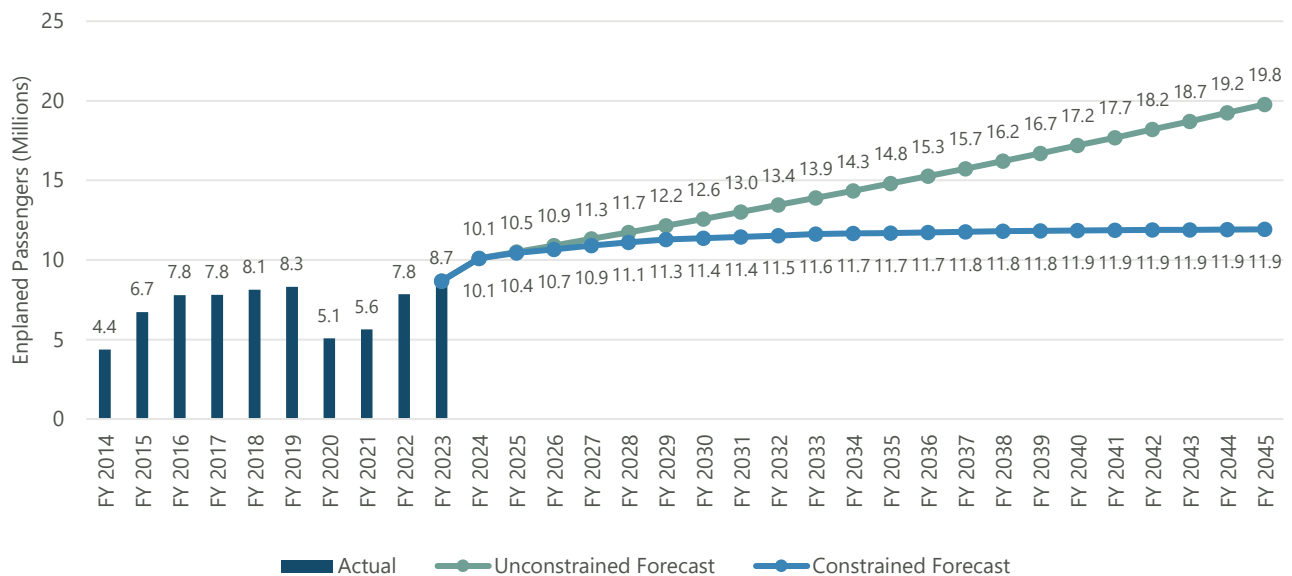
O&D – Origin and Destination

<sup>1</sup> Totals may not sum due to rounding.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo & Associates, Inc., November 2023 (forecast enplaned passengers).

**Exhibit 3-9** presents the Unconstrained Forecast and Baseline Constrained Forecast of enplaned passengers. The Unconstrained Forecast exceeds the Baseline Constrained Forecast from FY 2025 through FY 2045.

**EXHIBIT 3-9 COMPARISON OF THE UNCONSTRAINED AND BASELINE CONSTRAINED FORECASTS OF ENPLANED PASSENGERS**



NOTE:

FY – Fiscal Year

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo & Associates, Inc., November 2023 (forecast enplaned passengers).

### 3.3.2 CARGO VOLUMES AND CARGO FORECAST METHODOLOGY AND RESULTS

Multiple forecast methods were explored to determine the preferred methodology for developing the cargo volume forecast, including socioeconomic regression analysis and historical growth rate trend analysis. Socioeconomic regression analysis did not yield acceptable coefficients of correlation between the independent socioeconomic variable and neither the total cargo volumes nor the cargo volumes transported on all-cargo and passenger airlines, respectively. Historical trends among passenger aircraft belly cargo tonnage carried per passenger airline operation and relative to passenger airline scheduled seat capacity, as well as cargo tonnage conveyed per all-cargo and integrator airline operation, during the historical period were examined in the process of developing a preferred forecast methodology. Several key trends were identified related to cargo volume and aviation activity and were incorporated into the forecast methodology:

- Passenger belly cargo capacity is correlated to the number of passenger airline operations, as well as the gauge of aircraft operated by passenger airlines.
- Southwest handles nearly all passenger belly cargo at the Airport, and the airline experienced growth in cargo volume per operation, representing a CAGR of 1.3 percent, as well as growth in cargo volume per seat, representing a CAGR of 0.1 percent, during the period between FY 2017 and FY 2022, which represents the

period following the end of Wright Amendment restrictions through the most recent FY with complete historical data available.

- Forecasts of passenger belly cargo handled by Southwest were developed by applying the historical trend in tonnage per operation to the forecast of passenger operations at the Airport to develop a forecast growth rate for passenger belly cargo, which was applied to base year passenger belly cargo volumes.
- The growth rate in air cargo volumes during the period from FY 2017 to FY 2022 for all-cargo and integrator airlines was applied to the base year all-cargo and integrator airline cargo volumes.
- Total cargo volumes were forecast by aggregating the forecasts of passenger belly cargo volumes and cargo volumes carried by dedicated freighter aircraft.
- As noted in Section 3.2.1, the effects of the COVID-19 pandemic did not impact air cargo-related aviation activity in the same manner as passenger airline activity, and these effects were incorporated into the forecast model.

