

Appendix A – DFW Operations Forecast Memorandum and FAA Approval of DFW Operations Memorandum

Appendix A: Operations Forecast Memorandum and FAA Approval



U.S. Department
of Transportation
**Federal Aviation
Administration**

Federal Aviation Administration
Southwest Region, Airports Division
Texas Airports Development Office

FAA-ASW-650
10101 Hillwood Pkwy.
Fort Worth, Texas 76177

April 28, 2023

Sandy Lancaster, C.M.
AVP, Environmental Development Programs
DFW International Airport
3003 S. Service Road, Annex A
DFW Airport, TX 75261

Federal Aviation Administration (FAA)
DFW International Airport (DFW) Aviation Activity Forecast Approval
DFW Operations Memo: Additional Gate and Cargo Capacity

The FAA Airports District Office has reviewed the aviation forecast for the DFW International Airport (DFW) Additional Gate and Cargo Capacity dated April 24, 2023. The FAA approves these forecasts for airport planning purposes, including Airport Layout Plan (ALP) development, in addition to the existing and future critical aircraft.

Our approval is based on the following:

- The forecast is supported by reasonable planning assumptions and current data
- The forecast appears to be developed using acceptable forecasting methodologies
- The difference between the FAA Terminal Area Forecast (TAF) and the Airport's forecast for total operations is within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons.

Approval of this forecast does not automatically justify any of the capital improvements shown on the ALP or recommended in the master plan. All future projects will need to be justified by current activity levels at the time of proposed implementation. Lastly, the approved forecasts may be subject to additional analysis, or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

Accordingly, FAA approval of this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects.

If you have any questions about this forecast approval, please call me at (XXX) XXX-XXXX.

Sincerely,

**ANDREW M
TAMANAH**

Digitally signed by
ANDREW M
TAMANAH
Date: 2023.04.28
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DFW OPERATIONS MEMO

March 23, 2023; Updated: April 20, 2023

To: Federal Aviation Administration

Subject: Additional Gate and Cargo Capacity at DFW

Objective of Memorandum. The objectives of this Operations Memorandum (Memo) are to: 1) outline the Dallas Fort Worth International Airport's (DFW) concurrence and alignment with the FAA's 2021 Terminal Area Forecast (TAF) released in March of 2022, 2) discuss DFW's terminal and cargo operational needs, 3) request FAA's approval of the aviation activity forecast and aircraft fleet mix that will be used to support the National Environmental Policy Act (NEPA) process, including noise and air quality modeling, and (4) to provide further details in support of pending environmental reviews and federal actions for the needed commercial service terminal and cargo development projects. The FAA's TAF, by design, is an unconstrained forecast, and this memo seeks to identify the constraints at DFW Airport. The objective of this memo is to request FAA's approval of the aviation activity forecast and aircraft fleet mix that will be used to support the National Environmental Policy Act (NEPA) process, including noise and air quality modeling.

This Operational Memo demonstrates that a total of 31 contact gates are needed to meet DFW's forecasted passenger operational demand by 2039. Additionally, this memo demonstrates that two cargo buildings and five cargo-aircraft parking positions are needed to meet the forecasted cargo demand by 2026. Since late 2021, DFW Airport has been working collaboratively with the FAA on advancing the Central Terminal Area (CTA) expansion project and 19th Street Cargo Redevelopment project.

The CTA expansion project was originally envisioned as constructing two piers at Terminals A and C for a net increase of nine gates. However, DFW Airport has been rapidly recovering from the impacts of the COVID-19 pandemic, serving approximately 55.4 million passengers in Fiscal Year 2021 (FY21) and approximately 72.1 million passengers in FY22. This growth in passengers demonstrates a 30.2 percent year-over-year increase. As DFW continues to rapidly recover from the impact of the pandemic and serve forecast demand beyond 2019 levels, in both operations and passenger demand, it is critical for DFW to consider the Airport's

needs beyond the initial nine gates. As the analysis, detailed in this memo, illustrates, additional passenger gates are necessary to meet the needs of the Airport beyond the originally planned nine gates in addressing demand through 2039.

In addition to the commercial passenger service growth outlined above, DFW's air cargo operations have grown substantially over the past six years. From 2013 to 2019, DFW's air cargo growth rate was more than double the global average (5.88% vs. 2.45%). In FY22, DFW cargo volumes were approximately 941,587 tons, and by 2038, approximately 1.5 million tons of cargo will move through DFW. Cargo volumes are projected to increase at an annual average growth rate of approximately 2.6 percent. DFW identified that much of the anticipated cargo growth would come from Asian and Latin American markets, which makes DFW uniquely positioned, as six of the top 10 cargo airlines operating at DFW are Asian carriers. Based on actual cargo throughput and forecasted air cargo growth, the existing cargo facilities (buildings and ramp space) do not have the capacity to meet the growing demand and DFW became cargo-constrained in Fall 2022. DFW is now lagging behind the global average growth rate, due to cargo space limitations, herein referred to as the cargo capacity constraint, in the existing cargo buildings and on the associated aprons. Given the cargo capacity constraint, DFW has identified a need to construct additional cargo buildings and associated apron space for the parking, loading, and unloading of aircraft.

This Operations Memo is formatted into the following sections for ease of review:

- FAA Terminal Area Forecast Analysis
- FAA Forecast of Operational Activity
- Suitability of 2021 TAF for Planning Needs
- Cargo Operations
 - Cargo Development Background
 - DFW Cargo Only Historical and Future Activity
 - Anticipated Cargo Growth
 - Definition of Cargo Constraint
 - Cargo Facility Operational Needs
 - Cargo Conclusion
- Passenger Operations
 - Terminal Development Background
 - FAA Forecast of Enplanement Activity
 - Aircraft Gate Operational Needs
 - DFW Historic Gate Turn Activity

- DFW Current Gate Turn Activity
- Gate Turns Per Day Constraint
- DFW Aircraft Gate Needs Conclusion
- Conclusion
- Addendum 1
- Appendix 1

FAA Terminal Area Forecast Analysis. Since the initial publication of this Operations Memo, which used the FAA’s 2021 TAF, the FAA released its updated 2022 TAF. The 2022 TAF forecasted fewer operations than the 2021 forecast, with approximately 5% fewer operations in the near term (late 2020s) and 2% fewer in the out years (2030s), as illustrated in Table 1 below. The 2021 TAF is within the FAA’s acceptable differences, as defined in FAA guidance titled *Review and Approval of Aviation Forecasts* dated June 2008 (Forecast differ less than 10 percent in the 5-year forecast period and 15 percent in the 10-year forecast period).

