



Centralized Receiving and Distribution Center Review

PRESENTED TO
Dallas Airport System

PRESENTED BY
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PRESENTED ON
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Overview

- Background Information
 - Centralized Receiving and Distribution Center (CRDC)
 - Sally Port
- Comparable Airport Benchmarks
- Dallas Love Field CRDC Planning

Background Information



Dallas Love Field

Background Information

CRDC versus Sally Port

- Centralized Receiving and Distribution Center (CRDC) is a facility where goods are received, processed, and tracked prior to their distribution to airport concession and storage units
- Sally Port is a secure, controlled entryway for the movement of personnel and goods from a non-secure to a secure area that usually consists of a series of doors or gates



Background Information

Dallas Love Field Sally Port



■ Existing Operations:

- Location for receipt of vendor deliveries
- Bradford Logistics is the third-party operator
- Deliveries are screened; visual and x-ray procedures
- Screened products are delivered to the terminals via secure vehicles
- Limited cold storage is located in facility (700-800 SF)
- Product and container returns from concessionaires are processed through facility, including kegs and CO² tanks

■ Potential Services:

- Food recovery program (restart)
- Cardboard recycling
- Compost collection (currently out of scope)

■ Out of Scope

- Non-concession deliveries
 - Cargo; materials bound for aircraft
 - Deliveries to hangars
- Trash removal, compost collection
- Construction material deliveries, including concession equipment

Dallas Love Field sally port provides services typically offered at a CRDC

Comparable Airport Information



Dallas Love Field

Comparable Airport CRDC Information

Information was collected regarding CRDC services and facilities at five airports that have similar passenger volumes to those at Dallas Love Field, including three of the newest facilities in the industry (SAN, SLC, and TPA).



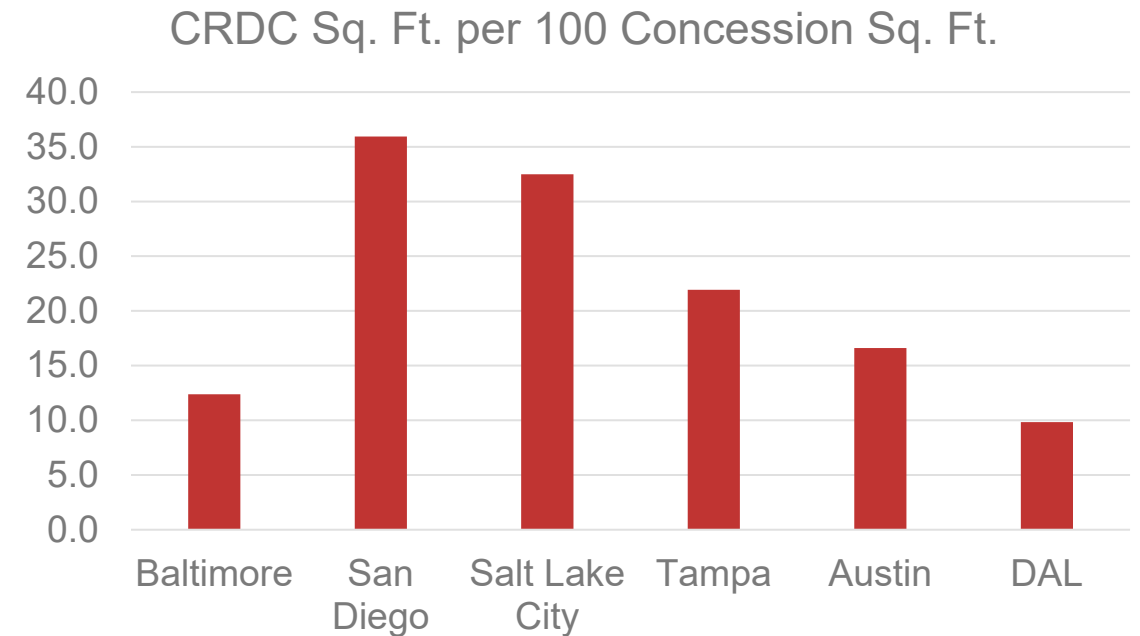
CY2022				CRDC Operations ¹					
Airport	Enplanements (millions)	Concession Program		Sq. Ft.	Location	Days/Hours of Operation	Storage	Receiving / Outbound Bays	Screening
		Sq. Ft.	Sales (\$ millions)						
Baltimore/Washington International	11.4	135,310	\$133.9	16,750	On-Airport	5 days 3:00 am-3:00 pm	No	6 / 2	Visual
San Diego International	11.1	64,517	\$137.4	23,191	On-Airport	7 days 4:00 am-11:00 am	No	6 / 3	Visual
Salt Lake City International	12.9	74,640	\$139.7	24,244	On-Airport	6 days 2:30 am-4:00 pm	No	7 / 5	Visual/X-ray
Tampa International	10.8	91,185	\$148.3	20,000	On-Airport	5 days + limited weekend hours 2:00 am-8:00 pm	No	10 / 8	Visual
Austin-Bergstrom International	8.7	60,236	\$99.1	10,000	On-Airport	6 days 4:00 am-10:30 am	No	4 / 9	Visual
Dallas Love Field (CY 2023)	8.8	54,909	\$116.8	5,400	On-Airport	7 days 3 am-3 pm M-F 3 am-10 am S,S	Yes / 800 sq.ft.	3 / 2	Visual/X-ray

