

SECTION 7

THE AIRPORT IMPROVEMENT PROGRAM

(Source: City of Dayton Department of Aviation)

The Dayton International Airport recently completed its Strategic Business Plan. This Plan communicates the Airport's Mission, Vision and Values, Strategic Initiatives, and Performance Measurements. This Plan serves as the framework for future business decisions. It is the Airport's roadmap to continuous progress while leveraging the Airport's tangible and intangible assets to remain an economic engine for southwest Ohio.

The Airport also completed a comprehensive land use & development options plan for over 600 acres on airport grounds. The Airport desires to enhance its ability to grow the region's economy by developing and offering additional land assets for attracting new investment or retaining existing businesses.

The City of Dayton continues to pursue the strategy for re-use of the UPS Cargo Hub at Dayton International Airport. The Terminal renovation project is slated to be kicked off in 2012, the in-line baggage handling system is to be commissioned in 2011 and the construction of the air traffic control tower and the multi-level parking structure has been completed.

The Environmental Impact Statement Study (EIS), which was reviewing the runway extensions at Dayton International Airport (DAY), has been terminated due to the UPS (previously Emery/Menlo Logistics) cargo hub relocation and the resultant lowering of aircraft operations. The City of Dayton received approval from the Federal Aviation Administration for the revised Airport Layout Plan (ALP) schedule for Dayton International Airport. The plans package, presented at flydayton.com, depicts three runway extensions for the long-range future. The runways will not be proposed for extension until passenger and/or cargo activity at the airport reach levels which justify the extension(s). The short parallel runway safety-area compliance project, which stays on the airport grounds, has been completed by extending it 285 feet to gain the necessary safety area.

The airlines serving the airport in 2010 are shown in Table 7.1

TABLE 7.1

Scheduled Passenger Airlines

Code	Airline
AA	American/American Eagle
AC	Air Canada
CO	Continental Express
DL	Delta Air Lines, Inc.
F9	Frontier Airlines
FL	AirTran Airlines
UA	United/United Express
US	US Airways Express

Source: Airport and APGDat Aviation Portal, Feb 2011

Table 7.2 lists the airline groups serving the region, and their 2010 enplanement totals, and percentage of Market Share.

ENPLANEMENTS BY CARRIER

TABLE 7.2
Passenger Carrier Share of Market

Carrier	2010 Enplanements	Percent Share
Delta Air Lines, Inc.	157,107	
ComAir, The Delta Connection	33,979	
Atlantic Southeast	46,519	
Chautauqua dba Delta Connection	4,667	
Pinnacle	56,434	
Freedom (Mesa Airlines)	20,296	
Skywest	4,926	
Mesaba	1,729	
Delta System Total	325,657	25.75%
AirTran Airways	246,091	19.46%
US Airways Express (PSA)	189,129	
US Airways Express (Chautauqua)	935	
US Airways Express (Air Wisconsin)	27,911	
US Airways System Total	217,975	17.24%
United Express (Skywest)	41,483	
United Express (Trans State)	20,960	
United Express (GoJet)	35,162	
United Express (Mesa)	20,985	
United Express (Express Jet)	17,717	
United Express (Atlantic SE)	26,403	
United System Total	162,710	12.87%
American Airlines	70,319	
American Eagle	45,952	
American Connections (Chautauqua)	50	
American System Total	116,321	9.20%
Continental Express	95,329	7.54%

Passenger Carrier Share of Market		
Carrier	2010 Enplanements	Percent Share
Frontier Airlines	87,580	
Midwest Connect	8,480	
Frontier System Total	96,060	7.60%
Air Canada	2,965	0.23%
Charters	1,542	0.12%

Source: Airport

Delta Airlines has been the largest single passenger carrier, as shown in Table 7.2, at the airport. The number of carriers at the airport has varied somewhat over the years. A joint effort by the City of Dayton and the Dayton Chamber of Commerce continues to market to prospective passenger airlines in an effort to attract more service.

As shown in Table 7.3, during 2010, total passenger enplanements at the Dayton International Airport were 1,264,650. That is an increase of approximately 0.9 percent from total passenger enplanements in 2009.