Table 1 – FAA 2021 & 2022 TAF Comparison

| Annual Operations | | | |
|-------------------|----------|----------|----------|
| TAF Year | 2021 TAF | 2022 TAF | % Change |
| 2022 | 674,314 | 663,426 | -1.61% |
| 2023 | 740,015 | 704,475 | -4.80% |
| 2024 | 789,504 | 732,873 | -7.17% |
| 2025 | 808,211 | 760,091 | -5.95% |
| 2026 | 816,119 | 775,774 | -4.94% |
| 2027 | 830,295 | 791,420 | -4.68% |
| 2028 | 846,510 | 808,541 | -4.49% |
| 2029 | 861,641 | 825,837 | -4.16% |
| 2030 | 876,197 | 843,168 | -3.77% |
| 2031 | 890,476 | 860,465 | -3.37% |
| 2032 | 904,988 | 877,567 | -3.03% |
| 2033 | 919,278 | 894,735 | -2.67% |

DFW Airport has seen a consistent growth trend in its annual operations and enplaned passengers. It has also recovered from the pandemic more quickly than other large hub airports. In fact, in 2022, Airports Council International North America (ACI-NA) ranked DFW as the 2nd busiest airport for total passengers and 10th for air cargo volume. Given DFW’s recovery, as evidenced by robust operational rankings and a review of the 2022 TAF, which reflects lower growth levels, DFW determined that the 2021 TAF is more relevant to the existing and anticipated operating environment. The growth rate within the 2021 TAF more accurately mirrors DFW’s recovery from the COVID-19 pandemic and DFW’s anticipated future growth.

The sections below contain the analysis undertaken using the 2021 TAF.

FAA Forecast Operational Activity. The FAA TAF for historical and forecast DFW operations is provided in **Table 2. Figure 1** provides a graphical illustration of the historical and forecast operations shown in Table 2. As shown, historical DFW operations have remained consistent until a sharp decline in 2020 due to the COVID pandemic. With the recovery in air travel post-

pandemic, and the continued growth in air cargo operations, the FAA forecasts DFW's operations to surpass 2019 operations levels by 2023 and exceed 900,000 operations by 2032.

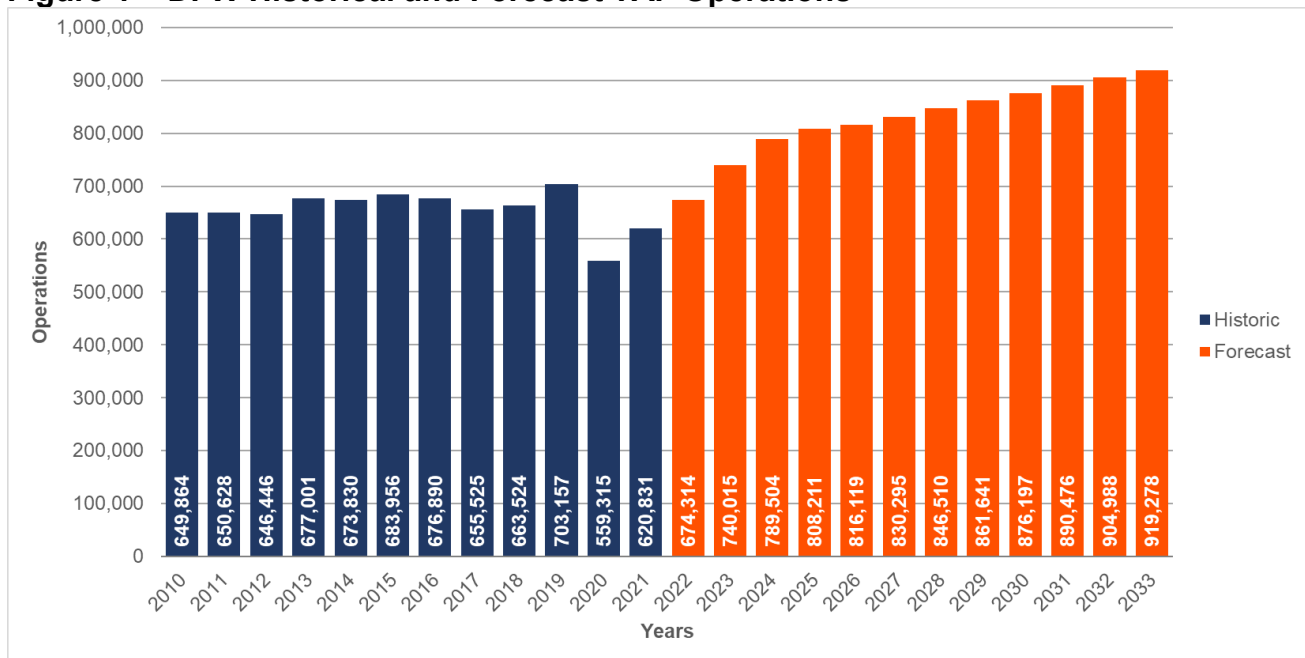
Table 2 – DFW Historical and Forecast TAF Operations

| Historic Aircraft Operations | | | | | |
|------------------------------|-------------|---------------------|------------------|----------|------------------|
| TAF Year | Air Carrier | Air Taxi & Commuter | General Aviation | Military | Total Operations |
| 2003 | 481,987 | 269,560 | 6,837 | 153 | 758,537 |
| 2004 | 517,964 | 278,011 | 6,470 | 183 | 802,628 |
| 2005 | 492,457 | 233,207 | 8,520 | 261 | 734,445 |
| 2006 | 479,877 | 214,559 | 9,660 | 336 | 704,432 |
| 2007 | 475,455 | 205,731 | 7,655 | 483 | 689,324 |
| 2008 | 480,888 | 181,032 | 5,861 | 948 | 668,729 |
| 2009 | 472,554 | 158,512 | 4,800 | 582 | 636,448 |
| 2010 | 470,969 | 173,257 | 5,149 | 489 | 649,864 |
| 2011 | 470,851 | 173,474 | 6,087 | 216 | 650,628 |
| 2012 | 445,404 | 194,982 | 5,874 | 186 | 646,446 |
| 2013 | 451,992 | 218,507 | 6,359 | 143 | 677,001 |
| 2014 | 463,223 | 203,034 | 7,406 | 167 | 673,830 |
| 2015 | 500,909 | 175,911 | 6,964 | 172 | 683,956 |
| 2016 | 523,903 | 145,944 | 6,787 | 256 | 676,890 |
| 2017 | 555,478 | 93,155 | 6,747 | 145 | 655,525 |
| 2018 | 578,295 | 78,497 | 6,572 | 160 | 663,524 |
| 2019 | 611,239 | 85,517 | 6,156 | 245 | 703,157 |
| 2020 | 482,529 | 72,186 | 4,388 | 212 | 559,315 |
| 2021 | 540,327 | 75,488 | 4,803 | 213 | 620,831 |
| Forecast Aircraft Operations | | | | | |
| TAF Year | Air Carrier | Air Taxi & Commuter | General Aviation | Military | Total Operations |
| 2022 | 594,676 | 73,140 | 6,285 | 213 | 674,314 |
| 2023 | 665,928 | 67,569 | 6,305 | 213 | 740,015 |
| 2024 | 729,813 | 53,154 | 6,324 | 213 | 789,504 |
| 2025 | 760,859 | 40,796 | 6,343 | 213 | 808,211 |
| 2026 | 781,450 | 28,093 | 6,363 | 213 | 816,119 |
| 2027 | 798,840 | 24,859 | 6,383 | 213 | 830,295 |
| 2028 | 814,665 | 25,230 | 6,402 | 213 | 846,510 |
| 2029 | 829,425 | 25,581 | 6,422 | 213 | 861,641 |
| 2030 | 843,620 | 25,922 | 6,442 | 213 | 876,197 |
| 2031 | 857,544 | 26,258 | 6,461 | 213 | 890,476 |
| 2032 | 871,694 | 26,600 | 6,481 | 213 | 904,988 |
| 2033 | 885,625 | 26,939 | 6,501 | 213 | 919,278 |
| 2034 | 899,891 | 27,288 | 6,521 | 213 | 933,913 |
| 2035 | 914,167 | 27,640 | 6,541 | 213 | 948,561 |
| 2036 | 928,457 | 27,994 | 6,561 | 213 | 963,225 |