**Table 3-23** presents the historical and forecast cargo airline activity. In the short-term period from FY 2023 to FY 2024, cargo volumes are forecast to increase 9.3 percent, primarily due to increases in passenger belly cargo volumes, as the cargo forecast is derived in part from the forecast of passenger airline activity, which is forecast to increase during the period. During the forecast period, overall cargo volumes are forecast to increase from 15,380 tons in FY 2023 to 22,973 tons in FY 2045, representing a CAGR of 1.8 percent. The share of cargo volumes represented by passenger belly cargo is forecast to increase from 96.4 percent in FY 2023 to 96.8 percent in FY 2045.

### 3.3.3 OPERATIONS FORECAST

#### 3.3.3.1 PASSENGER AIRLINE OPERATIONS

The passenger operations forecast was developed in conjunction with the Baseline Constrained Forecast of enplaned passengers, which was based on the projected use of the Airport's 20 available gates, the airlines' future fleet mix, and the average seats per departure and anticipated load factors. **Table 3-24** presents the Baseline Constrained Forecast of passenger airline operations, as well as the assumptions that were used to derive the enplaned passenger forecast. Passenger airline operations are forecast to increase from 142,656 in FY 2023 to 163,879 in FY 2045, which represents a CAGR of 0.6 percent, compared to a CAGR of 1.5 percent for enplaned passengers during the same period. Passenger airline operations increase through FY 2033, after which they are flat through FY 2045, as it is expected that airlines will have reached the maximum use of the terminal's 20 available gates in FY 2033. The average seats per departure is forecast to increase from 157 in FY 2023 to 165 in FY 2038 and remain at that level through FY 2045. The forecast increase in average seats per departure is reflective of the expected changes in Southwest's fleet mix, as discussed in Section 3.2.4. Growth in average load factor supports marginal growth in enplaned passengers in the outer years of the forecast period after growth in average seats per departure and passenger airline operations stops.

TABLE 3-23 FORECAST CARGO VOLUMES – CARGO / INTEGRATOR AND PASSENGER AIRLINES

FISCAL YEAR	CARGO VOLUMES (TONS)				SHARE	
	CARGO/ INTEGRATOR AIRLINES	PASSENGER AIRLINES	TOTAL <sup>1</sup>	ANNUAL GROWTH	CARGO/ INTEGRATOR AIRLINES	PASSENGER AIRLINES
Historical						
2014	1,911	11,349	13,260	0.7%	14.4%	85.6%
2015	511	15,639	16,150	21.8%	3.2%	96.8%
2016	245	12,586	12,831	-20.6%	1.9%	98.1%
2017	359	15,852	16,211	26.3%	2.2%	97.8%
2018	490	14,893	15,383	-5.1%	3.2%	96.8%
2019	580	15,544	16,124	4.8%	3.6%	96.4%
2020	258	15,292	15,550	-3.6%	1.7%	98.3%
2021	335	16,785	17,120	10.1%	2.0%	98.0%
2022	384	16,488	16,872	-1.4%	2.3%	97.7%
2023	551	14,829	15,380	-8.8%	3.6%	96.4%
Forecast						
2024	558	16,228	16,787	9.1%	3.3%	96.7%
2025	566	16,588	17,154	2.2%	3.3%	96.7%
2026	573	16,955	17,528	2.2%	3.3%	96.7%
2027	581	17,328	17,909	2.2%	3.2%	96.8%
2028	588	17,708	18,297	2.2%	3.2%	96.8%
2029	596	18,096	18,692	2.2%	3.2%	96.8%
2030	604	18,330	18,934	1.3%	3.2%	96.8%
2031	612	18,568	19,180	1.3%	3.2%	96.8%
2032	620	18,808	19,429	1.3%	3.2%	96.8%
2033	629	19,052	19,681	1.3%	3.2%	96.8%
2034	637	19,299	19,936	1.3%	3.2%	96.8%
2035	645	19,549	20,195	1.3%	3.2%	96.8%
2036	654	19,803	20,457	1.3%	3.2%	96.8%
2037	663	20,059	20,722	1.3%	3.2%	96.8%
2038	671	20,319	20,991	1.3%	3.2%	96.8%
2039	680	20,583	21,263	1.3%	3.2%	96.8%
2040	689	20,850	21,539	1.3%	3.2%	96.8%
2041	698	21,120	21,818	1.3%	3.2%	96.8%
2042	708	21,394	22,101	1.3%	3.2%	96.8%
2043	717	21,671	22,388	1.3%	3.2%	96.8%
2044	727	21,952	22,678	1.3%	3.2%	96.8%
2045	736	22,236	22,973	1.3%	3.2%	96.8%
Compound Annual Growth Rate						
2014 – 2019	-21.2%	6.5%	4.0%			
2014 – 2023	-12.9%	3.0%	1.7%			
2023 – 2045	1.3%	1.9%	1.8%			

NOTE:

1 Totals may not sum due to rounding.

SOURCES: Cirium Diio, November 2023 (US Department of Transportation T-100 data); Ricondo &amp; Associates, Inc., November 2023 (forecast).