TABLE 7.3
Enplaned Passenger Statistics

Year	Total Enplanements	Annual Growth
1949	73,994	
1950	77,096	4.20%
1951	114,716	48.80%
1952	136,756	19.20%
1953	159,545	16.70%
1954	184,108	15.40%
1955	223,544	21.40%
1956	253,436	13.40%
1957	282,746	11.60%
1958	285,267	0.90%
1959	331,082	16.10%
1960	325,370	-1.70%
1961	348,842	7.21%
1962	366,770	5.14%
1963	397,770	8.50%
1964	397,353	-0.10%
1965	442,014	11.20%
1966	476,628	7.80%
1967	576,556	21.00%
1968	670,920	16.40%
Enplaned Passenger Statistics (Continued)		

Year	Total Enplanements	Annual Growth
1969	729,805	8.80%
1970	700,187	-4.10%
1971	688,707	-1.60%
1972	737,926	7.10%
1973	760,872	3.10%
1974	810,517	6.50%
1975	788,918	-2.70%
1976	839,760	6.40%
1977	897,947	6.90%
1978	990,529	10.30%
1979	1,016,883	2.70%
1980	901,458	-11.40%
1981	743,110	-17.60%
1982	788,465	2.40%
1983	1,248,891	58.40%
1984	1,530,478	22.50%
1985	1,834,813	19.90%
1986	2,244,978	22.40%
1987	2,370,496	5.60%
1988	2,389,439	0.80%
1989	2,346,130	-1.80%
1990	2,085,554	-11.10%
1991	1,988,102	-4.70%
1992	1,107,428	-44.30%
1993	1,044,221	-5.70%
1994	1,337,972	28.10%
1995	1,102,708	-17.60%
1996	989,525	-10.30%
1997	1,011,119	2.20%
1998	1,096,613	8.50%
1999	1,114,190	1.60%
2000	1,183,572	6.20%
2001	1,076,244	-9.10%
2002	1,150,301	6.90%
2003	1,320,248	14.80%
2004	1,445,492	9.50%
2005	1,222,263	-15.60%
2006	1,306,237	6.90%
2007	1,427,630	9.30%
2008	1,468,840	2.90%
2009	1,253,782	-14.60%
2010	1,264,650	0.90%

Source: Airport Records, includes charter passengers

ORIGIN AND DESTINATION PASSENGERS

Origin and destination (O&D) passenger data identifies the principal markets for an airport. Chicago, Orlando, and Washington, D.C., respectively, are the three largest markets. The ten largest originating passenger markets from the Dayton International Airport are shown in Table 7.4 as well as whether these cities have scheduled nonstop airline service.

TABLE 7.4

<i>O&D Market Rank and Current Service 2010 For Specific Airports</i>			
Rank	Market	Passengers	Nonstop Service
1	Atlanta	77,368.30	Yes
2	Baltimore	63,037.50	Yes
3	Orlando	61,185.50	Yes
4	Denver	47,506.20	Yes
5	Tampa	43,787.30	Yes
6	Los Angeles	35,393.20	No
7	Las Vegas	35,198.00	No
8	Dallas/Ft. Worth	34,230.20	Yes
9	LaGuardia/NY	33,421.80	Yes
10	Boston	26,064.80	No
Total All Other Cities		581,706.00	
TOTAL			1,038,898.90

Source: U.S. DOT O&D Market Report APGDat Aviation Portal

O&D passengers indicate the true measure of an airport's ability to attract local passengers. This data eliminates the influence of connecting passengers.

AIR CARGO FORECAST

The 2010-2011 edition of the forecast depicts the resurgent growth of world air cargo traffic after the steep drop brought on by the retrenchment of manufacturing during the global economic downturn of 2008 and 2009. Traffic has grown 24% during the first eight months of 2010 relative to the same period in 2009. There is reason for optimism that 2010 world air cargo traffic volumes will exceed those of the previous peak traffic year of 2007.

AIRPORT CAPITAL PLAN

A copy of the Airport Capital Improvements Program is attached and shows a listing of the anticipated projects for FY 2012-FY2021. Due to current development of the Airport Master Plan, this list is subject to change.

