Presentation Outline

- DIA’s role in the global aviation system
- DIA’s impact on the state and region
- What is an airport master plan?
- Why do we need to update DIA’s Master Plan?
- DIA’s anticipated needs and related issues
  - Short- and long-term
- Timeline and next steps
Denver is strategically located in the center of the United States and a major part of the global air transportation system.
– DIA currently ranks as the fifth-busiest airport in North America and the 10th-busiest airport in the world

– DIA served **51.2 million passengers in 2008**
  – 2.8% increase over 2007
  – DIA set passenger records in 10 of the 12 months in 2008
  – *January & February 2009 – passenger traffic down by 5.3%*

– Over 625,000 aircraft movements in 2008

– **Average day in peak month (July)**
  – 161,000 passengers
  – 870 passenger flight departures
  – 1,825 total takeoffs and landings
    (including general aviation and cargo)
Historical passenger traffic and aircraft operations

Denver International Airport Annual Passenger Traffic and Aircraft Operations
1990 – 2008

Source: Denver International Airport Statistics
Historical cargo operations

Denver International Airport Annual Cargo (in tons)
1990 – 2008

Source: Denver International Airport Statistics
DIA’s has an enormous and growing impact on the regional and state economy

- DIA’s economic impact is valued at $22.3 billion annually
  - 74% of total airport economic impact in the State of Colorado
  - Increase of 33% over 2003 economic impact

- Approximately 30,000 people are employed at DIA
  - Includes all direct airport and aviation employment
  - Over 90% of employees live in the seven-county metropolitan Denver region

- DIA accounts for 53% of aviation jobs in the state

- DIA accounts for 75% of aviation tax revenue to the state

Source: Colorado Department of Transportation; Ricondo & Associates Study
DIA’s commitment to lowering airline costs

Denver International Airport Cost Per Enplanement
1995 – 2008

DIA’s cost per enplanement has fallen 31% since 2001

Source: Denver International Airport 2007 Financial Report
DIA is an industry leader in environmental stewardship

- First international airport in the U.S. to develop and implement a facility-wide Environmental Management System (EMS) certified to ISO 14001 (2004)
- First airport in the U.S. to be accepted into the USEPA’s National Environmental Performance Track Program (2006)
- Received FAA Environmental Stewardship Award (2007)
- Participant of Global Reporting Initiative (GRI) – will provide framework for environmental standards at airports globally
- Accepted into Colorado’s environmental leadership program as a Gold level member (2004)
- Active participation in local and state sustainability initiatives including Greenprint Denver and Colorado Action Climate Plan
What is a master plan?

- Decision-making tool to guide orderly use and development of airport facilities
  - Management and operating policies
  - Construction of expanded facilities
  - Reserves areas for future airport development

- Specific elements of the Master Plan require approval from the Federal Aviation Administration (FAA)
  - Forecast (including passengers and operations)
  - Airport Layout Plan (ALP) needs approval in order for the airport to obtain federal funding for capital projects

- Provides input related to National Environmental Policy Act (NEPA)
  - Master Plan data used in Environmental Assessment/Impact Statement (EIS) process and Regional and State Air Quality Plans

- Provides input to regional transportation and land-use planning
Why does DIA’s Master Plan need to be updated?

- Original design capacity of 50 million annual passengers has been reached
  - Current plan has been fulfilled – need a framework for the next phases of DIA’s development

- Changes in the air transportation industry
  - Security requirements
    - DIA a prototype for screening employees
    - Airport perimeter studies
  - New technologies (airport, airline, airspace)
  - Energy (fuel sources)
  - Environmental considerations
  - Traveler demographics
  - Changing revenue sources
  - Changing airline economics and aircraft types
The master plan process includes several steps, and we are in an early phase.