TABLE 3-24 BASELINE CONSTRAINED FORECAST OF PASSENGER AIRLINE OPERATIONS

FISCAL YEAR	ENPLANED PASSENGERS	AVERAGE LOAD FACTOR	AVERAGE SEATS PER DEPARTURE	PASSENGER AIRLINE OPERATIONS
2023	8,673,629	77.6%	157	142,656
<i>Forecast</i>				
2024	10,098,847	82.4%	158	155,144
2025	10,431,424	83.6%	159	156,714
2026	10,663,499	84.1%	160	158,283
2027	10,898,837	84.6%	161	159,853
2028	11,104,784	85.1%	162	161,422
2029	11,281,490	85.3%	162	162,992
2030	11,365,465	85.6%	163	163,211
2031	11,449,928	85.8%	163	163,430
2032	11,534,880	86.1%	164	163,649
2033	11,621,063	86.3%	164	163,879
2034	11,657,573	86.6%	164	163,879
2035	11,694,091	86.8%	164	163,879
2036	11,730,618	87.1%	164	163,879
2037	11,767,154	87.3%	164	163,879
2038	11,803,698	87.6%	165	163,879
2039	11,833,857	87.8%	165	163,879
2040	11,852,399	87.9%	165	163,879
2041	11,865,890	88.0%	165	163,879
2042	11,879,381	88.1%	165	163,879
2043	11,892,872	88.2%	165	163,879
2044	11,906,363	88.3%	165	163,879
2045	11,919,854	88.4%	165	163,879
<i>Compound Annual Growth Rate</i>				
2023 – 2045	1.5%	0.6%	0.2%	0.6%

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical operations); Ricondo & Associates, Inc., November 2023 (forecast).

### 3.3.3.2 GENERAL AVIATION, OTHER AIR CARRIER AND AIR TAXI, AND MILITARY OPERATIONS

GA and other air carrier and air taxi operations were analyzed for their historical relationship with socioeconomic factors, similar to the methodology for the unconstrained O&D passenger forecast. However, these analyses did not identify strong predictive relationships that could be used to forecast activity at the Airport. The Airport’s historical GA and air taxi activity was compared to activity at the national level, which generated similar growth trends in recent years. Therefore, the forecast for GA and other air carrier and air taxi operations is based on national growth rates established in the 2023 *FAA Aerospace Forecast*. Military operations are forecast to remain constant at FY 2023

levels. The non-passenger airline operations forecast was not constrained by any airfield or facility limitations. **Table 3-25** presents the Baseline Constrained Forecast of passenger airlines, other air carrier and air taxi, GA, and military operations. Total Airport operations are forecast to increase from 247,510 in FY 2023 to 286,030 in FY 2045, which represents a CAGR of 0.7 percent.

TABLE 3-25 BASELINE CONSTRAINED FORECAST OF TOTAL OPERATIONS

FISCAL YEAR	PASSENGER AIRLINES	OTHER AIR CARRIER / AIR TAXI	GENERAL AVIATION	MILITARY	TOTAL OPERATIONS <sup>1</sup>
2023	142,656	55,002	49,101	751	247,510
Forecast					
2024	155,144	56,999	50,809	751	263,703 <sup>2</sup>
2025	156,714	58,735	51,720	751	267,920 <sup>2</sup>
2026	158,283	56,090	52,004	751	267,128
2027	159,853	54,934	52,159	751	267,697
2028	161,422	55,518	52,315	751	270,005
2029	162,992	56,115	52,471	751	272,329
2030	163,211	56,735	52,629	751	273,325
2031	163,430	57,320	52,787	751	274,288
2032	163,649	57,909	52,947	751	275,255
2033	163,879	58,506	53,107	751	276,242
2034	163,879	59,107	53,268	751	277,005
2035	163,879	59,720	53,431	751	277,780
2036	163,879	60,340	53,594	751	278,563
2037	163,879	60,968	53,758	751	279,356
2038	163,879	61,605	53,924	751	280,158
2039	163,879	62,248	54,090	751	280,968
2040	163,879	62,903	54,257	751	281,790
2041	163,879	63,565	54,425	751	282,620
2042	163,879	64,236	54,595	751	283,460
2043	163,879	64,915	54,765	751	284,309
2044	163,879	65,601	54,936	751	285,166
2045	163,879	66,294	55,107	751	286,030
Compound Annual Growth Rate					
2023 – 2045	0.6%	0.9%	0.5%	0.0%	0.7%

NOTE:

1 Totals may not sum due to rounding.

2 Since the completion of the aviation activity forecast and its approval by the FAA, actual operations totaled 249,099 in FY2024 and 244,374 in FY 2025.

SOURCES: City of Dallas, Department of Aviation, December 2025 (historical operations); US Department of Transportation, Federal Aviation Administration, *FAA Aerospace Forecast*, May 2023 (forecast growth rates for general aviation and air taxi operations); Ricondo & Associates, Inc., November 2023 (forecast).

**Table 3-26** presents the fleet mix for the Airport in FY 2023 and the projected fleet mix for FY 2028, FY 2033, and FY 2043 for the Baseline Constrained Forecast. Passenger aircraft are categorized into groupings based on seat capacity. GA operations are categorized by groupings common in FAA reporting (e.g., single engine, multiengine, and jet). Medium narrowbody aircraft are projected to represent nearly all passenger aircraft operations.

### 3.3.4 CRITICAL AIRCRAFT

USDOT FAA AC 150/5000-17, *Critical Aircraft and Regular Use Determination*, June 20, 2017, defines the critical aircraft as the most demanding aircraft type, or grouping of aircraft with similar characteristics, which makes regular use of an airport. Regular use is defined as 500 annual operations, wherein an operation is defined as one arrival or one departure, excluding touch-and-go activity.<sup>13</sup>

**Table 3-27** presents the actual FY 2023 and forecast FY 2028, FY 2033, and FY 2045 aircraft operations broken out by ADG,<sup>14</sup> AAC,<sup>15</sup> and RDC,<sup>16</sup> which represents the most demanding combination of ADG and AAC. The most demanding RDC grouping operating at the Airport that met the FAA definition of regular use was D-III, represented by Boeing 737-800 and Boeing 737 MAX 8 aircraft, with 64,564 operations in FY 2023. D-III aircraft are forecast to remain the most demanding RDC grouping in FY 2028, FY 2033, and FY 2045.