The Airport Improvement Program (AIP) is an entitlement program provided by the Federal Aviation Administration (FAA). This grant program is a 95/05, FAA/Airport Match program. In addition to the entitlement funds, the Airport is eligible for AIP discretionary grants. These grants can only be received if the Airport is completing the highest priority projects from the

FAA's perspective. The Airport competes with other airports around the country for this very competitive source of money. The Airport has received some AIP discretionary monies in the past few years due to the fact that it has targeted FAA high priority project categories. The airport also utilizes passenger facility charges to fund projects.

10 YEAR CAPITAL IMPROVEMENT PROGRAM (CIP) FY-2012 to FY-2021

Airport Name: Dayton International Airport		Date prepared: 12/10/2010	Date Checked:								
Associated City: Dayton		Prepared By: PBS&J	Checked By:								
Sponsor: City of Dayton		Telephone No.: 615-398-0298									
Airport Three Letter ID: DAY		Submittal Date:									
Congressional District: 3rd of Ohio, City of Dayton											
Item #	Description	Fiscal Year	Total Cost	Entitlement	Apportionment	Discretionary	State Non-FAA	Local	Other	PFC	Remarks/Item Justification
1	Airfield Pavement Improvements (Center I Ramp Reconstruction) - Phase 2	2012	5,320,000	4,700,000		354,000		266,000			2009 Pavement Management Study
2	Terminal Apron Re-Construction (Ph. 3)	2013	1,371,500	235,000		1,067,925		68,575			2009 Pavement Management Study
3	Airfield Pavement Improvements (TWH - TH10, TWH L - TL10, TWH K - TK10, TWH E - TE-30)	2013	4,700,000	4,465,000				235,000			2009 Pavement Management Study
4	Terminal Apron Re-Construction (Ph. 4)	2014	1,406,000	1,335,700				70,300			2009 Pavement Management Study
5	Airfield Pavement Improvements (TWH C - TC20)	2014	2,800,000	1,738,500		921,500		140,000			2009 Pavement Management Study
6	Airfield Signage Replacement	2014	1,600,000	1,520,000				80,000			Modifications of Standards Study and Age of the Existing Signs
7	Runway 18-36 Rehabilitation (TW N to TW Y+500ft)	2015	5,263,158	5,000,000				263,158			2009 Pavement Management Study - Predicted Conditions
8	New Public Safety Facility - Phase 1	2016	5,263,158	5,000,000				263,158			Master Plan
9	New Public Safety Facility - Phase 2	2017	11,578,947	5,000,000		6,000,000		578,947			Master Plan
10	Runway 18-36 / Runway 6R Decoupling; Ph. 1: Environmental Assessment (RW Extension)	2017	400,000			380,000		20,000			Master Plan / RSAT Study
11	Runway 18-36 / Runway 6R Decoupling; Ph. 2: Security Fence, Perimeter Road and Roadway Modifications	2018	3,000,000	2,850,000				150,000			Master Plan / RSAT Study
12	Runway 18-36 / Runway 6R Decoupling; Ph. 3: Runway 18 Threshold Relocation / Taxiway A Extension and Hold Apron (3,000LF) Site Preparation and Utility Relocations	2018	8,850,000	2,150,000		6,257,500		442,500			Master Plan / RSAT Study
13	Runway 18-36 / Runway 6R Decoupling; Ph. 4: Runway 18 Threshold Relocation / Taxiway A Extension and Hold Apron (3,000LF) Paving and Marking	2019	13,250,000	5,000,000		7,587,500		662,500			Master Plan / RSAT Study
14	Runway 18-36 / Runway 6R Decoupling; Ph. 5: Runway 18 Threshold Relocation / Taxiway A Extension and Hold Apron (3,000LF) Electrical, Approach Lighting and NAVAIDS	2020	4,000,000	3,800,000				200,000			Master Plan / RSAT Study
15	Runway 18-36 / Runway 6R Decoupling; Ph. 6: Demolition / Site Restoration (2,500LF)	2020	3,500,000	1,200,000		2,125,000		175,000			Master Plan / RSAT Study
16	Land Acquisition (Approx. 50 Acres)	2021	763,158			725,000		38,158			Master Plan / Noise - Land Reuse Plan
17	Road Relocation (6L Approach End) (Approx 9700LF)	2021	5,210,526	4,950,000				260,526			Master Plan / Noise - Land Reuse Plan
			76,276,447	48,944,200	0	25,418,425	0	3,913,822	0	0	