Source: FAA 2021 TAF, queried September 2022.

Note: Data in table is based on FY

Figure 1 – DFW Historical and Forecast TAF Operations



Source: FAA 2021 TAF, queried September 2022.

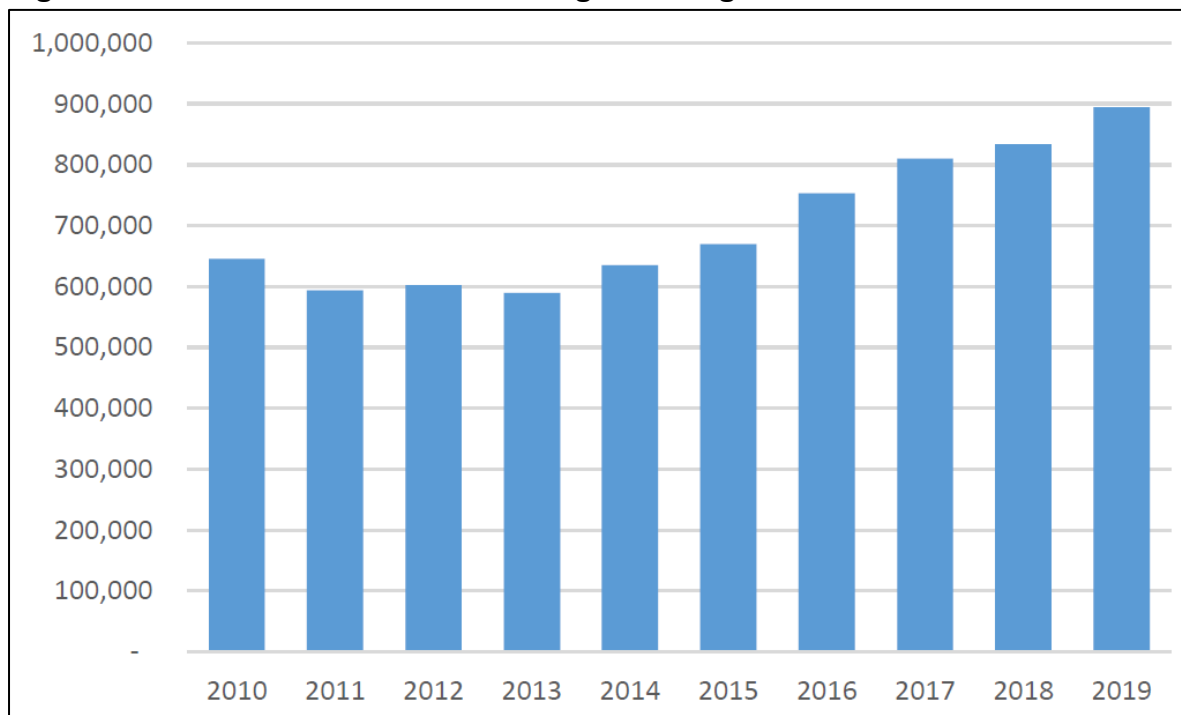
Suitability of 2021 TAF for Planning Needs. Upon a detailed review of the 2021 TAF, it was determined that the Air Carrier and Air Taxi operational forecast is in line with current operational levels and anticipated airport growth. For the 12-months ending September 2022, DFW Airport accommodated approximately 655,000 Air Carrier and Air Taxi operations. This is in line with the 667,816 operations forecast in the 2021 TAF for the year 2022, as operations through the end of the calendar year 2022 are expected to continue to grow. Therefore, the Airport determined that the 2021 TAF reflects an unconstrained forecast for the purposes of determining passenger and cargo needs at DFW.

CARGO OPERATIONS

Cargo Development Background. The aircraft operational impact of air cargo is often difficult to forecast as cargo arrives at the airport via a number of modes, those primarily being within the belly of commercial or general aviation aircraft or via dedicated cargo operators such as Federal Express or UPS. As a result of the mixed delivery methods, cargo forecasts are often done using tonnage versus aircraft operations.

As shown in **Figure 2**, DFW’s annual cargo tonnage totals have continually grown since 2013, with a 51.7 percent increase in air cargo over the last six years and a 39 percent increase over the last ten years. DFW receives substantial cargo contributions from FedEx, UPS, and American Airlines’; historically, American Airlines, UPS, and FedEx have accounted for nearly 62 percent of total air cargo tonnage at DFW.

Figure 2 – DFW Historical Annual Cargo Tonnage



Source: Landrum and Brown Analysis, June 2020.