### 3.3.5 COMPARISON TO OTHER ACTIVITY FORECASTS

**Table 3-28** compares the historical enplaned passengers and Baseline Constrained Forecast of enplaned passengers to the 2023 *Terminal Area Forecast* (TAF) for the Airport. The historical enplaned passengers and Baseline Constrained Forecast of enplaned passengers represent revenue passengers only for purposes of comparison to the TAF. The historical enplaned passengers, Baseline Constrained Forecast enplaned passengers, and TAF enplaned passengers are all presented on a FY basis ending September. Historical enplaned passengers in FY 2023 are 1.4 percent lower than the FY 2023 enplaned passengers in the 2023 TAF. The Baseline Constrained Forecast of enplaned passengers is higher than the 2023 TAF throughout the forecast period, with the variance reaching 17.0 percent in FY 2045, exceeding the variance tolerance levels specified by the FAA (within 10.0 percent over 5 years and within 15.0 percent over 10 years). **Exhibit 3-10** presents the same comparison of enplaned passenger forecasts. The variance between the enplaned passenger forecasts is likely attributable to different assumptions regarding use of the terminal's 20 available gates, as well as average seats per departure, with the TAF assuming slow to little growth in average aircraft size compared to the growth in average seats per departure in the Baseline Constrained Forecast.

<sup>13</sup> US Department of Transportation, Federal Aviation Administration, Advisory Circular 150/5000-17, *Critical Aircraft and Regular Use Determination*, June 20, 2017.

<sup>14</sup> Airplane Design Group (ADG) represents a grouping of aircraft based on their wingspan and tail height (operational characteristics). The ADG is selected based on the more limiting of the two operational characteristics. The categories are as follows: ADG-I – tail height less than 20 feet and wingspan less than 49 feet; ADG-II – tail height less than 30 feet but greater than 20 feet and wingspan less than 79 feet but greater than 49 feet; ADG-III – tail height less than 45 feet but greater than 30 feet and wingspan less than 118 feet but greater than 79 feet; and ADG-IV – tail height less than 60 feet but greater than 45 feet and wingspan less than 171 feet but greater than 118 feet.

<sup>15</sup> Aircraft Approach Category (AAC) represents a grouping of aircraft based on their approach speed (operational characteristic). The categories are as follows: AAC-A – approach speeds less than 91 knots; AAC-B – approach speed 91 knots or more but less than 121 knots; AAC-C – approach speed 121 knots or more but less than 141 knots; and AAC-D – approach speed 141 knots or more but less than 166 knots.

<sup>16</sup> Runway Design Code (RDC) represents the consolidation of the AAC and ADG to define both the approach speed and aircraft size requirements of the runway.

TABLE 3-26 HISTORICAL AND PROJECTED FLEET MIX – BASELINE CONSTRAINED FORECAST

AIRCRAFT CATEGORY	SEAT RANGE	REPRESENTATIVE AIRCRAFT <sup>1</sup>	FY 2023		FY 2028		FY 2033		FY 2045	
			DEPARTURES	PERCENT	DEPARTURES	PERCENT	DEPARTURES	PERCENT	DEPARTURES	PERCENT
<b>Passenger Airlines<sup>2</sup></b>										
Small Narrowbody	101 to 130	Airbus A220-300	1,315	1%	0	0%	0	0%	0	0%
Medium Narrowbody	131 to 180	Boeing 737-800	141,341	99%	159,808	99%	161,256	98%	160,601	98%
Large Narrowbody	181 to 220	Airbus A321-200	0	0%	1,614	1%	2,622	2%	3,278	2%
<b>Subtotal</b>			<b>142,656</b>	<b>100%</b>	<b>161,422</b>	<b>100%</b>	<b>163,879</b>	<b>100%</b>	<b>163,879</b>	<b>100%</b>
<b>General Aviation, Air Taxi, and Other Air Carrier</b>										
Single Engine			2,603	3%	2,696	3%	2,790	3%	3,035	3%
Multiengine			11,347	11%	11,754	11%	12,166	11%	13,233	11%
Jet			90,153	87%	93,383	87%	96,657	87%	105,133	87%
<b>Subtotal</b>			<b>104,103</b>	<b>100%</b>	<b>107,832</b>	<b>100%</b>	<b>111,613</b>	<b>100%</b>	<b>121,401</b>	<b>100%</b>
Military										
<b>Subtotal</b>			<b>751</b>	<b>100%</b>	<b>751</b>	<b>100%</b>	<b>751</b>	<b>100%</b>	<b>751</b>	<b>100%</b>
<b>Airport Total</b>			<b>247,510</b>	<b>100%</b>	<b>270,005</b>	<b>100%</b>	<b>276,242</b>	<b>100%</b>	<b>286,030</b>	<b>100%</b>

NOTES:

FY – Fiscal Year

Totals may not sum due to rounding.

1 The representative aircraft are not exhaustive and do not imply these aircraft will operate at the Airport in the future. The aircraft are provided as comparison to aircraft that operated at the Airport in FY 2023.