¹ All comparable airport CRDCs are operated and managed by Bradford Logistics.

Comparable Airport CRDC Benchmarks



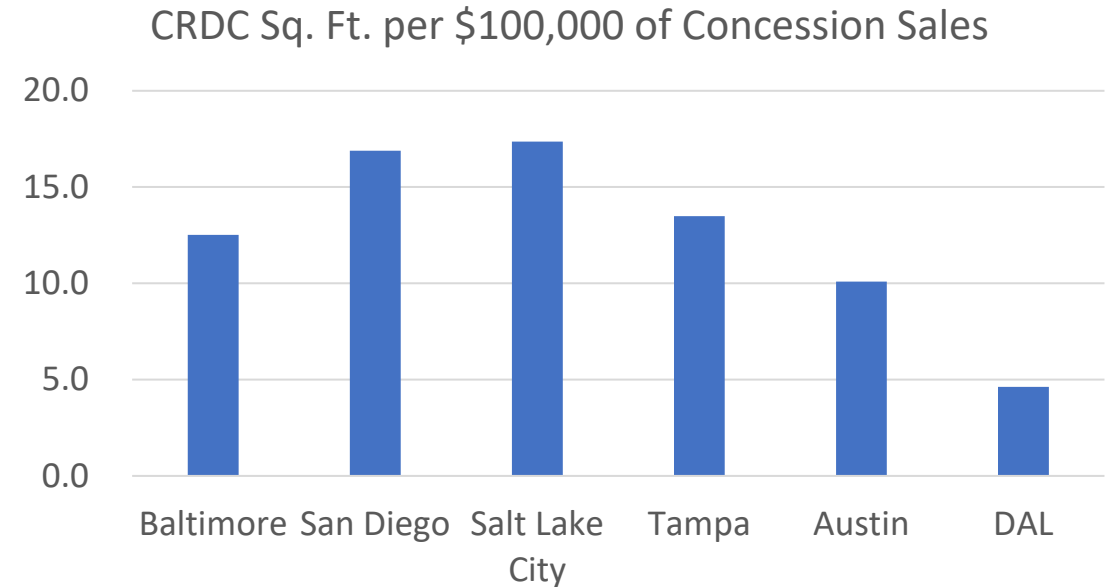
- CRDC Space per 100 Sq. Ft. of Concessions
 - Comparable airports average approximately 24 square feet of CRDC space for every 100 square feet of concession program space.
 - CRDC at Salt Lake City International Airport was sized to accommodate their full program, which is not yet fully built out.
 - CRDC at San Diego International Airport was sized to support the fully built out concession program..
 - Dallas Love Field has the lowest allocation with approximately 10 square feet of CRDC space for every 100 square feet of concession program space.



Comparable Airport CRDC Benchmarks



- CRDC Space per \$100,000 of Concession Sales
 - Comparable airports average 14 square feet of CRDC space for every \$100,000 in concession sales
 - Dallas Love Field has the lowest allocation of CRDC space with 4.6 square feet for every \$100,000 in concession sales (CY 2023 sales)



Impact of TAMP on Sally Port Operations



CRDC Space per 100 Sq. Ft. of Concessions

- Dallas Love Field’s sally port space allocation is less than one-half of the average space allocated to CRDCs at the comparable airports.
- The planned concession program for PAL 3 is approximately 84,000 square feet (52 percent larger than the existing program)
- At its existing size, the sally port/CRDC space allocation would be approximately 6.5 sq. ft. per 100 sq. ft. of concession space, roughly 73 percent below the average space allocation.