As a result of this increase in cargo tonnage from 2013 through 2019, combined with an increase in cargo demand during the COVID pandemic, DFW undertook a cargo tonnage forecast along with a cargo building facility assessment. The purpose of these activities

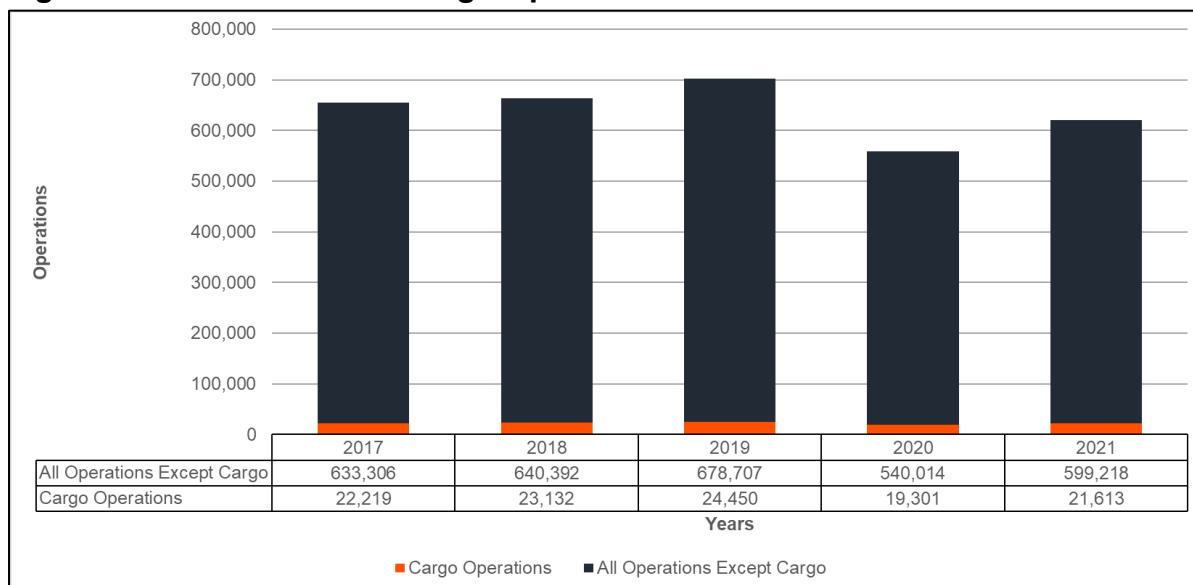
was to identify future cargo demands and determine if existing facilities can accommodate the processing and transfer of cargo from aircraft to the end destination.

The total forecast volume of air cargo at DFW was forecast to have growth in belly cargo from American Airlines, as well as growth in the overall cargo market. Total cargo tonnage was projected to increase from 911,489 tons in 2018 to approximately 1,514,889 tons in 2038, a Compound Annual Growth Rate (“CAGR”) of 2.6 percent.

For this operational memo, the portion of tonnage transported via commercial service belly operations will be separated from the “cargo only” operators at DFW. The purpose of the discussion above was to communicate the means of cargo transport and the expected growth. For the purposes of the aircraft operational impact of cargo growth, analysis in later sections will focus on “cargo only” operators at the airport.

DFW Cargo-Only Historical and Future Activity. Based on a review of operational data, historical operations by “cargo-only” operators were approximately four percent of total commercial operations. **Figure 3** shows the historical relationship of air cargo operators within the overall commercial service operational category between 2017 and 2021.

Figure 3 – DFW Historical Cargo Operations

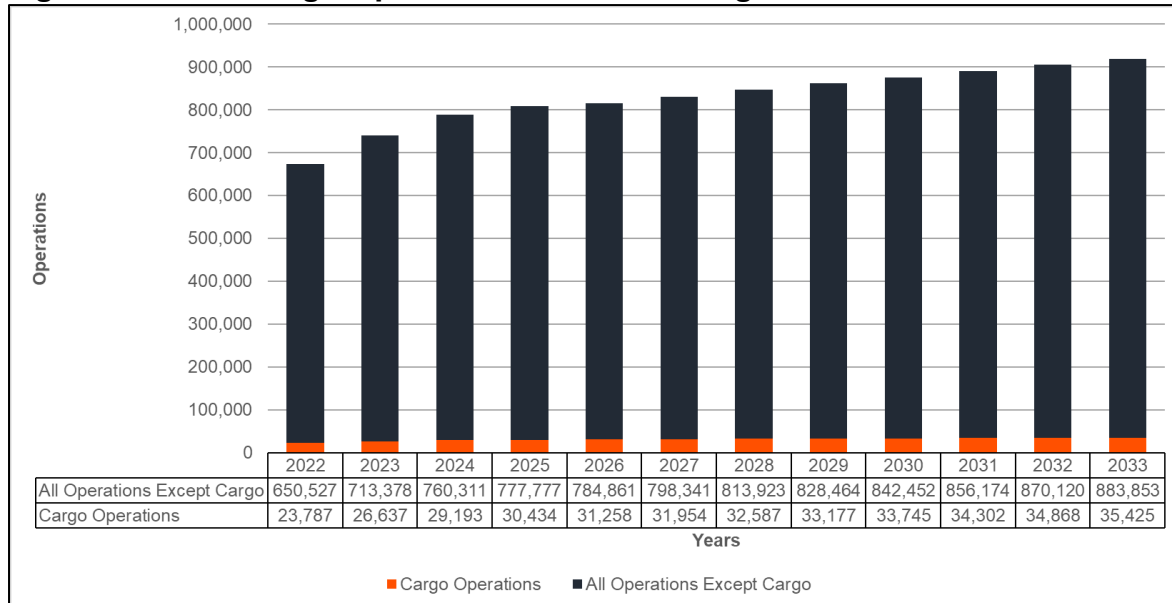


Source: FAA 2021 TAF; Landrum and Brown Analysis, October 2022; Centurion Planning and Design Analysis, December 2022.

Assuming a similar percentage of the total commercial service operations moving forward, **Figure 4** illustrates the FAA TAF Commercial Service forecasts broken between

air carriers and cargo carriers. These forecasts are representative of not only the TAF, but also internal DFW analysis.