2 The passenger airline fleet mix projections are determined by the operating characteristics and aircraft orders of airlines operating at the Airport, as well as the forecast passenger demand influences on aircraft size.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical operations); Cirium Diio (US Department of Transportation T-100 data; segmentation of historical passenger aircraft categories); US Department of Transportation, Federal Aviation Administration, Operations Network (OPSNET), November 2023 (segmentation of historical general aviation, air taxi, and other air carrier aircraft categories); Ricondo & Associates, Inc., November 2023 (forecast and fleet mix).

TABLE 3-27 CRITICAL AIRCRAFT OPERATIONS

REPRESENTATIVE AIRCRAFT	ADG	AAC	RDC	OPERATIONS			
				FY 2023 (ACTUAL)	FY 2028	FY 2033	FY 2045
<b>Passenger Airlines</b>							
Embraer ERJ-135	II	C	C-II	2	0	0	0
Boeing 737-700	III	C	C-III	78,090	64,569	32,776	16,388
Boeing 737 MAX 8	III	D	D-III	64,564	96,853	131,103	147,491
<b>Subtotal</b>				<b>142,656</b>	<b>161,422</b>	<b>163,879</b>	<b>163,879</b>
<b>Other Air Carrier, Air Taxi, and General Aviation</b>							
Beechcraft Bonanza	I	A	A-I	3,560	3,687	3,817	4,151
Cessna Citation	I	B	B-I	6,483	6,715	6,951	7,560
Bombardier Learjet	I	C	C-I	3,741	3,875	4,011	4,363
Pilatus PC-12	II	A	A-II	2,142	2,219	2,297	2,498
Embraer Phenom 300	II	B	B-II	42,388	43,906	45,446	49,431
Bombardier Challenger 300	II	C	C-II	33,683	34,890	36,113	39,280
Gulfstream G400	II	D	D-II	2,629	2,724	2,819	3,066
Dassault Falcon 7X	II	B	B-II	1,241	1,285	1,330	1,447
Bombardier BD-700	III	C	C-III	4,870	5,044	5,221	5,679
Gulfstream G500	III	D	D-III	3,298	3,416	3,536	3,846
Boeing 757-200	IV	C	C-IV	68	70	73	79
<b>Subtotal</b>				<b>104,103</b>	<b>107,832</b>	<b>111,613</b>	<b>121,401</b>
Military							
<b>Subtotal</b>				<b>751</b>	<b>751</b>	<b>751</b>	<b>751</b>
<b>Airport Total</b>				<b>247,510</b>	<b>270,005</b>	<b>276,242</b>	<b>286,030</b>

## NOTES:

AAC – Aircraft Approach Category

ADG – Airplane Design Group

FY – Fiscal Year

RDC – Runway Design Code

Totals may not sum due to rounding.

SOURCES: US Department of Transportation, Federal Aviation Administration, Traffic Flow Management System Counts (FY 2023 actual activity), November 2023; Ricondo &amp; Associates, Inc. (forecast activity), November 2023.

TABLE 3-28 ENPLANED PASSENGER FORECAST COMPARISON – BASELINE CONSTRAINED FORECAST AND FEDERAL AVIATION ADMINISTRATION’S 2023 TERMINAL AREA FORECAST

FISCAL YEAR	HISTORICAL / BASELINE CONSTRAINED FORECAST	2023 FAA TAF	ACTUAL / FORECAST H/(L) THAN 2023 TAF
2023	8,345,580	8,466,837	(1.4%)
Forecast			
2024	9,716,894	9,238,037	5.2%
2025	10,036,893	9,256,346	8.4%
2026	10,260,190	9,267,572	10.7%
2027	10,486,627	9,287,852	12.9%
2028	10,684,785	9,315,769	14.7%
2029	10,854,807	9,343,766	16.2%
2030	10,935,607	9,371,846	16.7%
2031	11,016,875	9,400,004	17.2%
2032	11,098,614	9,428,242	17.7%
2033	11,181,537	9,456,562	18.2%
2034	11,216,666	9,484,963	18.3%
2035	11,251,803	9,513,441	18.3%
2036	11,286,949	9,541,964	18.3%
2037	11,322,103	9,570,523	18.3%
2038	11,357,265	9,599,124	18.3%
2039	11,386,283	9,627,773	18.3%
2040	11,404,124	9,656,487	18.1%
2041	11,417,105	9,685,250	17.9%
2042	11,430,086	9,713,981	17.7%
2043	11,443,066	9,742,734	17.5%
2044	11,456,047	9,771,447	17.2%
2045	11,469,028	9,800,124	17.0%
Compound Annual Growth Rate			
2023 – 2045	1.5%	0.7%	

NOTES:

FAA – Federal Aviation Administration

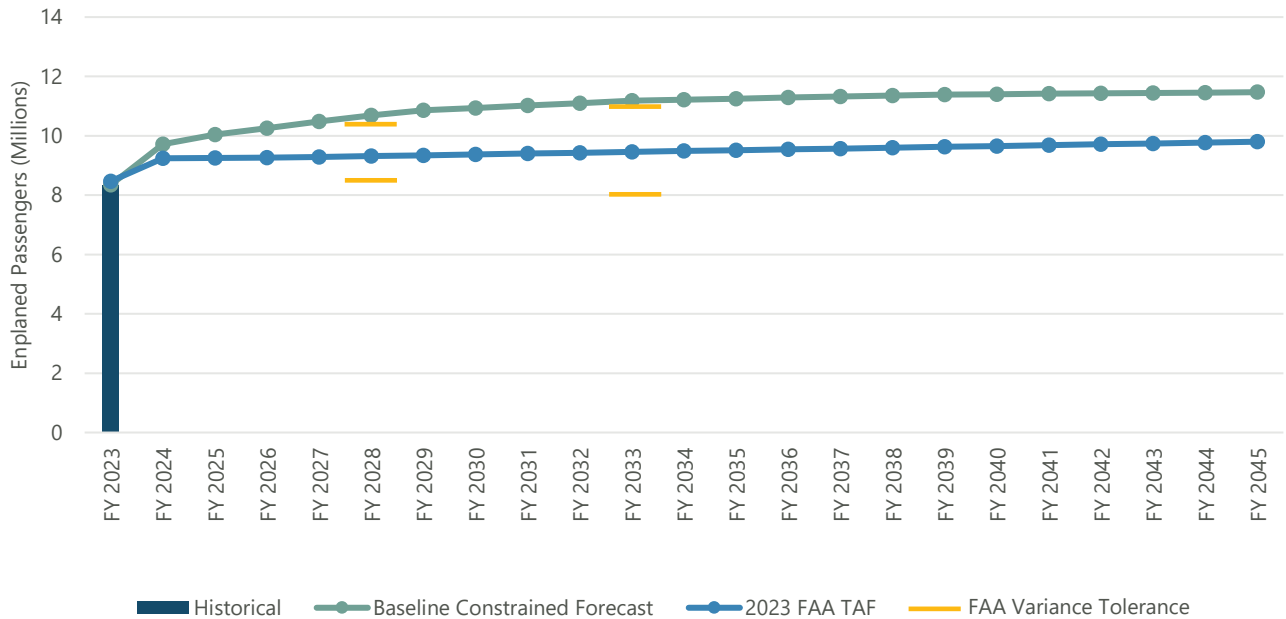
H/(L) – Higher or lower than

TAF – Terminal Area Forecast

Enplaned passengers represent revenue passengers only and will not tie to the historical and Baseline Constrained Forecast passengers presented in other sections that include non-revenue passengers.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); US Department of Transportation, Federal Aviation Administration, 2023 Terminal Area Forecast, February 2024; Ricondo & Associates, Inc., November 2023 (Baseline Constrained Forecast).

EXHIBIT 3-10 ENPLANED PASSENGER FORECAST COMPARISON – BASELINE CONSTRAINED FORECAST AND FEDERAL AVIATION ADMINISTRATION’S 2023 TERMINAL AREA FORECAST



NOTES:

FAA – Federal Aviation Administration

FY – Fiscal Year

TAF – Terminal Area Forecast

Enplaned passengers represent revenue passengers only and will not tie to the historical and Baseline Constrained Forecast passengers presented in other sections that include non-revenue passengers.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); US Department of Transportation, Federal Aviation Administration, 2023 Terminal Area Forecast, February 2024; Ricondo & Associates, Inc., November 2023 (Baseline Constrained Forecast).

**Table 3-29** compares the actual total operations and Baseline Constrained Forecast of total operations to the 2023 TAF for the Airport. From FY 2024 through FY 2045, the Baseline Constrained Forecast of total operations is within the variance tolerance levels specified by the FAA (within 10.0 percent over 5 years and within 15.0 percent over 10 years).

### 3.3.6 ALTERNATIVE FORECAST SCENARIOS

Two alternative constrained forecasts were developed in addition to the Baseline Constrained Forecast. These forecasts were developed to estimate the variation in activity resulting from different assumptions about fleet mix and airline service:

- **Alternative Forecast Scenario 1** assumes accelerated rates of growth in average seats per departure and higher maximum average seats per departure for Southwest compared to the Baseline Constrained Forecast. Average seats per departure for all airlines increases to a maximum of 171 in FY 2035 and remains at that level through FY 2045, compared to a maximum of 165, reached in FY 2038, in the Baseline Constrained Forecast.
- **Alternative Forecast Scenario 2** assumes the same increase in the average seats per departure for Southwest, as well as a change in service, with an ultra-low-cost carrier (ULCC) serving the Airport beginning in FY 2025,

and Alaska and Delta discontinuing service. The ULCC would provide a higher level of departing seat capacity than Alaska and Delta using larger and more densely configured aircraft.

TABLE 3-29 TOTAL OPERATIONS FORECAST COMPARISON – BASELINE CONSTRAINED FORECAST AND FEDERAL AVIATION ADMINISTRATION’S 2023 TERMINAL AREA FORECAST

FISCAL YEAR	HISTORICAL / BASELINE CONSTRAINED FORECAST	2023 FAA TAF	ACTUAL / FORECAST H/(L) THAN 2023 TAF
2023	247,510	247,510	0.0%
Forecast			
2024	263,703	250,120	5.4%
2025	267,920	252,887	5.9%
2026	267,128	255,527	4.5%
2027	267,697	256,208	4.5%
2028	270,005	257,000	5.1%
2029	272,329	257,797	5.6%
2030	273,325	258,601	5.7%
2031	274,288	259,412	5.7%
2032	275,255	260,229	5.8%
2033	276,242	261,054	5.8%
2034	277,005	261,885	5.8%
2035	277,780	262,724	5.7%
2036	278,563	263,568	5.7%
2037	279,356	264,421	5.6%
2038	280,158	265,280	5.6%
2039	280,968	266,147	5.6%
2040	281,790	267,020	5.5%
2041	282,620	267,902	5.5%
2042	283,460	268,790	5.5%
2043	284,309	269,686	5.4%
2044	285,166	270,590	5.4%
2045	286,030	271,501	5.4%
Compound Annual Growth Rate			
2023 – 2045	0.7%	0.4%	

NOTES:

FAA – Federal Aviation Administration

H/(L) – Higher or lower than

TAF – Terminal Area Forecast

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); US Department of Transportation, Federal Aviation Administration, 2023 Terminal Area Forecast, February 2024; Ricondo & Associates, Inc., November 2023 (Baseline Constrained Forecast).

