

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 land. Even with recent mergers, the Dayton International Airport is fortunate to be served by all commercial major airlines. There are approximately 54 daily arriving and departing flights from 15 active airline gates that provide nonstop service to 15 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.

The airport has implemented 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.

In 2019, the airport completed efficiency upgrades to the heating ventilation and air conditioning (HVAC) systems in the main terminal. These upgrades are designed to be energy efficient and are estimated save 25% of the airport's energy usage. The upgrades include the replacement of the heating boilers, re-piping the chilled water system, installing new air control boxes and adding state-of-the-art building controls.

The the airport just completed Phase I of the Airport Terminal Modernization Program. The program began in 2017 and is based on the Terminal Master Plan which is designed to substantially reconfigure and improve the airport terminal and enhance the passenger's experience.

Phase I is the Public Entrance Renovation. The Terminal Drive canopy was 28 years old and the cladding, structural decking, and lighting were damaged, failing and inefficient. The sidewalk and various site amenities such as benches, trash receptacles, needed to be replaced and upgraded to comply with current ADA standards and TSA security.

The Public Entrance Renovation project delivers a fresh environmentally friendly design to present a more modern front door to the airport. The new design creates a more open configuration with greater daylight and a brighter feel while still providing good protection of people and vehicles at the curb. New wide expanses of glazing (glass) along the exterior facade will bring natural light into the terminal and improve visibility of transportation arrivals and departures. New brighter and energy efficient lighting enhances the customer experience and saves energy. The sidewalk has been re-graded, removing the curb to make it more ADA accessible. It is easier to load and unload passengers and their luggage and helps alleviate congestion. A copy of the Terminal Master Plan may be found on the Dayton International Airport website, FlyDayton.com, at <http://www.flydayton.com/wp-content/uploads/2016/10/DAY-Terminal-Master-Plan-10-25-16.pdf>.

In 2020, the Airport began construction of the Sanitary Sewer Phase II project. This project will redirect the main airport campus and development areas sanitary flow from the Vandalia sewer system to the Montgomery County and City of Dayton sewers. This enhances the capacity of the airport sanitary sewer system with the intent of serving recently established and attracting new Economic Development to the Airport. The project is scheduled to be completed by mid-2021.

The airlines serving the airport in 2019 are shown in Table 7.1

TABLE 7.1
Scheduled Passenger Airlines

Code	Airline
AA	American/American Eagle
G4	Allegiant Air
DL	Delta Air Lines, Inc.
UA	United/United Express

Table 7.2 lists the airline groups serving the region, and their 2019 enplanement totals, and percentage of Market Share.

TABLE 7.2

Passenger Carrier Share of Market		
Carrier	2019 Enplanements	Percent Share
American Airlines (main line)	0	
Envoy Airlines	116,509	
American Airlines (PSA)	259,998	
American Airlines (Skywest)	24,904	
American Airlines (Piedmont)	1,645	
American Airlines (Republic)	3,597	
American Airlines Total	406,653	45.6%
Delta Air Lines, Inc.	166,939	
Endeavor Airlines dba DL	25,027	
SkyWest Airlines (Delta)	72,405	
Shuttle America	0	
Go Jet (Delta)	6,116	
Delta System Total	270,487	30.3%
Allegiant Air	25,016	
		2.8%
United Express (SkyWest)	25,001	
United Express (Trans State)	7,101	
United Express (GoJet)	17,093	
United Express (Express Jet)	12,537	
United Express (Air Wisconsin)	83,215	
United Express (Mesa Airlines)	28,535	
United Express (Republic Airlines)	10,269	
United Express (Commutair)	3,329	
United System Total	187,080	21.0%
Charters	3,178	0.4%

SOURCE: DAY Revised 1/2020

With the Merger of American Airlines with U.S. Airways, American has surpassed Delta Airlines as 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 2019, total passenger enplanements at the Dayton International Airport were 892,414. That is a decrease of approximately 1.5 percent from total passenger enplanements in 2018. This decrease was largely due to Allegiant Air's decision to operate on a seasonal vs. year-round basis.