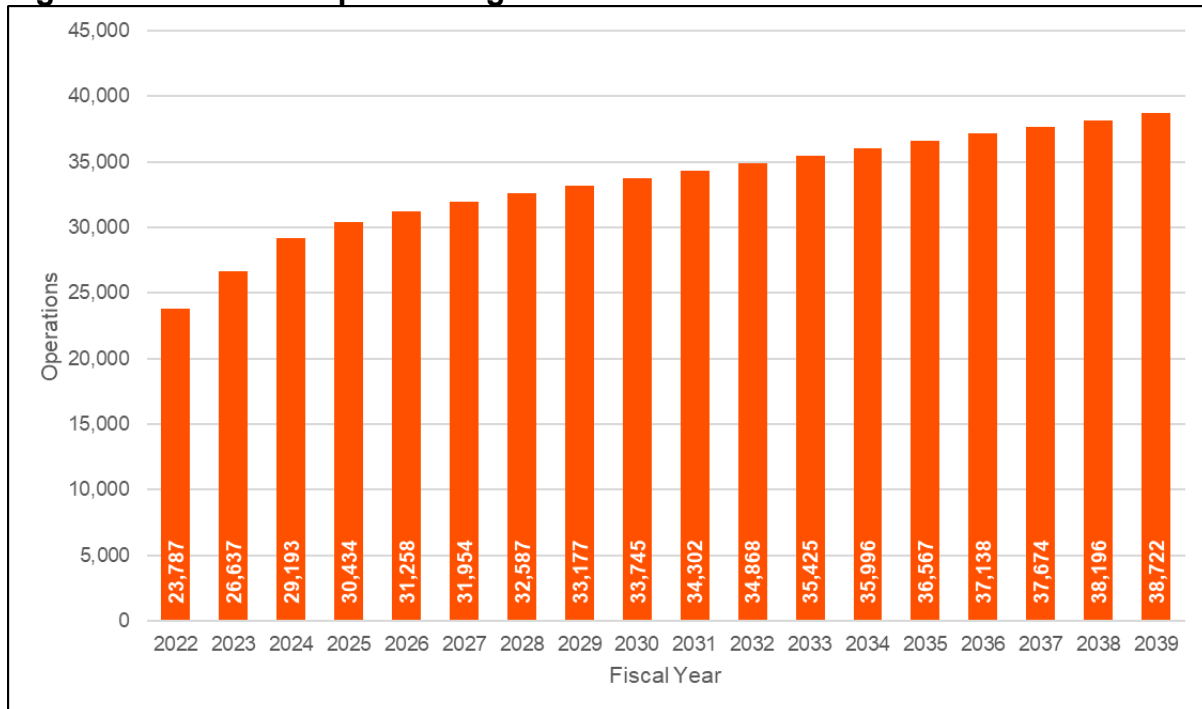
Figure 4 – DFW Cargo Operations as a Percentage of the TAF



Source: FAA 2021 TAF; Landrum and Brown Analysis, October 2022; Centurion Planning and Design Analysis, December 2022.

Anticipated Cargo Growth. Utilizing the 2021 TAF, and the understanding that cargo-only operations have historically been 4% of commercial service operations, operational growth in the cargo-only aircraft fleet is depicted in **Figure 5**. As shown, operations are expected to grow from approximately 23,800 in 2022 to 38,800 in 2039.

Figure 5 – DFW Anticipated Cargo Growth

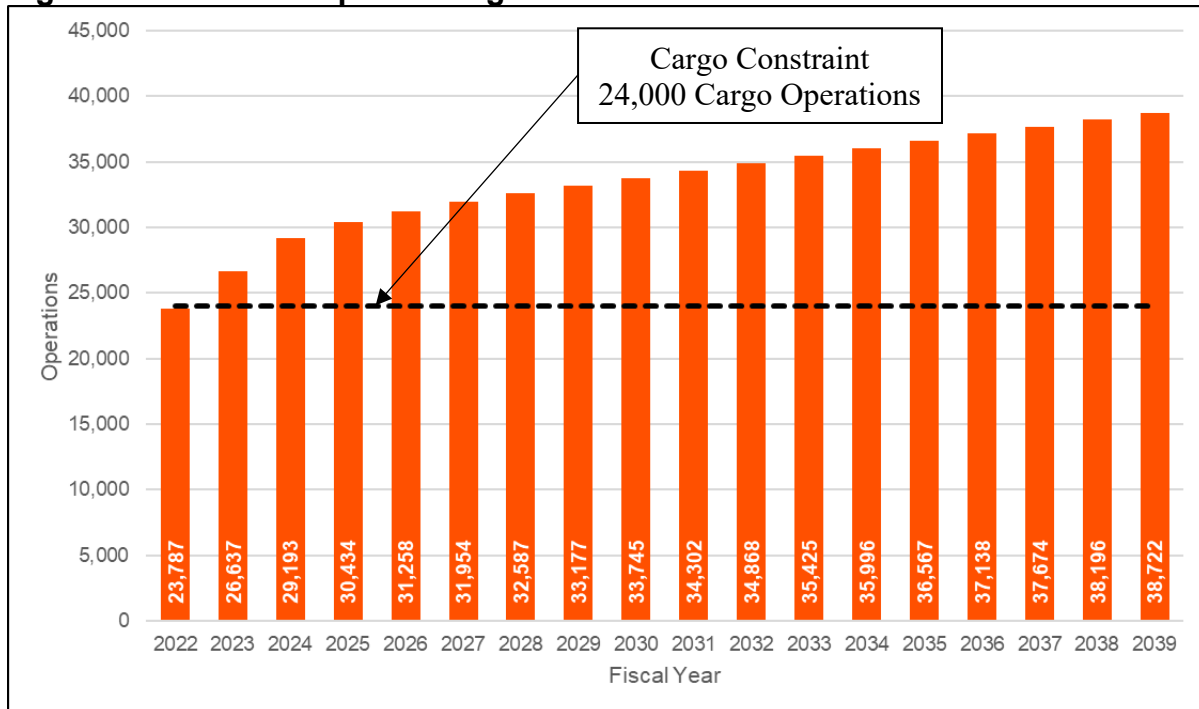


Source: FAA 2021 TAF; Landrum and Brown Analysis, December 2022; Centurion Planning and Design Analysis, December 2022.

Definition of Cargo Constraint. Based on input received from current cargo operators at DFW, facilities are currently operating at maximum capacity. To maintain cargo operations at approximately 4% of the total Air Carrier operations, additional apron and building facilities will be necessary as current operators have maximized the use of existing facilities; therefore, the constrained cargo-only aircraft operational level is determined to be the current 24,000 annual operations.

Figure 6 illustrates the constrained operational level compared to the 2021 TAF forecast. To meet forecasted cargo demand, additional apron, and processing facilities will be necessary. The size and location of these facilities will depend on tenant and user needs.

Figure 6 – DFW Anticipated Cargo Growth Constraint



Source: FAA 2021 TAF; Landrum and Brown Analysis, December 2022; Centurion Planning and Design Analysis, December 2022.

Cargo Facility Operational Needs. DFW has reviewed the plan for the 19th Street development with a current tenant to ensure the spatial requirements associated with the 19th Street development are consistent with industry needs. This project is anticipated to consist of two cargo facility warehouses totaling approximately 280,000 square feet and five new aircraft parking positions at an estimated two turns per day. The 19th Street project will alleviate the cargo constraint in the near term; however, it is anticipated that cargo will continue to be constrained in future without additional facilities.

Cargo Conclusion. As outlined, without creating additional facilities to include both buildings and aircraft ramp spaces, DFW cannot meet the demand forecasted by the 2021 TAF. Cargo facilities and associated infrastructure are developed on an individual site basis as is the case with the proposed 19th Street project.