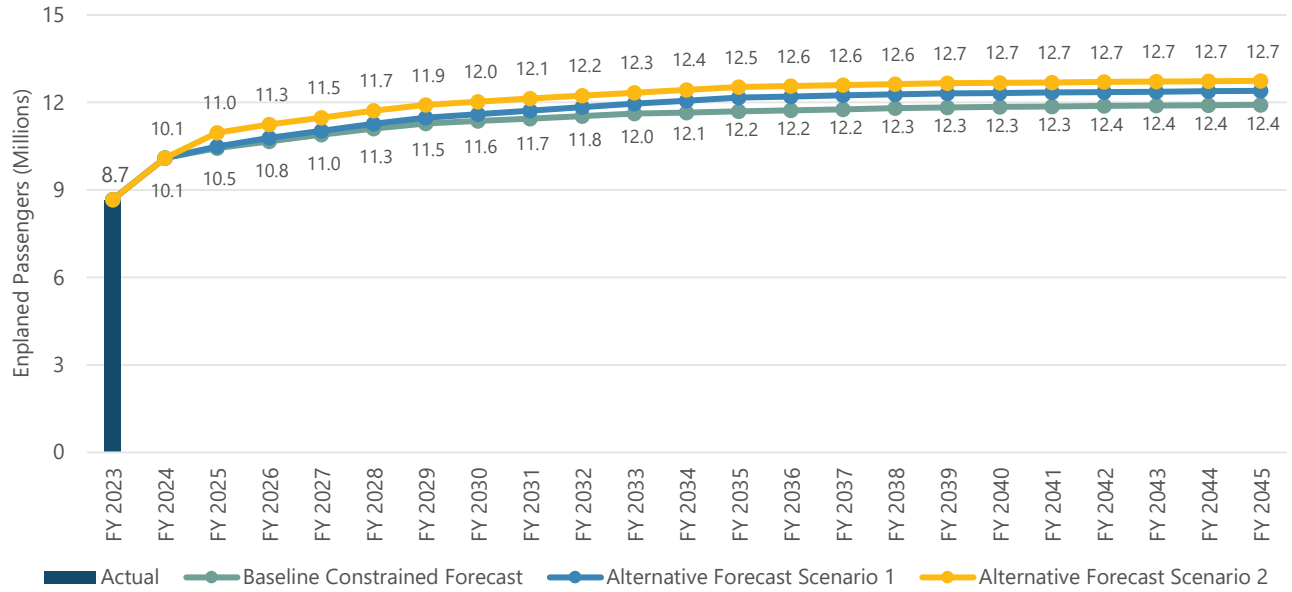
**Table 3-30** presents the forecast enplaned passengers for the Baseline Constrained Forecast, Alternative Forecast Scenario 1, and Alternative Forecast Scenario 2. Enplaned passengers increase from 8.7 million in FY 2023 to 12.4 million in FY 2045 in Alternative Forecast Scenario 1 and to 12.7 million in FY 2045 in Alternative Forecast Scenario 2, compared to 11.9 million enplaned passengers in FY 2045 in the Baseline Constrained Forecast. The FY 2023 to FY 2045 CAGR for enplaned passengers is 1.6 percent for Alternative Forecast Scenario 1 and 1.8 percent for Alternative Forecast Scenario 2, compared to a CAGR of 1.5 percent for the same period for the Baseline Constrained Forecast. **Exhibit 3-11** presents the same information in graphic form.

TABLE 3-30 ALTERNATIVE FORECAST SCENARIOS – ENPLANED PASSENGERS

FISCAL YEAR	BASELINE CONSTRAINED FORECAST	ALTERNATIVE FORECAST SCENARIO 1	ALTERNATIVE FORECAST SCENARIO 2
2023	8,673,629	8,673,629	8,673,629
Forecast			
2024	10,098,847	10,098,847	10,098,847
2025	10,431,424	10,493,931	10,963,433
2026	10,663,499	10,790,395	11,252,336
2027	10,898,837	11,027,630	11,481,723
2028	11,104,784	11,268,163	11,714,119
2029	11,281,490	11,479,848	11,917,376
2030	11,365,465	11,597,561	12,026,370
2031	11,449,928	11,715,956	12,135,753
2032	11,534,880	11,835,034	12,235,010
2033	11,621,063	11,955,537	12,334,656
2034	11,657,573	12,060,105	12,434,690
2035	11,694,091	12,165,069	12,535,111
2036	11,730,618	12,202,954	12,568,444
2037	11,767,154	12,240,847	12,601,776
2038	11,803,698	12,278,749	12,635,109
2039	11,833,857	12,309,993	12,661,775
2040	11,852,399	12,327,913	12,675,108
2041	11,865,890	12,341,945	12,688,441
2042	11,879,381	12,355,978	12,701,774
2043	11,892,872	12,370,010	12,715,107
2044	11,906,363	12,384,043	12,728,440
2045	11,919,854	12,398,075	12,741,773
Compound Annual Growth Rate			
2023 – 2045	1.5%	1.6%	1.8%

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo & Associates, Inc., November 2023 (forecast enplaned passengers).