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%
1980	901,458	-11.40%

Year	Total Enplanements (con't)	Annual Growth
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%
2015	1,072,620	-6.2%
2016	1,035,263	-3.5%
2017	950,620	-8.2%
2018	906,003	-4.7%
2019	892,414	-1.5%

Source: Airport Records, includes charter passengers

ORIGIN AND DESTINATION PASSENGERS

Origin and destination (O&D) passenger data identify the principal markets for an airport. Washington, D.C., New York and Atlanta 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
Top Ten O&D Market Rank and Current Service YE 3Q 2019 For Specific Airports

Rank	Market	Airport(s)	O&D Passengers	Nonstop Service
1	Washington/Baltimore	DCA/IAD/BWI	106,571	Yes
2	Atlanta	ATL	91,489	Yes
3	New York/Newark	LGA/JFK/EWR	82,176	Yes
4	Chicago	ORD/MDW	78,925	Yes
5	Dallas/Ft. Worth	DFW/DAL	57,609	Yes
6	Orlando/Sanford	MCO/SFB	51,384	Yes
7	Los Angeles Basin	LAX/SNA/ONT/BUR/LGB	49,892	No
8	Tampa/St. Petersburg	TPA/PIE	48,180	Yes
9	Minneapolis/St. Paul	MSP	39,222	Yes
10	Philadelphia/Trenton	PHL/TTN	39,119	Yes

Source: Volaire Aviation, Inc. (Ended 3Q 2019)

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 airport's air cargo witnessed a 2.0% increase in weight in 2019 compared to YE-2018. FedEx has shown a leveling off in cargo weights as well as several of the Commercial Airlines.

AIRPORT CAPITAL PLAN

A copy of the Airport Capital Improvements Program is attached and shows a listing of the anticipated Airport Improvement Program (AIP) projects for FY 2020-FY2030. Due to current development of the Airport Master Plan, this list is subject to change.

The AIP is an entitlement program provided by the Federal Aviation Administration (FAA). This grant program is a 90/10, 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 Dayton International 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-2020 to FY-2030

Airport Name:	Dayton International Airport - James M. Cox	2019 AIP Entitlement = \$ 3,945,985.00	Date prepared:	1/13/2020	UPDATED	Date Checked:	
Associated City:	Dayton		Prepared By:	PA		Checked By:	MC
Sponsor:	City of Dayton		Telephone No.:				
Airport Three Letter ID:	DAY	Congressional District:	3rd of Ohio, City of Dayton	Submittal Date:	DRAFT		

