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Press Kit September 2015
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# Denver International Airport (DEN) at a Glance

<table>
<thead>
<tr>
<th><strong>Ownership and Operation</strong></th>
<th>City and County of Denver, Department of Aviation</th>
</tr>
</thead>
</table>
| **Establishment**           | City and County of Denver Municipal Charter  
Department of Aviation enterprise defined by the Colorado Constitution |
| **Management**              | The Chief Executive Offices are appointed by Denver’s mayor and serves as a member of the mayor’s cabinet |

<table>
<thead>
<tr>
<th><strong>Total Employees at DEN</strong></th>
<th>Approximately 30,000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total City and County of Denver Employees at DEN</strong></td>
<td>Approximately 1,200</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Opening Date</strong></th>
<th>February 28, 1995</th>
</tr>
</thead>
</table>
| **Location**               | 24.4 miles (39.9 kilometers) northeast of downtown Denver  
Latitude: 39 degrees, 50 minutes, 57.8 seconds  
Longitude: 104 degrees, 40 minutes, 23.9 seconds  
Elevation: 5,431 feet (1,655 meters) |
| **Size**                   | 34,000 acres (53 square miles/137.8 square kilometers) |
| **Runways**                | Six runways: five 12,000 feet in length (3,600 meters); one 16,000 feet in length (4,800 meters)  
**12 runways at complete build-out** |
| **Elrey B. Jeppesen Terminal** | 1.5 million square feet – (139,355 square meters)  
Passenger Facilities Ticketing – Level 6  
Baggage Claim – Level 5  
Passenger Drop-off – Level 6  
Passenger Pick-up – Level 4  
Ground Transportation – Level 5  
International Arrivals – Level 5 north  
Security Screening: three locations in the terminal  
Parking: more than 40,000 spaces  
Automated “people mover” underground train serving the terminal and gate areas |
**Denver International Airport (DEN) at a Glance**

**Gate Areas**

- Three airside gate areas – A, B, and C
  - A Gates
    - 1,900 feet (579 meters) long,
    - 1,220,000 square feet (113,342 square meters)
  - B Gates
    - 3,300 feet (1,006 meters) long,
    - 2,033,872 square feet (188,953 square meters)
  - C Gates
    - 1,900 feet (579 meters)
    - 789,000 square feet (73,301 square meters)

**Gates**

- 109 contact gates; 42 apron load positions

**Annual Passenger Capacity**

- 53.5 million in 2014

**Airlines**

- 15 commercial airlines, not including charter and regional carriers, offer nonstop service to more than 170 destinations worldwide (more details on p. 11).

**Average Daily Passengers**

- 146,500 (2014)
  - 60 percent originate in Denver, 40 percent connect through Denver
  - (source: DEN Air Service and Aviation Research)

**Average Daily Flights**

- 1,500 (2014)

**Average Daily Cargo**

- 646 metric tons per day (2014)

**Annual Economic Impact**

- Denver International Airport is the primary economic engine for the state of Colorado and generates $26.3 billion in economic impact (Source: 2013 Economic Impact Study for Airport—Colorado Department of Transportation)
Overview

Since opening on Feb. 28, 1995, Denver International Airport (DEN) has become the world’s 17th-busiest airport and the fifth-busiest airport in the United States. With more than 53 million passengers in 2014, DEN is one of the busiest hubs in the world’s largest aviation market, the United States, and is Colorado’s primary economic engine, generating more than $26 billion in annual economic impact for the state (Colorado Department of Transportation, 2013).

Room to Grow
DEN is one of the few major U.S. airports with room to expand its current facilities to accommodate future growth. Encompassing 53 square miles (137.8 square kilometers) of land, DEN is twice the size of Manhattan Island, and is larger than the city boundaries of Boston, Miami, or San Francisco. DEN is the largest airport site in North America and the second-largest in the world. The efficient layout of six non-intersecting runways allows for multiple simultaneous aircraft movements.

DEN has capacity for six additional runways, another terminal, and two additional concourses. Denver’s Runway 16R/34L, which runs north-south and is 16,000 feet long, is the longest commercial runway in the United States. It is one of the reasons DEN has received ICAO (International Civil Aviation Organization) certification to handle Airbus 380 operations.

Ownership
The airport is owned by the City and County of Denver and is operated by the Denver Department of Aviation. The $4.9 billion city investment in the design and construction of DEN was financed by a combination of airport bonds, federal aviation grants, and monies generated by Denver’s former airport, Stapleton International. Through early and steadfast planning, DEN has gained significant recognition for financial stability, and has been profitable every year since opening.