PASSENGER OPERATIONS

Terminal Development Background. In 2019, DFW announced plans to construct Terminal F to meet the growing needs of commercial service airlines. Shortly after this announcement, the aviation industry was greatly impacted by the COVID pandemic, and operational levels immediately experienced a decline. The unpredictable impact of the pandemic on airlines caused DFW to postpone the development and construction of Terminal F.

Since late 2021, DFW Airport has been working collaboratively with the FAA on advancing the Central Terminal Area (CTA) expansion project. The CTA expansion project was originally envisioned as constructing piers on Terminals A and C for a net increase of nine new gates.

The 2021 TAF highlighted the airlines and, subsequently, DFW's rapid recovery from COVID. Given the TAF forecast, DFW responsibly considered the Airport's forecasted needs beyond the initial nine gates and revisited the need for Terminal F.

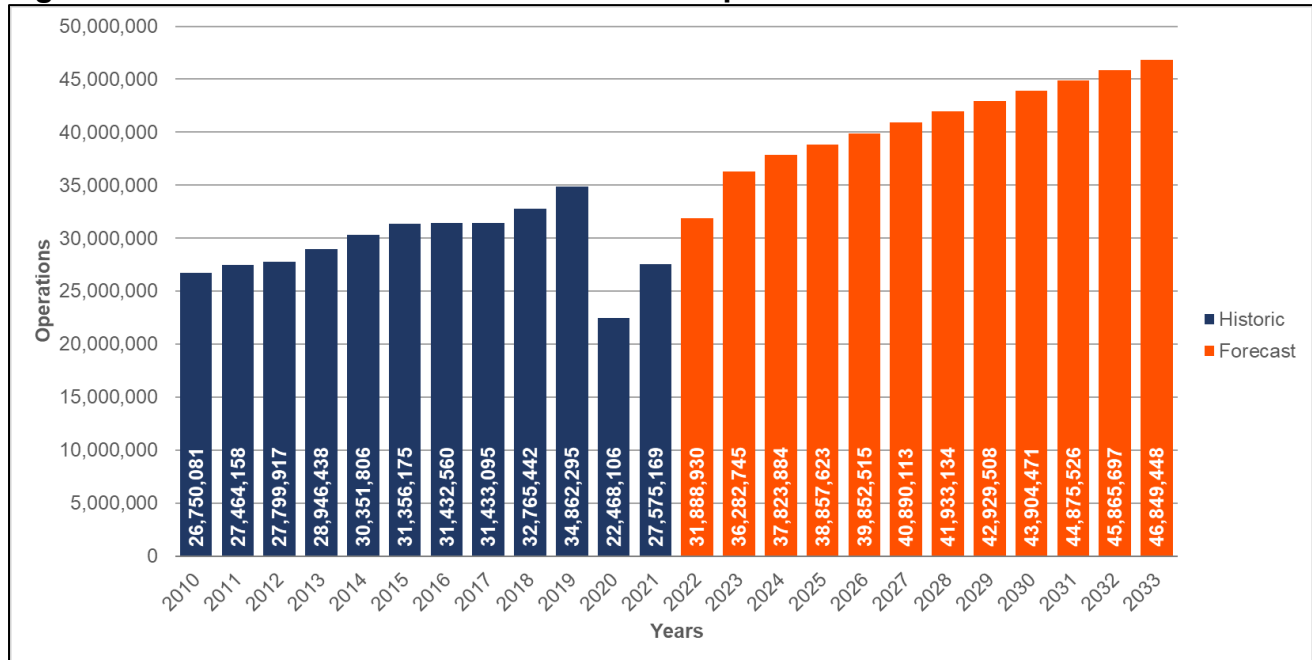
FAA Forecast of Enplanement Activity. Aviation forecasting often begins with examining forecast passenger demand, which is then translated into operations. Thus, DFW staff reviewed the 2021 TAF enplaned passenger forecast before reviewing the annual aircraft operations forecast. The 2021 FAA TAF for historical and forecast DFW enplanements is provided in **Table 3**. In addition, **Figure 7** provides a graphical illustration of the historical and forecast DFW enplanements from Table 3. Historical DFW enplanements have increased from 2010 through 2019 but declined by over 35% from 2019 to 2020 due to the pandemic. 2021 enplanements recovered to levels from the mid-2010s, with 2019 levels expected to be surpassed in 2023. DFW is forecast to exceed 45 million enplanements by 2032.

Table 3 – DFW Historical and Forecast TAF Enplanements

| Historic Passenger Enplanements | | | |
|--|--------------------|-----------------|---------------------------|
| TAF Year | Air Carrier | Commuter | Total Enplanements |
| 2010 | 22,498,994 | 4,251,087 | 26,750,081 |
| 2011 | 23,117,592 | 4,346,566 | 27,464,158 |
| 2012 | 23,438,053 | 4,361,864 | 27,799,917 |
| 2013 | 24,346,676 | 4,599,762 | 28,946,438 |
| 2014 | 25,699,892 | 4,651,914 | 30,351,806 |
| 2015 | 25,489,407 | 5,866,768 | 31,356,175 |
| 2016 | 25,016,146 | 6,416,414 | 31,432,560 |
| 2017 | 25,108,840 | 6,324,255 | 31,433,095 |
| 2018 | 26,573,503 | 6,191,939 | 32,765,442 |
| 2019 | 28,252,269 | 6,610,026 | 34,862,295 |
| 2020 | 17,623,662 | 4,844,444 | 22,468,106 |
| 2021 | 21,020,665 | 6,554,504 | 27,575,169 |
| Forecast Passenger Enplanements | | | |
| TAF Year | Air Carrier | Commuter | Total Enplanements |
| 2022 | 25,311,338 | 6,577,592 | 31,888,930 |
| 2023 | 28,827,529 | 7,455,216 | 36,282,745 |
| 2024 | 30,071,455 | 7,752,429 | 37,823,884 |
| 2025 | 30,895,270 | 7,962,353 | 38,857,623 |
| 2026 | 31,688,516 | 8,163,999 | 39,852,515 |
| 2027 | 32,515,341 | 8,374,772 | 40,890,113 |
| 2028 | 33,346,451 | 8,586,683 | 41,933,134 |
| 2029 | 34,140,582 | 8,788,926 | 42,929,508 |
| 2030 | 34,918,401 | 8,986,070 | 43,904,471 |
| 2031 | 35,693,444 | 9,182,082 | 44,875,526 |
| 2032 | 36,482,739 | 9,382,958 | 45,865,697 |
| 2033 | 37,266,982 | 9,582,466 | 46,849,448 |

Source: FAA 2021 TAF, queried September 2022.