Item #	Description	Fiscal Year	Total Cost	Entitlement	Apportionment	Discretionary	State Non-FAA	Local		FAA	Remarks/Item Justification
								Match	Contingency	Rollover Funds	
20-01	Equipment - Snow Removal (3 Brooms and 2 Front Loaders)	2020	2,240,000	2,016,000				224,000			Safety Enhancement - per Part 139 letter (Rollover AIP funds from 2019)
20-02	Equipment - ARFF No Foam Portable System - Model P	2020	50,000	45,000				5,000			Safety Enhancement - per Part 139 letter (PFAS Issues)
20-03	SRE Building and Supporting Infrastructure	2020	3,300,000	2,970,000				330,000	200,000	930,985	Rolling over Remaining AIP - \$930,985
21-01	Terminal Apron Reconstruction (Central Apron-West), Existing Connector Demolition and New Public Connector Footer/Foundation DESIGN SERVICES ONLY	2021	2,090,000	1,881,000				209,000	0	2,064,985	2013 Pavement Mgmt. Study (2021PCI=30) Rolling over Remaining AIP - \$2,064,985
21-02	Airport Terminal Modernization Project - Concourse "A" Remodel	2021	5,590,000			4,300,000		1,040,000	250,000		Estimate Only - Based on a 30% match and contingency.
22-01	Terminal Apron Reconstruction (Central Apron-East) (Phase 4 of 7), Including 2020 and 2021 Rollover Funds	2022	10,000,000	6,941,955				3,058,045	500,000		2013 Pavement Mgmt. Study (2021PCI=30) Sum of \$3,945,985+\$930,985+\$2,064,985
22-02	Terminal Apron Reconstruction (Central Apron-West) (Phase 5 of 7), Existing Connector Demolition and New Public Connector Footer/Foundation	2022	9,000,000	0		8,100,000		900,000	400,000		2013 Pavement Mgmt. Study (2021PCI=30)
23-01	Taxiway "R" Reconstruction (Phase 1a and 1b)	2023	10,000,000	3,945,985		5,054,015		1,000,000	500,000		2013 Pavement Mgmt. Study (2020PCI=38)
23-02	Associated Connector Taxiways "R" Reconstruction ("S", "T", "U", "M")	2023	2,500,000	0		2,250,000		250,000	250,000		2013 Pavement Mgmt. Study (2023PCI=48)
23-03	Taxiway "H" Rehabilitation (including connector Taxiway "L")	2023	2,475,000	0		2,227,500		247,500	200,000		2013 Pavement Mgmt. Study (PCI=55 avg)-w/Projected PCI=45 by 2018
24-01	Taxiway "A" & "Z" Rehabilitation	2024	4,300,000	3,870,000				430,000	600,000		2013 Pavement Mgmt. Study (PCI=72 avg)-w/Projected PCI=59 by 2019. FAA Supplemental Funding
24-02	Pavement Management Study	2024	150,000	135,000				15,000			Planning Study -Update Conditions
25-01	Taxiway "C" Rehabilitation (Full Length)	2025	3,750,000	3,375,000				375,000	281,250		2013 Pavement Mgmt. Study (2025PCI=34)
25-02	Airfield Lighting Generator and Regulators	2025	700,000	630,000				70,000	150,000		
26-01	Terminal Apron Reconstruction (North Apron@Deice Pad2 (Phase 6 of 7)	2026	4,500,000	4,050,000				450,000	400,000		2013 Pavement Mgmt. Study (2025PCI=21). Carry \$3,000,985 from 2024 Entitlement
27-01	Environmental Assessment and Engineering-RW6R-24L	2027	350,000	315,000				35,000			Environmental Study
27-02	Equipment - Snow Removal (Multi-function)	2027	1,000,000	900,000				100,000			Safety Enhancement - per Part 139 letter
27-03	Taxiway "D" & "E" Rehabilitation (Phase 1)	2027	2,600,000	2,340,000				260,000	208,000		2013 Pavement Mgmt. Study (2026PCI=54)

AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP) FY-2020 to FY-2030 (contd.)

Airport Name:	Dayton International Airport - James M. Cox	2019 AIP Entitlement = \$ 3,945,985.00	Date prepared:	1/13/2020	UPDATED	Date Checked:	
Associated City:	Dayton		Prepared By:	PA		Checked By:	MC
Sponsor:	City of Dayton		Telephone No.:				
Airport Three Letter ID:	DAY	Congressional District:	3rd of Ohio, City of Dayton	Submittal Date:	DRAFT		

Item #	Description	Fiscal Year	Total Cost	Entitlement	Apportionment	Discretionary	State Non-FAA	Local		FAA	Remarks/Item Justification
								Match	Contingency	Rollover Funds	
27-04	Equipment - Snow Removal (6x6 Plow)	2027	550,000	495,000				55,000	44,000		Safety Enhancement - per Part 139 letter
28-01	Rehabilitate RW 6R-24L (Full Length incl. connector TW's)	2028	8,000,000	4,049,922		3,150,078		800,000			
29-01	Terminal Apron Reconstruction - (Southeast Corner) (Phase 7 of 7)	2029	4,500,000	4,050,000				450,000	400,000		2013 Pavement Management Study(2018PCI=79) - w/Projected PCI =50 by 2028
30-01	Environmental Assessment- RW 6L Extension	2030	250,000	225,000				25,000			Environmental Study
30-02	Apron (Center 1) Rehabilitation - Mill & Overlay	2030	800,000	720,000				80,000	80,000		2013 Pavement Mgmt. Study (2024PCI=44)
			78,695,000	46,900,847	0	25,081,593	0	10,452,388	4,463,250		