Architecture
DEN’s award-winning architecture and magnificent views of the Rocky Mountains create a unique atmosphere for travelers. Jeppesen Terminal’s internationally recognized peaked roof, designed by Fentress Bradburn Architects, is reflective of snow-capped mountains and evokes the early history of Colorado when Native American teepees were located across the Great Plains.
Ownership, Management, and Employment

Denver International Airport, which is operated by Denver’s Department of Aviation, is established and governed by the City and County of Denver Municipal Charter. The Department of Aviation is an enterprise as defined by the Colorado Constitution. As an enterprise, DEN does not use any taxpayer dollars for its operation.

Denver’s mayor appoints the CEO, who then serves as a member of the mayor’s cabinet and reports directly to the mayor. The Denver City Council, while having no authority over appointing the manager, has oversight of contracts and purchasing as prescribed by city rules. Approximately 1,200 people are employed by the Denver Department of Aviation.

Employment opportunities
Airport Ranking by Passengers
U.S. and International Rankings

Serving more than 50 million passengers each year for the previous seven consecutive years, Denver International Airport ranks as the fifth-busiest airport in the United States and the 17th-busiest airport in the world. The airport rankings by passenger traffic (enplanements and deplanements) are included below.

### World Rankings
**CY 2014**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>CY 2014 Passenger Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta (ATL)</td>
<td>96,178,899</td>
</tr>
<tr>
<td>2</td>
<td>Beijing (PEK)</td>
<td>86,130,390</td>
</tr>
<tr>
<td>3</td>
<td>London (LHR)</td>
<td>73,408,442</td>
</tr>
<tr>
<td>4</td>
<td>Tokyo (HND)</td>
<td>72,826,862</td>
</tr>
<tr>
<td>5</td>
<td>Los Angeles (LAX)</td>
<td>70,665,472</td>
</tr>
<tr>
<td>6</td>
<td>Dubai (DXB)</td>
<td>70,475,636</td>
</tr>
<tr>
<td>7</td>
<td>Chicago (ORD)</td>
<td>70,015,746</td>
</tr>
<tr>
<td>8</td>
<td>Paris (CDG)</td>
<td>63,808,796</td>
</tr>
<tr>
<td>9</td>
<td>Dallas-Fort Worth (DFW)</td>
<td>63,523,489</td>
</tr>
<tr>
<td>10</td>
<td>Hong Kong (HKG)</td>
<td>63,148,379</td>
</tr>
<tr>
<td>11</td>
<td>Frankfurt (FRA)</td>
<td>59,566,132</td>
</tr>
<tr>
<td>12</td>
<td>Jakarta (CGK)</td>
<td>57,005,486</td>
</tr>
<tr>
<td>13</td>
<td>Istanbul (IST)</td>
<td>56,767,108</td>
</tr>
<tr>
<td>14</td>
<td>Amsterdam (AMS)</td>
<td>54,978,023</td>
</tr>
<tr>
<td>15</td>
<td>Guangzhou (CAN)</td>
<td>54,780,346</td>
</tr>
<tr>
<td>16</td>
<td>Singapore (SIN)</td>
<td>54,091,802</td>
</tr>
<tr>
<td>17</td>
<td>Denver (DEN)</td>
<td><strong>53,472,514</strong></td>
</tr>
<tr>
<td>18</td>
<td>New York (JFK)</td>
<td>53,254,362</td>
</tr>
<tr>
<td>19</td>
<td>Shanghai (PVD)</td>
<td>51,651,800</td>
</tr>
<tr>
<td>20</td>
<td>Kuala Lumpur (KUL)</td>
<td>48,932,471</td>
</tr>
</tbody>
</table>