EXHIBIT 3-11 ALTERNATIVE FORECAST SCENARIOS – ENPLANED PASSENGERS



NOTE:

FY – Fiscal Year

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical enplaned passengers); Ricondo & Associates, Inc., November 2023 (forecast enplaned passengers).

**Table 3-31** presents the forecast passenger airline operations for the Baseline Constrained Forecast, Alternative Forecast Scenario 1, and Alternative Forecast Scenario 2. Forecast passenger airline operations are the same in Alternative Forecast Scenario 1 and the Baseline Constrained Forecast, as the only difference between the two forecasts is the average seats per departure. In Alternative Forecast Scenario 2, the passenger airline operations are higher than in the Baseline Constrained Forecast from FY 2025 through FY 2032. Beginning in FY 2033 passenger airline operations are the same as the Baseline Constrained Forecast, having reached the maximum use of the terminal’s 20 available gates. **Exhibit 3-12** presents the same information in graphic form.

TABLE 3-31 ALTERNATIVE FORECAST SCENARIOS – PASSENGER AIRLINE OPERATIONS

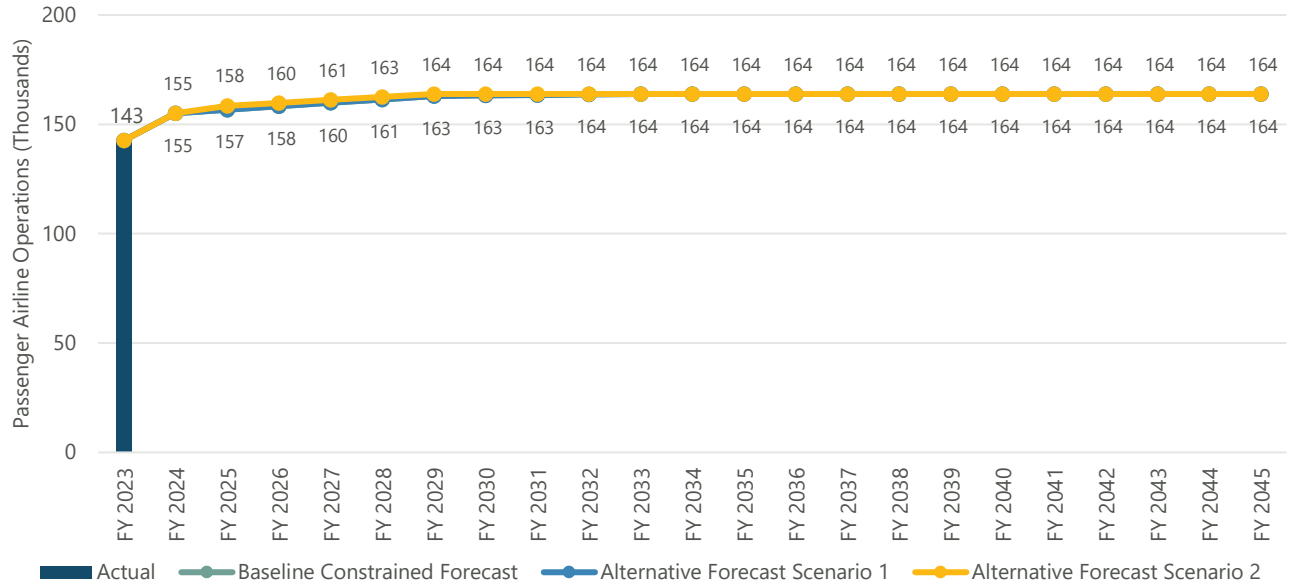
FISCAL YEAR	BASELINE CONSTRAINED FORECAST	ALTERNATIVE FORECAST SCENARIO 1	ALTERNATIVE FORECAST SCENARIO 2
2023	142,656	142,656	142,656
Forecast			
2024	155,144	155,144	155,144
2025	156,714	156,714	158,477
2026	158,283	158,283	159,827
2027	159,853	159,853	161,178
2028	161,422	161,422	162,528
2029	162,992	162,992	163,879
2030	163,211	163,211	163,879
2031	163,430	163,430	163,879
2032	163,649	163,649	163,879
2033	163,879	163,879	163,879
2034	163,879	163,879	163,879
2035	163,879	163,879	163,879
2036	163,879	163,879	163,879
2037	163,879	163,879	163,879
2038	163,879	163,879	163,879
2039	163,879	163,879	163,879
2040	163,879	163,879	163,879
2041	163,879	163,879	163,879
2042	163,879	163,879	163,879
2043	163,879	163,879	163,879
2044	163,879	163,879	163,879
2045	163,879	163,879	163,879
Compound Annual Growth Rate			
2023 – 2045	0.6%	0.6%	0.6%

NOTE:

Since the completion of the aviation activity forecast and its approval by the FAA, actual operations totaled 249,099 in FY2024 and 244,374 in FY 2025.

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical operations); Ricondo & Associates, Inc., November 2023 (forecast operations).

EXHIBIT 3-12 ALTERNATIVE FORECAST SCENARIOS – PASSENGER AIRLINE OPERATIONS



NOTE:

FY – Fiscal Year

SOURCES: City of Dallas, Department of Aviation, November 2023 (historical operations); Ricondo & Associates, Inc., November 2023 (forecast operations).