	Enplanements (millions)	CRDC Sq. Ft.	Concession Program Sq. Ft.	CRDC Sq. Ft. / 100 Concession Sq. Ft.	Variance
Comparable Airport Average (CY 2022)	11.0	18,800	85,200	23.9	
Dallas Love Field (CY 2023)	8.8	5,400	54,909	9.8	(59%)
PAL 1 Projections	11.0	5,400	77,250	7.0	(71%)
PAL 2 Projections	11.5	5,400	80,770	6.7	(72%)
PAL 3 Projections	11.9	5,400	83,640	6.5	(73%)

Impact of TAMP on Sally Port Operations



CRDC Sq. Ft. / \$100,000 Concession Sales

- Dallas Love Field’s sally port space allocation is 67 percent below the average space allocation among the comparable airports.
- Concession sales for PAL 3 are projected to reach approximately \$178 million (52 percent above CY 2023 concession sales).
- At its existing size the sally port/CRDC space allocation would decrease to approximately 3.0 sq. ft. per \$100,000 of concession sales, roughly 79 percent below the average space allocation.

	Enplanements (millions)	CRDC Sq. Ft.	Concession Sales (\$ millions)	CRDC Sq. Ft. / \$100k Concession Sales	Variance
Comparable Airport Average (CY 2022)	11.0	18,837	\$131.7	14.1	
Dallas Love Field (CY 2023)	8.8	5,400	\$116.8	4.6	(67%)
PAL 1 Projections	11.0	5,400	\$164.5	3.3	(77%)
PAL 2 Projections	11.5	5,400	\$171.9	3.1	(78%)
PAL 3 Projections	11.9	5,400	\$177.9	3.0	(79%)

Dallas Love Field CRDC Planning



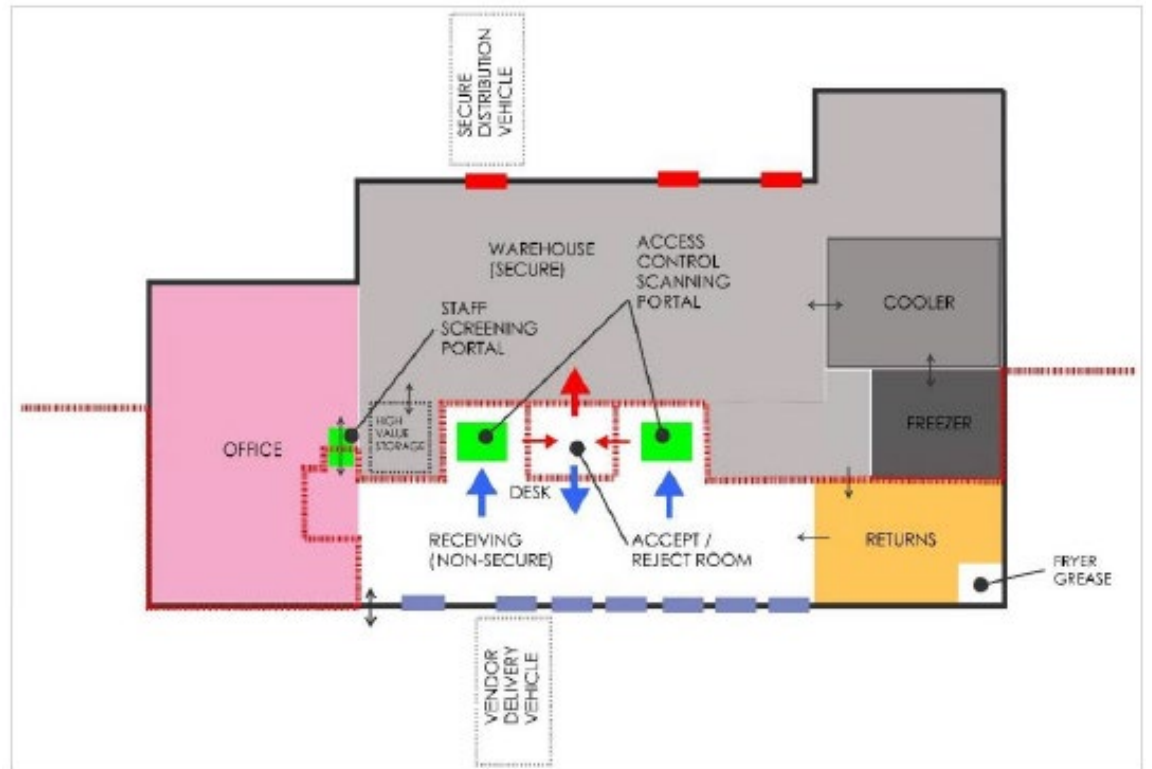
Dallas Love Field

CRDC Planning Considerations – Space Allocation

When evaluating the potential expansion of Dallas Love Field's sally port/CRDC, the following metrics, services, and facility features should be considered:

- Projected enplanements and concession program metrics
 - Enplanements
 - Concession gross sales
 - Concession program space
- Potential services to be provided at the facility
 - Expanded recycling program
 - Expanded storage
 - Additional sustainability programs
- Facility enhancements
 - Management offices
 - Additional receiving and outbound bays
 - Employee amenities

Figure 1: Sample CRDC Plan



Source: Consolidated Receiving and Distribution Facilities at Airports, National Safe Skies Alliance, Inc., March 2021

CRDC Planning – Dallas Love Field

- Base CRDC square footage is derived by applying the existing CRDC space allocation to the projected concession program space and sales for PAL 1, PAL 2, and PAL 3.
 - 9.8 sq. ft. of CRDC space for every 100 sq. ft. of concession space
 - 4.6 sq. ft. of CRDC space for every \$100,000 of concession sales
- Target CRDC square footage is derived by applying the average CRDC space allocation at the comparable airports to the projected concession program space and sales for PAL 1, PAL 2, and PAL 3.
 - 24 sq. ft. of CRDC space for every 100 sq. ft. of concession space
 - 14 sq. ft. of CRDC space for every \$100,000 of concession sales

“DAL volumes in 2022 would typically be supported from a CRDC of approximately 15,000 square feet to 20,000 square feet.”
Bradford Logistics

Planning Activity Level	Supportable Space (Sq. Ft.)	Projected Sales (\$ millions)	CRDC Size (Sq. Ft.)			
			Per Concession Sq. Ft.		Per \$100k Concession Sales	
			Base	Target	Base	Target
PAL 1	77,250	\$164.5	7,600	18,400	7,600	23,100
PAL 2	80,770	\$171.9	7,900	19,300	7,900	24,200
PAL 3	83,640	\$177.9	8,200	20,000	8,200	25,000

CRDC Planning Considerations – Location



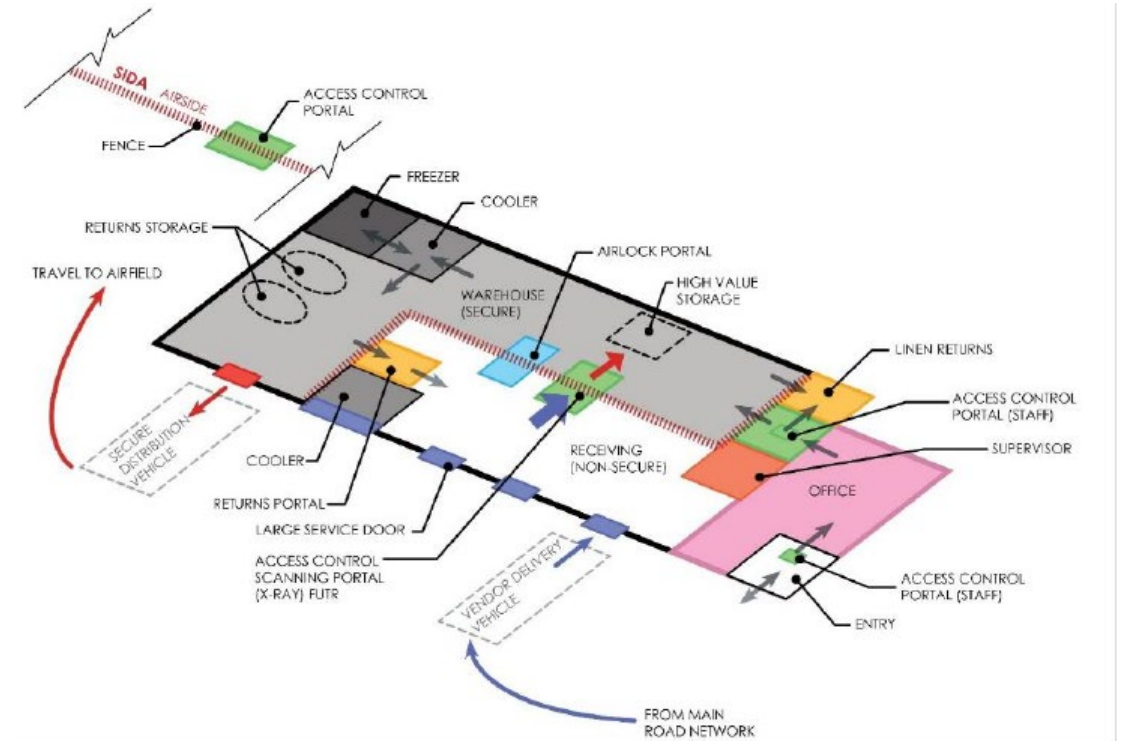
- If building a new CRDC is required to accommodate the future concession program, the needs of both delivery vendors and concessionaires should be considered.
 - **Airfield proximity** can minimize transit time for deliveries and potentially eliminate the need for secondary screening
 - **Roadway access** should be via public-accessible roads with a direct connection to highways to facilitate deliveries
- Configuration of the CRDC will be impacted by its specific location in relation to the AOA