### U.S. Rankings
**CY 2014**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Airport</th>
<th>CY 2014 Passenger Traffic</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Atlanta (ATL)</td>
<td>96,178,899</td>
</tr>
<tr>
<td>2</td>
<td>Los Angeles (LAX)</td>
<td>86,130,390</td>
</tr>
<tr>
<td>3</td>
<td>Chicago (ORD)</td>
<td>70,665,472</td>
</tr>
<tr>
<td>4</td>
<td>Dallas/Fort Worth (DFW)</td>
<td>63,523,489</td>
</tr>
<tr>
<td>5</td>
<td>Denver (DEN)</td>
<td><strong>53,472,514</strong></td>
</tr>
<tr>
<td>6</td>
<td>New York (JFK)</td>
<td>53,254,362</td>
</tr>
<tr>
<td>7</td>
<td>San Francisco (SFO)</td>
<td>47,114,611</td>
</tr>
<tr>
<td>8</td>
<td>Charlotte (CLT)</td>
<td>44,333,475</td>
</tr>
<tr>
<td>9</td>
<td>Las Vegas (LAS)</td>
<td>42,869,517</td>
</tr>
<tr>
<td>10</td>
<td>Phoenix (PHX)</td>
<td>42,125,212</td>
</tr>
<tr>
<td>11</td>
<td>Houston (IAH)</td>
<td>41,194,558</td>
</tr>
<tr>
<td>12</td>
<td>Miami (MIA)</td>
<td>40,941,829</td>
</tr>
<tr>
<td>13</td>
<td>Seattle (SEA)</td>
<td>37,494,191</td>
</tr>
<tr>
<td>14</td>
<td>Newark (EWR)</td>
<td>36,026,864</td>
</tr>
<tr>
<td>15</td>
<td>Orlando (MCO)</td>
<td>35,753,483</td>
</tr>
<tr>
<td>16</td>
<td>Minneapolis (MSP)</td>
<td>35,130,083</td>
</tr>
<tr>
<td>17</td>
<td>Detroit (DTW)</td>
<td>32,529,718</td>
</tr>
<tr>
<td>18</td>
<td>Boston (BOS)</td>
<td>31,634,445</td>
</tr>
<tr>
<td>19</td>
<td>Philadelphia (PHL)</td>
<td>30,740,685</td>
</tr>
<tr>
<td>20</td>
<td>New York (LGA)</td>
<td>27,377,425</td>
</tr>
</tbody>
</table>

Source: Airports Council International
Note: for some airports, data based on 2014 estimates.
**Passenger Traffic**

Today, 60 percent of travelers at DEN are origination and destination (O&D) passengers, and 40 percent are connecting. O&D passengers are those beginning or ending their trip in Denver. Approximately 32.3 million annual domestic passengers begin or end their trip in Denver, making Denver the third-largest domestic O&D hub in the U.S.

International traffic at DEN accounts for approximately 2 million passengers annually – approximately 4 percent of the airport’s total passenger traffic.

**Denver International Airport Annual Passenger Traffic**

Source: Denver International Airport Statistics
Domestic Origination and Destination (O&D) Passengers

Origination and destination (O&D) passengers are those that begin or end their trip in a designated city, and they represent the true demand for air service from a community. As the chart below demonstrates, DEN has strong competitive airline service in its top 20 domestic O&D markets. Southwest’s entry into the Denver market provided a dramatic boost to domestic O&D traffic at DEN. While metro Denver ranks as the 18th-largest market in the U.S. in terms of population, DEN ranks as the third-largest domestic O&D airport in the U.S.