**STEP 1**
**Initial Technical Evaluation of Needs**
- Inventory
- Forecasts
- Analysis
- Coordination with FAA

**STEP 2**
**Identify Needs**
- Stakeholder Meetings & Input
  - Public
  - Airlines
  - Businesses
  - Community Organizations

**STEP 3**
**Alternative Solutions**
- What are the options to meet our future needs?

**STEP 4**
**Preliminary Recommendations**
- Best options to meet our future needs

**STEP 5**
**Final Stakeholder Meetings**

**STEP 6**
**FAA Approval of Airport Layout Plan (ALP)**
- EIS Scoping

Stakeholder input began in Step 2 and continues through Step 5.
Significant future growth is anticipated at DIA

- **Aircraft operations**
  - Forecast of 25% increase in total operations by 2015/2020
  - Will bring total to over 781,000 annually

- **Passenger traffic**
  - Forecast of 21% total passenger growth by 2015/2020
  - Will bring total annual passengers to 62 million

  - Forecast of 36% increase in international passengers by 2015/2020
  - Will bring total annual international passengers to over 3 million
DIA’s short-term anticipated needs

  - One additional runway (7 total)
  - Concourse expansion – 20+ new gates (total) on A, B & C
  - International passenger processing and gates
  - Passenger train expansion
  - Baggage system improvements
  - Expansion of passenger security screening
  - FasTracks rail station
  - Westin Hotel
  - Parking and rental car expansion
DIA’s long-term anticipated needs

  - Additional runways (9 or 10 total)
  - 100+ additional gates
  - Concourse D (2020 – 2025)
  - Concourse E (2030/2035)
  - Significant international passenger processing expansion
  - Expansion of passenger security screening
  - Taxiway improvements
  - More deicing positions
  - Potential for doubling of rental car space
  - Fourth lane on Peña Boulevard
  - Public and employee parking expansion (near doubling)
Step 1 – Identify needs

Step 2 – Define alternative solutions
  - Airfield
  - Terminal
  - Landside
  - Support Facilities

Step 3 – Screen alternative solutions

Step 4 – Integrate screened alternatives into development concepts

Step 5 – Assessment and short-listing of integrated concepts

Step 6 – Fully evaluate shortlisted concepts

Step 7 – Recommend preferred alternative
Current DIA terminal, concourse and runway facilities
Current master plan concept - expansion of existing template
East/West Terminal/Concourse concept
South Terminal concept

- CURRENT RUNWAYS
- FUTURE RUNWAYS
- FUTURE TERMINAL/CONCOURSE EXPANSION
- SUPPORT FACILITIES
Landside & support facilities issues

- Location of facilities with respect to customer service and operational efficiency
- Accommodation of future parking demand in on-airport facilities (existing or new facilities)
- Rental Cars
  - Retain in current location or relocate storage/maintenance facilities
  - Develop consolidated facilities
  - Relocate ready/return functions to terminal core
- Ground Transportation Center (GTC)/Intermodal Center
- FasTracks Station
- Support Facilities
  - Includes cargo, belly freight, general aviation, flight kitchens, fuel storage, airline maintenance facilities, etc.
Support facility expansion areas

- CURRENT RUNWAYS
- FUTURE RUNWAYS
- EXISTING SUPPORT FACILITIES
- FUTURE SUPPORT FACILITIES:
  - ALTERNATIVE 1
  - ALTERNATIVE 2
  - ALTERNATIVE 3
  - ALTERNATIVE 4

DENVER INTERNATIONAL AIRPORT
### Major alternative evaluation criteria

- Optimize use of existing infrastructure facilities and capital investment
- Future cost effectiveness and feasibility
- Flexibility in plan to accommodate dynamic aviation industry
- Impact of changes in technology and security requirements
- Opportunities for common-use and consolidated facilities
- Enhancements to customer experience
- Prioritization of land uses for airport facilities
- Opportunities for revenue generation and collateral development
- Environmental impacts and sustainability
## DIA Master Plan timeline

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Note: Public outreach and input is designated by the purple.
Moving forward

- Further review of alternatives based on identified issues for evaluation
  - Management solutions (via policies, procedures and rules)
  - Development/Construction solutions

- Continue outreach and involvement with stakeholders – including airlines – and relevant community groups throughout the region and state

- Begin evaluation of integrated alternatives

- Public review meetings

- Partner with other regional development, focusing on the continuation of strong efforts to ensure future compatibility with airport growth
Questions & Input

- Visit www.flydenver.com/masterplan
- Email masterplan@flydenver.com
Denver International Airport
Master Plan Process

Presentation to
By
DATE