CRDC Planning Considerations – Configuration

Off-Airport or Adjacent to AOA

- CRDC's have secure and non-secure areas whether they are located on or off airport property
- Receiving and outbound bays may be across from or next to each other, depending on the space available to accommodate trucks and the movement of product inside the CRDC
- Redundancy of the road network to and from the CRDC location is critical to ensure the ability to make and receive deliveries at all times
- Deliveries from the CRDC to airside locations must pass through a secure perimeter entrance prior to delivery to concessionaires

Figure 2: Sample CRDC Plan, Off-Airport or Adjacent to AOA

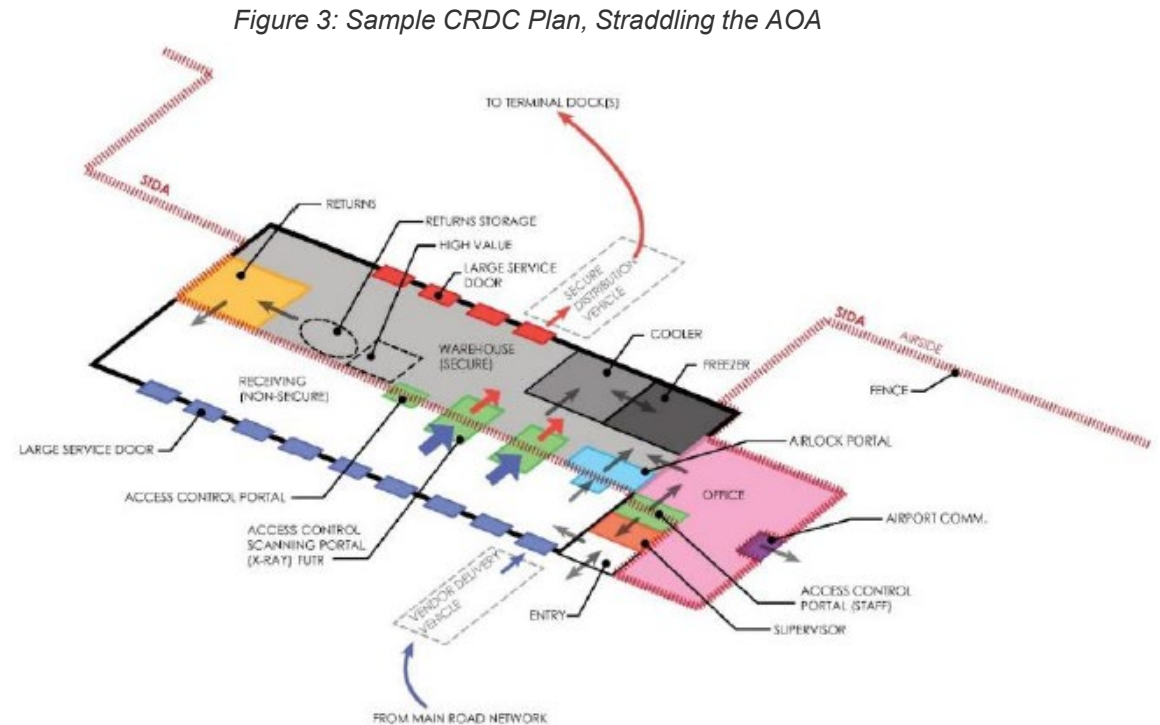


Source: Consolidated Receiving and Distribution Facilities at Airports, National Safe Skies Alliance, Inc., March 2021

CRDC Planning Considerations – Configuration

Straddling the AOA

- CRDC's have both secure and non-secure areas
- Receiving and outbound bays should be across from each other, with the SIDA line running through the middle of the facility
- Deliveries from the CRDC to airside locations do not require further screening prior to delivery to concessionaries



Source: Consolidated Receiving and Distribution Facilities at Airports, National Safe Skies Alliance, Inc., March 2021



Dallas Love Field