DEN’s Top 20 Domestic Destinations

<table>
<thead>
<tr>
<th>O&amp;D Rank</th>
<th>Market</th>
<th>Code</th>
<th>Annual Passengers</th>
<th>PDEW</th>
<th>Average Fare (one way)</th>
<th>LCC Service</th>
<th>Legacy Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Los Angeles</td>
<td>LAX*</td>
<td>1,917,908</td>
<td>2,627</td>
<td>$134</td>
<td>F9 NK WN</td>
<td>AA UA</td>
</tr>
<tr>
<td>2</td>
<td>San Francisco</td>
<td>SFO*</td>
<td>1,393,000</td>
<td>1,908</td>
<td>$158</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
<tr>
<td>3</td>
<td>New York City</td>
<td>NYC*</td>
<td>1,370,914</td>
<td>1,878</td>
<td>$194</td>
<td>B6 F9 WN</td>
<td>DL UA</td>
</tr>
<tr>
<td>4</td>
<td>Phoenix</td>
<td>PHX</td>
<td>1,294,538</td>
<td>1,773</td>
<td>$90</td>
<td>F9 NK WN</td>
<td>AA UA</td>
</tr>
<tr>
<td>5</td>
<td>Chicago</td>
<td>CHI*</td>
<td>1,213,466</td>
<td>1,662</td>
<td>$153</td>
<td>F9 NK WN</td>
<td>AA UA</td>
</tr>
<tr>
<td>6</td>
<td>Washington, D.C.</td>
<td>WAS*</td>
<td>1,080,396</td>
<td>1,480</td>
<td>$212</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
<tr>
<td>7</td>
<td>Las Vegas</td>
<td>LAS</td>
<td>1,079,143</td>
<td>1,478</td>
<td>$99</td>
<td>F9 NK WN</td>
<td>UA</td>
</tr>
<tr>
<td>8</td>
<td>Dallas</td>
<td>DAL*</td>
<td>1,057,610</td>
<td>1,449</td>
<td>$116</td>
<td>F9 NK WN</td>
<td>AA UA</td>
</tr>
<tr>
<td>9</td>
<td>Houston</td>
<td>HOU*</td>
<td>903,828</td>
<td>1,238</td>
<td>$164</td>
<td>F9 NK WN</td>
<td>UA</td>
</tr>
<tr>
<td>10</td>
<td>Minneapolis</td>
<td>MSP</td>
<td>823,572</td>
<td>1,128</td>
<td>$113</td>
<td>F9 NK WN</td>
<td>DL UA</td>
</tr>
<tr>
<td>11</td>
<td>Seattle</td>
<td>SEA</td>
<td>747,605</td>
<td>1,024</td>
<td>$134</td>
<td>F9 WN</td>
<td>AS DL UA</td>
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<tr>
<td>12</td>
<td>San Diego</td>
<td>SAN</td>
<td>683,128</td>
<td>936</td>
<td>$124</td>
<td>F9 NK WN</td>
<td>UA</td>
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<tr>
<td>13</td>
<td>Atlanta</td>
<td>ATL</td>
<td>682,116</td>
<td>934</td>
<td>$161</td>
<td>F9 WN</td>
<td>DL UA</td>
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<tr>
<td>14</td>
<td>Boston</td>
<td>BOS</td>
<td>601,368</td>
<td>824</td>
<td>$207</td>
<td>B6 WN</td>
<td>UA</td>
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<tr>
<td>15</td>
<td>Orlando</td>
<td>MCO</td>
<td>577,967</td>
<td>792</td>
<td>$173</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
<tr>
<td>16</td>
<td>Salt Lake City</td>
<td>SLC</td>
<td>540,188</td>
<td>740</td>
<td>$110</td>
<td>F9 WN</td>
<td>DL UA</td>
</tr>
<tr>
<td>17</td>
<td>Kansas City</td>
<td>MCI</td>
<td>485,516</td>
<td>665</td>
<td>$107</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
<tr>
<td>18</td>
<td>Portland</td>
<td>PDX</td>
<td>483,540</td>
<td>662</td>
<td>$134</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
<tr>
<td>19</td>
<td>Detroit</td>
<td>DTW</td>
<td>469,670</td>
<td>643</td>
<td>$134</td>
<td>F9 NK WN</td>
<td>DL UA</td>
</tr>
<tr>
<td>20</td>
<td>Austin</td>
<td>AUS</td>
<td>437,617</td>
<td>599</td>
<td>$122</td>
<td>F9 WN</td>
<td>UA</td>
</tr>
</tbody>
</table>

Source: US DOT O&D Survey via Dio Mi; Innovata Schedules via Dio Mi
Note: Los Angeles includes 5 airports; Chicago includes 2 airports; New York includes 3 airports; Washington includes 3 airports; San Francisco includes 2 airports; Dallas includes 2 airports; Houston includes 2 airports

PDEW: Passengers Daily Each Way
LCC: Low Cost Carrier


Air Service

Fifteen airlines provide approximately 1,500 daily scheduled commercial flights to more than 170 nonstop destinations from Denver. DEN is United Airlines’ fourth largest hub by capacity, is the home base and hub for Frontier Airlines and is also an important airport in the Southwest Airlines’ route network. Denver ranks as Southwest Airlines’ fastest-growing market in the carrier’s history, and is their fourth-largest base.

Airline Market Share at Denver by Seat Capacity 2014

Source: Innovata schedules via Dilo Mi
Note: Southwest includes AirTran; Other includes Alaska, Spirit, and JetBlue; American includes US Airways
Nonstop Destinations

Passengers can reach more than 170 destinations nonstop from Denver. Due to Denver's strength as a domestic hub, the majority of these destinations are in the United States. Denver has nonstop service to 20 international destinations in 9 countries – Germany, Iceland, the United Kingdom, Canada, Mexico, the Dominican Republic, Costa Rica, Japan and Panama. Denver has the third largest domestic network in the U.S. and only Atlanta and Chicago O'Hare are ahead of Denver in terms of air service domestic network size.
Located near the geographic center of the United States, Denver International Airport is the only major hub airport within a 500-mile radius. As such, DEN serves as the gateway into Colorado and the Rocky Mountain West and has direct flights to 12 destinations in Colorado, including popular ski resorts, vacation and business destinations.

