

## SECTION 7

### THE AIRPORT IMPROVEMENT PROGRAM

(Source: City of Dayton Department of Aviation)

The Dayton International Airport spans over 4,500 acres in both Montgomery and Miami Counties. The Airport encompasses approximately 4.7 of miles of runway and has more than 650 acres of non-aeronautical readily developable space. Even with recent mergers the Dayton International Airport is fortunate to be served by all commercial major airlines. There are approximately 70 daily arriving and departing flights from 15 active airline gates that provide non-stop service to 14 destinations and one-stop service to all major U.S. cities and beyond. It goes without saying that the Dayton International Airport is the region's key component in growing and preserving our economy. According to State of Ohio data, the Dayton International Airport has a \$1 Billion economic impact on the regional economy.

In 2014, the Airport completed an Airport Sustainability Master Plan. The goal is to maintain and enhance The Dayton International Airport as a vibrant asset that serves the needs of the Dayton-Miami Valley residents and businesses, promotes economic growth in the region, and operates in an economically and environmentally sustainable manner that conserves natural resources and protects the entire airport environment.

A new 12 inch sanitary outfall system will improve energy efficiency while accommodating not only the current infrastructure needs but also include provisions for growth in the future. A proposed major improvement is planned for the front of the Airport Terminal which will enhance safety, security and accessibility. Additionally, the Airport is in the early planning for a new Aircraft Maintenance Hangar. The new Hangar will hopefully encourage additional air service for the Region.

The airlines serving the airport in 2014 are shown in Table 7.1

**TABLE 7.1**  
***Scheduled Passenger Airlines***

<b>Code</b>	<b>Airline</b>
AA	American/American Eagle
DL	Delta Air Lines, Inc.
UA	United/United Express
US	US Airways Express
WN	Southwest Airlines

Table 7.2 lists the airline groups serving the region, and their 2014 enplanement totals, and percentage of Market Share.

**TABLE 7.2**

<b>Passenger Carrier Share of Market</b>		
<b>Carrier</b>	<b>2014 Enplanements</b>	<b>Percent Share</b>
Delta Air Lines, Inc.	202,810	
Chautauqua dba Delta Connection	36,931	
Endeavor Airlines dba DL	59,383	
SkyWest Airlines	9,008	
Express Jet	486	
<b>Delta System Total</b>	<b>308,618</b>	<b>27%</b>
AirTran Airways	60,820	
Southwest Airlines	156,816	
<b>AirTran/Southwest System Total</b>	<b>217,636</b>	<b>19%</b>
US Airways Express (PSA)	223,075	
US Airways Express (Air Wisconsin)	4,050	
<b>US Airways System Total</b>	<b>227,125</b>	<b>19.9%</b>
United Express (SkyWest)	20,251	
United Express (Trans State)	48,179	
United Express (GoJet)	46,524	
United Express (Mesa)	5,662	
United Express (Express Jet)	78,879	
<b>United System Total</b>	<b>199,495</b>	<b>17.4%</b>
American Airlines	123,951	
Envoy Airlines	65,004	
<b>American System Total</b>	<b>188,955</b>	<b>16.5%</b>
<b>Charters</b>	<b>1,895</b>	<b>0.2%</b>

SOURCE: DAY Revised 12/2014

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 mostly due to airline mergers. A joint effort by the City of Dayton; the Dayton Chamber of Commerce and the Dayton Development Coalition continues to market to prospective passenger airlines in an effort to attract more service.

As shown in Table 7.3, during 2014, total passenger enplanements at the Dayton International Airport were 1,143,724. That is a decrease of approximately 8.7 percent from total passenger enplanements in 2013.

**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%
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%

<b>Year</b>	<b>Total Enplanements (con't)</b>	<b>Annual Growth</b>
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%
2011	1,269,106	2.1%
2012	1,304,349	2.8%
2013	1,253,287	-3.9%
2014	1,143,724	-8.7%

Source: Airport Records, includes charter passengers

## ORIGIN AND DESTINATION PASSENGERS

Origin and destination (O&D) passenger data identifies the principal markets for an airport. Washington, D.C., Atlanta and Orlando 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>Top Ten O&amp;D Market Rank and Current Service 2014 For Specific Airports</i>				
<b>Rank</b>	<b>Market</b>	<b>Airport (s)</b>	<b>Passengers</b>	<b>Nonstop Service</b>
1	Washington/Baltimore	DCA/BWI/IAD	176,800	Yes
2	Atlanta	ATL	172,930	Yes
3	Orlando/Sanford	MCO/SFB	127,560	Yes
4	Dallas/Ft. Worth	DFW/DAL	90,200	Yes
5	Los Angeles Basin	LAX/BUR/SNA/ONT/LGB	89,960	No
6	New York/Newark	EWR/JFK/LGA	86,350	Yes
7	Tampa/St. Petersburg	TPA/PIE	78,460	Yes
8	South Florida	MIA/FLL/PBI	74,380	No
9	Denver	DEN	65,460	Yes
10	Las Vegas	LAS	49,450	No

Source: Sixel Consulting Group, Inc. (Ended December 2014)

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

Our air cargo witnessed a 16.8% increase in traffic in 2014. 2015 traffic has already seen a 6.6% increase during the first month of 2015 relative to the same period in 2014. FedEx has shown a continuous upward trend with cargo as well as several of the Commercial Airlines.