Figure 7 – DFW Historical and Forecast TAF Enplanements



Source: FAA 2021 TAF, September 2022.

As indicated in Figure 7, enplanements are anticipated to grow at a similar rate as operations within the TAF.

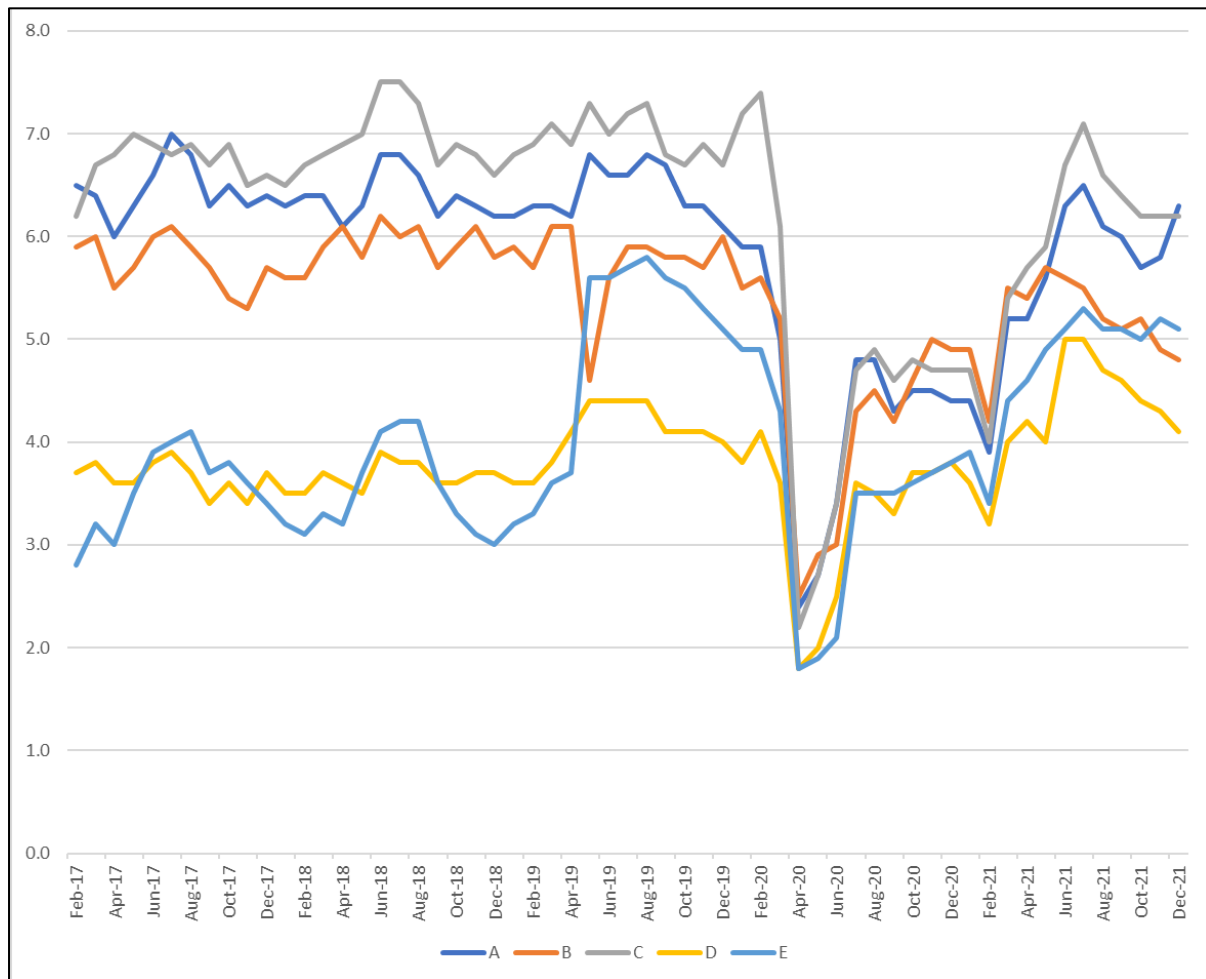
Aircraft Gate Operational Needs. ACRP Research Report 163, *Guidebook for Preparing and Using Airport Design Day Flight Schedules*, provides planning level guidance to assist with the determination of needed commercial service passenger facilities at small, medium, and large hub airports. Within this guidebook, it is stated that:

At large airports, gating models can theoretically schedule 15 to 20 daily flights at one gate (usually the first to be gated) and only one peak-hour flight at another gate (usually the last to be gated). This scheduling does not occur in the real world. Airlines and airport operators will attempt to balance gate use to avoid overly stressing a given facility. Utilization across gates in the design day schedule should be balanced to match current use patterns. In general, airlines rarely exceed 8 to 10 daily turns per gate.

As recommended in the paragraph above, an evaluation of current use patterns and historic gate turn utilization was performed to determine an appropriate constrained gate turns per day metric for DFW.

DFW Historic Gate Turn Activity. Figure 8 illustrates data obtained for the monthly turns per gate from 2017 through 2021. A review of this information revealed that the Airport’s ability to exceed more than 7 turns per day was localized to activity in Terminal C. From February of 2017 through February of 2020, Terminal A daily turns per gate were within the 6 to 7 range and Terminal B was primarily within the 5 to 6 range. Terminals D and E experience much lower turns per gate per day, Terminal D accommodates the vast majority of international operations and Terminal E accommodates the regional and non-hub airlines.

Figure 8 – DFW Average Turns per Gate per Day – Monthly (02/2017 – 12/2021)



Source: Landrum and Brown Analysis, October 2022; Centurion Planning and Design Analysis, December 2022.

Figure 9 consolidates the data above and provides an overview of the annual average DFW historical aircraft turns per gate, per year from 2017 to 2021. An evaluation of the data prior to the COVID impact found the terminals performed in the following manner beginning in 2017 through 2020:

- Terminal A – average 6.43 turns per day
- Terminal B – average 5.8 turns per day
- Terminal C – average 6.87 turns per day
- Terminal D – average 3.8 turns per day
- Terminal E – average 3.93 turns per day

(Please note, the raw data used for this analysis is included as Appendix 1)