From its sweeping short-grass prairies and red-cliff mesas to its magnificent Rocky Mountain alpine meadows, Colorado has a wide variety of landscapes to explore. The state enjoys an average of 300 days of sunshine a year. The Centennial State boasts 10 national parks and monuments, 13 national forests and grasslands, and 42 state parks for outdoor enthusiasts. Colorado’s 26 premiere skiing areas offer everything for winter sports buffs. For travelers seeking a more cosmopolitan experience, Colorado offers many vibrant cities, towns, and resorts that offer exceptional cuisine, cutting-edge art, super shopping, and exciting nightlife. More information can be found on www.denver.org.
Terminal and Gate Areas

Denver International Airport’s signature tent roof houses the Jeppesen Terminal (right), and passengers catch flights at A, B, and C Gates. To reach A Gates, passengers can choose to walk over a pedestrian bridge or take the passenger train. Access to B and C Gates is limited to the passenger train.
DEN currently has six runways – five measure 12,000 feet in length, and the sixth measures 16,000 feet – more than three miles long. The 16,000-foot runway (photo below; 16R/34L) is the longest commercial runway in North America. Because of Denver’s high elevation and summer heat, this extra length often is needed for departures.

With 53 square miles (137.8 square kilometers) of land, DEN is one of the few major U.S. airports with room to expand its current facilities to accommodate future growth. DEN has capacity for six additional runways, for a total of 12.
Denver International Airport
Press Kit

Cargo

Denver International Airport is the only major hub airport within a 500-mile radius. As such, DEN serves as the gateway into Colorado and the Rocky Mountain West.

DEN is a leader when it comes to the ability to move and handle large volumes of air cargo, making the airport a perfect place to locate companies that require steady and reliable shipments of materials and components from overseas. The airport’s total cargo operations currently exceed approximately 235,611 metric tons per year. DEN is home to several world-class cargo movers and support facilities, including World Port Cargo Support, DHL, UPS, FedEx and United Airlines cargo. The airport also has a joint-use cargo facility that currently serves nine airline operations. The U.S. Postal Service facility is also located nearby, providing a wide array of competitive shipping and receiving options. The layout of the airfield and a 39-acre cargo ramp make freight handling especially efficient at DEN. And there are no operation curfews, making DEN a 24-hour operation.

Although DEN’s passenger volume has significantly increased over the past several years, cargo shipments have not experienced similar growth. Market dynamics have changed significantly, and in many cases, price sensitivity has increasingly trumped time sensitivity. Estimates indicate that over 50 percent of the region’s air cargo is trucked to Chicago, Dallas, and West Coast airports.

Source: Denver International Airport Statistics
**Airport Finance and Revenue Development**

In 2014, approximately 54 percent of DEN’s gross revenues came from the rentals, fees, and charges received from the airlines (airline revenue) operating at DEN under airport use and lease agreements or other agreements with the city (including landing fees).

Source: Denver International Airport 2014 Financial Report
Non-Airline Revenue

DEN is focused on increasing its non-airline revenue to help offset the airlines’ cost of operating so the airport can remain globally competitive. A wealth of land has given the airport opportunities to produce revenue. For example, DEN receives royalties from oil and gas well production on airport property. DEN has 76 wells. In 2014, approximately $3.7 million was generated.

Non-Airline Revenue By Source

Revenue from non-airline sources accounted for approximately 46 percent of operating revenue at the airport. In 2014, DEN’s non-airline revenue included: parking ($167.9 million), car rentals ($59.7 million), and concessions ($55.9 million).

Parking

DEN has more than 40,000 city-operated parking spaces. In addition to terminal parking (garage and shuttle lots), DEN has two remote shuttle lots.

Shopping and Dining

DEN’s shopping and dining program consists of more than 170,000 square feet inside the airport, including more than 140 locations offering an exciting culinary, fashion and retail experience. In 2014, the shopping and dining program generated a record $322.8 million in gross sales and more than $50 million in revenue to the airport. DEN’s 42 Retail Merchandising Units (RMU’s) and kiosks throughout the airport is one of the largest programs in the airport industry, contributing $16.4 million in annual gross sales. Over the next several years, more than 75 percent of DEN’s shopping and dining locations will transform due to expiring leases. In 2014, DEN opened a total of 21 new or updated concession locations as part of this transformation – tying the record set in 2013 for the most new locations opened in one year since the airport’s inaugural year in 1995. A total of 42 new or updated concessions have opened in the last two years, and the airport expects to open up to 25 new or remodeled locations this year.