## AIRPORT CAPITAL PLAN

(I did not make any changes here)

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.

## AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FY-2015 to FY-2024

Airport Name:	Dayton International Airport	Date prepared:	12/09/2014	Date Checked:	
Associated City:	Dayton	Prepared By:	PA	Checked By:	
Sponsor:	City of Dayton	Telephone No.:			
Airport Three Letter ID:	<b>DAY</b>	Congressional District:	3rd of Ohio, City of Dayton		
		<b>Submission Date:</b>			

Item #	Description	Fiscal Year	Total Cost	Entitlement	Discretionary	Local	Other	PFC	Remarks/Item Justification
15-01	East Terminal Apron Taxilane Pavement Improvements	2015	<b>300,000</b>	270,000		30,000			Safety Issue (FOD) - Primary Taxilane
15-02	S/W Area -Terminal Apron Reconstruction	2015	<b>1,600,000</b>	1,440,000		160,000			2013 Pavement Mgmt Study (PCI=34 avg)
15-03	Land Acquisition	2015	<b>1,100,000</b>	990,000		110,000			Existing/ Future ALP - RW 6L-24R RPZ/TOFA
15-04	Equipment - ARFF	2015	<b>1,000,000</b>	900,000		100,000			Safety Improvement / Enhancement
15-05	Equipment - Snow Removal (6x6 Displacement Plow-2 Each)	2015	<b>750,000</b>	675,000		75,000			Safety Enhancement - per Part 139 letter
16-01	Runway 18-36 Rehabilitation (incl. RW mill & overlay,lighting&signage)	2016	<b>7,200,000</b>	4,230,000	2,250,000	720,000			2013 Pavement Management Study(PCI=65 avg) - w/Projected PCI =56 by 2016
17-01	Taxiway "H" Rehabilitation (including connector Taxiway "L")	2017	<b>2,600,000</b>	2,340,000		260,000			2013 Pavement Mgmt Study (PCI=55 avg)
17-02	S/E Area-Terminal Apron Reconstruction	2017	<b>1,500,000</b>	1,350,000		150,000			2013 Pavement Mgmt Study (PCI=34 avg)
17-03	Equipment - Snow Removal (4x4 Displacement Plow- 2 Each)	2017	<b>600,000</b>	540,000		60,000			Safety Enhancement - per Part 139 letter
18-01	Taxiway B, F, & C Intersection Reconfiguration	2018	<b>2,700,000</b>	2,430,000		270,000			RSAT Safety Review (Hot Spot)
18-02	Taxiway "A" Reconstruction	2018	<b>4,500,000</b>	1,800,000	2,250,000	450,000			2013 Pavement Mgmt Study (PCI=72 avg)
19-01	North Terminal Apron Reconstruction	2019	<b>4,000,000</b>	3,600,000		400,000			2013 Pavement Mgmt Study (PCI=51 avg)
19-02	Equipment - Snow Removal (Power Broom)	2019	<b>700,000</b>	630,000		70,000			Safety Enhancement - per Part 139 letter
20-01	Central Terminal Apron Reconstruction (East)	2020	<b>4,700,000</b>	4,230,000		470,000			2013 Pavement Mgmt Study (PCI=46 avg)
20-02	Central Terminal Apron Reconstruction (West)	2020	<b>3,600,000</b>		3,240,000	360,000			2013 Pavement Mgmt Study (PCI=46 avg)
21-01	East Terminal Apron Reconstruction	2021	<b>3,000,000</b>	2,700,000		300,000			2013 Pavement Mgmt Study (PCI=51 avg)
21-02	Equipment - ARFF Emergency Vehicle	2021	<b>1,000,000</b>	900,000		100,000			Safety Improvement / Enhancement
21-03	Equipment - Snow Removal (Power Broom)	2021	<b>700,000</b>	630,000		70,000			Safety Enhancement - per Part 139 letter
22-01	Taxiway "R" Reconstruction - Phase 1a	2022	<b>4,700,000</b>	4,230,000		470,000			2013 Pavement Mgmt Study (PCI=58 avg)
22-02	Taxiway "R" Reconstruction - Phase 1b	2022	<b>2,500,000</b>		2,250,000	250,000			2013 Pavement Mgmt Study (PCI=58 avg)
23-01	Environmental Assessment- RW 6L Extension	2023	<b>200,000</b>	180,000		20,000			Environmental Study
23-02	Equipment - ARFF Emergency Vehicle	2023	<b>1,300,000</b>	1,170,000		130,000			Safety Improvement / Enhancement
23-03	Equipment - Snow Removal	2023	<b>700,000</b>	630,000		70,000			Safety Enhancement - per Part 139 letter
23-04	Taxiway "R" Reconstruction - Phase 1c	2023	<b>2,500,000</b>	2,250,000		250,000			2013 Pavement Mgmt Study (PCI=58 avg)
24-01	Taxiway "C" Reconstruction	2024	<b>4,000,000</b>	3,600,000		400,000			2013 Pavement Mgmt Study (PCI=54 avg)
24-02	Pavement Management Study	2024	<b>250,000</b>	225,000		25,000			Planning Study -Update Conditions
24-03	Equipment - Snow Removal	2024	<b>450,000</b>	405,000		45,000			Safety Enhancement - per Part 139 letter
			<b>58,150,000</b>	<b>42,345,000</b>	<b>9,990,000</b>	<b>5,815,000</b>	<b>0</b>	<b>0</b>	