New additions to DEN in 2014 included local concepts such as Steve’s Snappin’ Dogs – a legendary local hot dog eatery; the Tattered Cover, a time-tested Colorado book store that passengers have requested for years; Paradise 4 Paws, the first on-airport luxury pet resort; and MAC cosmetics. The airport will continue in 2015 to add fresh new concepts that include local flavors and national brands. In addition to a brewery-themed restaurant for the upcoming Westin Denver International Airport hotel, the airport is also seeking to add a common-use passenger lounge and a chef-driven restaurant for the A Concourse, as well as additional shops and restaurants throughout the facility.

Ground Transportation and Rental Cars

DEN charges all commercial ground transportation vehicle operators fees on the basis of the frequency and duration of using the terminal roadways and curbsides. The city has concession agreements with 12 rental car companies at DEN.
Cost per Enplanement

Cost per enplanement is a term used to measure an airline’s average cost to process one departing passenger through an airport. The chart below shows DEN’s cost per enplanement since the airport opened. As a result of the Sept. 11, 2001, attacks and subsequent decline in flights and passengers, cost per enplanement at DEN increased in 2001.

However, costs since 2002 have shown a declining trend due to positive factors such as increased passenger traffic, flat debt service payments, and proactive efforts to contain operating and maintenance expenses prescribed budgets.

Economic factors in 2008-2009, operating costs, and capital improvement costs may have contributed to the recent increase in cost per enplanement.

The airport’s goal is to remain competitive by keeping costs low.

Source: Denver International Airport Financial Report; 2014 figure is an estimate
Global Environmental Leader

In 2004, DEN was the first commercial airport in the United States to design and implement an Environmental Management System encompassing the entire airport that was successfully certified to meet the requirements of the EMS international standard known as ISO 14001.

The EMS includes detailed environmental procedures and policies that guide all of the activities conducted on DEN’s 53-square-mile facility. To maintain ISO 14001 certification, the EMS must also include continual improvement goals. DEN’s EMS includes specific objectives that go beyond environmental compliance in the areas of waste minimization, pollution prevention, and energy efficiency. Each year, the airport develops programs and plans to achieve these aggressive targets. The EMS is annually audited by a third party for its conformance to the international standard. A full recertification audit of the entire system is conducted every three years.

DEN’s environmental management has established many firsts in the United States and internationally:
- First airport in the United States to be accepted into the EPA’s National Environmental Performance Track Program (2006)
- Received FAA Environmental Stewardship Award (2007)
- Accepted into Colorado’s environmental leadership program as a Gold level member (2004)
- DEN currently recycles or reuses 21 different types of materials, including approximately 75 percent of collected aircraft deicing fluids. (2014)

Air
- Alternatively fueled, hybrid, and electric vehicles in the airport fleet (DEN maintains 293 alternatively fueled vehicles, including 172 buses, sweepers, and other vehicles using compressed natural gas, and 121 electric and hybrid electric vehicles. Alternative vehicles make up 51 percent of the airport’s light duty fleet. (2013)
- Green Fleet Video
- Reduced access fees charged for hybrid taxis and vans
- A greenhouse gas emissions inventory for DEN in 2010
- Employee carpool and bus pass programs
- “No-Idling” signs and education program

Water
- Maintaining an aircraft deicing fluid applied-to-collected ratio of at least 68 percent (among the best in the world)
- Low-flush toilets and waterless urinals
- Stormwater and erosion management programs

Waste
- Composting food and other organic wastes
- Recycling or reusing 21 different types of materials. 250 recycling containers in the public areas

Energy
- Four solar power installations with a combined power output of 10 MW
- Fleet vehicle retrofits and replacements provide energy savings
- EcoStart motor controllers installed on escalators and moving walkways, which reduce the power draw of the motors 24 hours a day (total savings of about 1.7 million kWh per year)
Solar Power

Denver International Airport leads the way in terms of land utilization for solar photovoltaic energy following the opening of four different farms across the airport site. Denver’s solar project is the second largest for energy production among airports in North America.

Solar I
In mid 2008, Denver International Airport inaugurated a $13 million solar farm situated on 7.5 acres directly south of Jeppesen Terminal between Peña Boulevard’s inbound and outbound lanes. The solar farm consists of more than 9,200 solar panels that follow the sun to maximize efficient energy production and generate more than 3.4 million kilowatt hours of electricity per year. Owned and run by a specialist independent energy company, Fotowatio Renewable Ventures, its annual output amounts to around 50 percent of the electricity required to operate the train system that runs between the airport’s terminal and gate areas. By using this solar-generated power, DEN will reduce its carbon emissions as much as five million pounds each year.

Solar II
In December 2009, a $7 million, 1.6-megawatt solar project on approximately nine acres north of the airport’s airfield went into operation. The array is a project that involves MP2 Capital and Oak Leaf Energy Partners generating over 2.7 million kilowatt-hours of clean energy annually and provides approximately 100 percent of the airport’s fuel farm’s electricity consumption.

Solar III
A third solar installation situated on 28 acres, dedicated in July 2011, is a 4.4MW complex, expected to generate 6.9 million kilowatt-hours of energy. Intermountain Electric Inc. built the system, with solar panels provided by Yingli Green Energy. The power array will reportedly reduce CO₂ emissions by 5,000 metric tons per year.

Solar IV
DEN added its fourth solar power array in June 2014. The $6 million system can generate up to 2MW, or 3.1 million kilowatt-hours of solar electricity annually. It is located north of the airfield and provides electricity directly to the Denver Fire Department’s Aircraft Rescue and Fire Fighting (ARFF) Training Academy.

A Green Airport
The output makes DEN the largest distributed generation photovoltaic energy producer in the state of Colorado. DEN’s four solar arrays have the capacity to generate 10 megawatts, or 16 million kilowatt-hours of electricity. That’s enough electricity to power about 2,595 typical Denver-area homes each year. DEN has a widespread reputation as a green airport. Our partnership with Oak Leaf Energy, Constellation Energy and Intermountain Electric not only expands our sustainability efforts, but is a great example of public-private partnerships advancing the green economy.
DEN’s Art and Culture Program administers the City and County of Denver’s “one percent for art” ordinance which enhances public places and features nearly 30 site-specific works including sculptures, murals and other installations. The pieces are displayed in outdoor landscapes, inside Jeppesen Terminal and on airport concourses, as well as in the train tunnels and on the train itself. In addition to its permanent art collection, DEN curates temporary exhibitions, collaborating with museums, cultural institutions and arts organizations to present the highest quality two- and three-dimensional work. For more information, visit www.flydenver.com/art.

DEN was named “Best U.S. Airport for Art” in USA Today’s “10Best Reader’s Choice” travel contest in 2013. The category focused on how airports have been transforming from utilitarian hubs of transport to spaces with beautiful works of art, great restaurants, comfy lounges and terrific shopping. DEN was selected by readers as the favorite among 20 airports nominated by the publication.

**Public Art**

- Mustang by artist Luis Jiménez
- Kinetic Air Light Curtain by artists Antonette Rosato and William Maxwell
- Elrey Jeppesen by artist George Lundeen
- Mustang by artist Luis Jiménez
Snow Removal

During the 2014-2015 (October—April) snow season, Denver International Airport received 57.8 inches of snow, and the average annual snow fall is 57.5 inches. Therefore, it is very important that Denver International Airport focuses on airside (runways, taxiways, and ramp areas) and landside (Peña Boulevard, parking lots, and additional roads) snow removal operations. DEN works to clear 300 lane miles around the facility, six runways, taxiways, ramp areas and 30 acres of parking lots.

Personnel
Approximately 500 trained snow removal personnel.

Equipment
Approximately 270 pieces of snow removal equipment (includes contractor equipment for ramp areas). Airside: blowers, brooms, blades, plows, runway sanders, snow melters, 4,000 gallon chemical trucks, and loaders with box plows. Landside: plows, tractor-plows, sander/liquid spreader, loaders with box plows, chemical trucks, bobcats, and bobcats with box plows.

After the 2006 blizzards, DEN purchased multi-function machinery that can plow, sweep, and blow snow, and some spread liquid and sand products at the same time. (see photo below)

DEN has two different types of snow melters – 10 melters that melt 600 tons of snow per hour, and one that melts 150 tons an hour. In October 2010, a large snowstorm produced approximately 15 inches of snow at DEN, and crews melted 72,000 tons of snow.

Snow Melting Chemicals: A product called, Apex, similar to magnesium chloride is used to treat landside pavement, and when temperatures dip below zero the use of chemical is discontinued and sand is used to help with traction. Potassium acetate is used to treat runway and taxiway pavements.

Operations
DEN prioritizes snow removal routes. For example, critical taxiways and runways are identified as Priority 1 and other less essential pavement is de-prioritized. DEN uses a contractor for the ramp area snow removal to free up DEN personnel to field other teams. There are now nine teams dedicated to specific areas, whereas in 2006 there were three. DEN is always looking to improve its efficiencies. Runway occupancy times (or how long it takes to clear a runway) have decreased from 45 minutes to approximately 15 minutes.

Aircraft deicing is handled by airlines or their contractors. Propylene glycol is used to deice planes at our deicing pads west of the gate areas. Glycol is collected at the airport and is recycled into windshield washer fluid.

MB Oshkosh Tow Behind Plow, Broom
Combo unit is an example of one of DEN’s multi-function pieces of equipment.
Master Plan and Future Growth

Airport management completed the master plan update in 2012. DEN’s original master plan was completed in 1988 and provided development plans up to 50 million annual passengers. Now that this threshold has been met, plans to take the airport’s development to the year 2030 are completed. DEN used the master planning process to identify and evaluate growth and development issues from an overall strategy and policy-related perspective as well as the more common facility construction perspective. Key considerations in this approach are:

- Changing industry economics
- Changing airport responsibilities and customer expectations
- Importance to region – economic and transportation access
- Integration of new technology and agency requirements
- Financing and cost to users
- Forecasted passenger traffic (see chart)

DEN engaged airlines, airport tenants, local officials and the public. The goal was to obtain input and consider concerns, issues, ideas and solutions as the master plan effort moves forward.

Managing costs and meeting airline and community expectations are key to developing a sustainable long-term master plan that will serve DEN over the next two decades and beyond.
Future Expansion

DEN’s greatest asset is its size, and it is one of the few major U.S. airports with room to expand its current facilities to accommodate future growth. Encompassing 53 square miles (137.8 square kilometers) of land, Denver International Airport is twice the size of Manhattan Island, and is larger than the city boundaries of Boston, Miami, or San Francisco. DEN has six non-intersecting runways—four north-south runways and two east-west runways with room for six more in the master plan. There is also room for additional gate areas as well as another terminal.

Rail Link to Downtown Denver

Construction is underway on a 22.8 mile commuter rail transit corridor to connect Denver International Airport to downtown’s Denver Union Station in about 35 minutes. The new East Rail Line, represented in red below, is scheduled to begin operation in 2016. Trains will run every 15 minutes during peak hours and every 35 minutes during off-peak hours. The rail line will be an important intermodal connection between DEN and downtown Denver and will serve adjacent employment centers, neighborhoods and development areas in Denver and Aurora. DEN is financing and building the airport’s new Transit Center immediately south of Jeppesen Terminal. The Regional Transportation District’s East Rail Line is being constructed through a fully funded Eagle P3 Project. For more information visit http://www.rtd-fastracks.com/ec_1.
**Hotel and Transit Center**

The Hotel and Transit Center is the next step in enhancing the airport’s competitive standing as a leading global airport and positioning Denver International Airport for continued growth. Of the 15 largest airports in the world by passenger volume, nine currently have attached hotels.

The Hotel and Transit Center is made up of independent, yet physically integrated projects, which include design and construction of:

- A 519-room Westin hotel and 26,000 square foot conference center
- A transit center serving all Regional Transit District (RTD) buses which includes commuter rail station for RTD’s new East Rail Line
- An 82,000 square foot public plaza, Denver’s newest venue for programs and events, where passengers and visitors can find entertainment, relaxation, art and restaurants

The Hotel and Transit Center is slated for completion and hotel opening Nov. 19, 2015, with rail service starting in 2016.

More information on the Hotel and Transit Center (business partners, architectural renderings, video animations and construction cam)

An architectural rendering of the new Hotel and Transit Center. Courtesy: Gensler
Recent Awards

- Named Best Airport Staff Service in North America in the 2014 World Airport Awards and 2nd Best Airport Staff in North America in 2015.

- Recognized as one of the Top 10 airports in the world and the No. 3 airport in North America by Skytrax, a worldwide leader in airport research services that conducts the largest annual airport customer satisfaction survey.

- Named the winner of the prestigious Best Food & Beverage-Related Innovation award for the Premium Value Concessions Program in the Moodie Report’s third annual Airport Food & Beverage (FAB) Awards.

- Received two first-place awards by ACI-NA for DEN’s hotel and transit center midpoint special event and the accompanying social media campaign for that event.

Our Future as an Alliance Hub

The graphic below shows DEN as the center of the world. We believe that this is the future of aviation and that people from all over the world will be able to connect through Denver to points beyond. The benefits that DEN offers airlines and passengers are:

- Geographic location
  - Center of the U.S. (service to both coasts)
  - Largest airport within 500 miles
  - Gateway to the Rocky Mountain Region which offers many activities

- Designed for growth
  - Configuration of gates/concourses
  - Airfield capacity and efficiency
  - Low incremental cost to grow