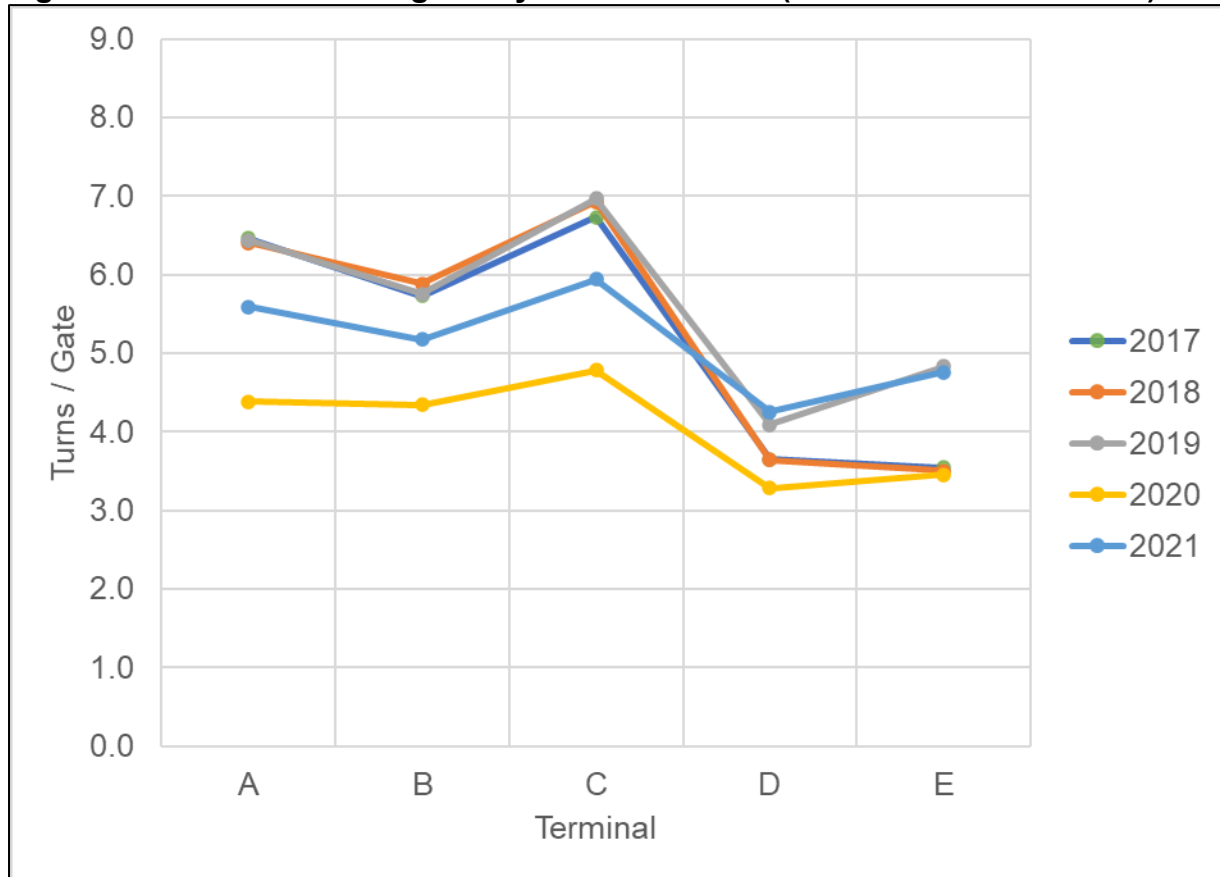
DFW Current Gate Turn Activity. Based on Aerobahn operations data for 12-months ending September 2022, DFW Airport accommodated over 655,000 Air Carrier and Air Taxi operations. From these operations, the Airport experienced an average of approximately 5.2 turns per gate across all available gates¹. **Figure 10** provides an overview of the average daily number of turns per gate grouped by terminal over this timeframe.

While turns per gate for the Airport averages out to 5.2 over the past 12 months, **Figure 11** helps visualize the high and low number of turns per gate for each terminal which make up that average.

Depending on the terminal, an average of 4.3 to 6.1 turns per gate is currently experienced. Terminals A and C are historically the highest, in terms of gate turns, with an average of 5.8 and 6.1 turns per day, respectively, which is primarily driven by their operations type. The lower average turns per gate at Terminals B, D and E are a result of the types of operations accommodated in these terminals (i.e., international operations, regional operations, etc.)

¹ While DFW normally operates 170 gates, there is occasionally a slight variance in the total due to construction activity and/or MARS configurations being utilized.

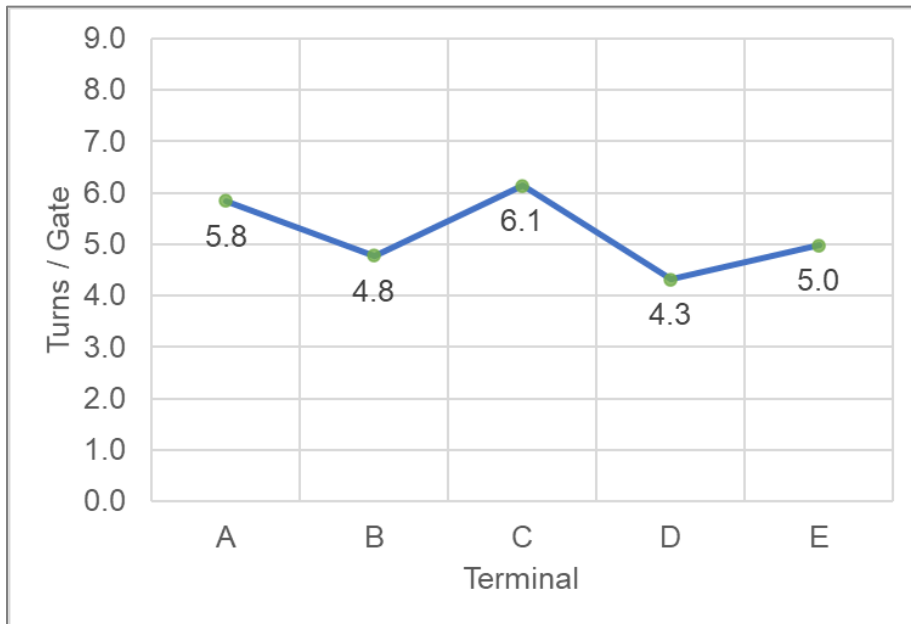
Figure 9 – Historical Average Daily Turns Per Gate (02/01/2017 – 12/31/2021)



| | A | B | C | D | E | Average |
|------|-----|-----|-----|-----|-----|------------|
| 2017 | 6.5 | 5.7 | 6.7 | 3.7 | 3.5 | 5.2 |
| 2018 | 6.4 | 5.9 | 6.9 | 3.6 | 3.5 | 5.3 |
| 2019 | 6.4 | 5.8 | 7.0 | 4.1 | 4.8 | 5.6 |
| 2020 | 4.4 | 4.3 | 4.8 | 3.3 | 3.5 | 4.1 |
| 2021 | 5.6 | 5.2 | 5.9 | 4.3 | 4.8 | 5.1 |

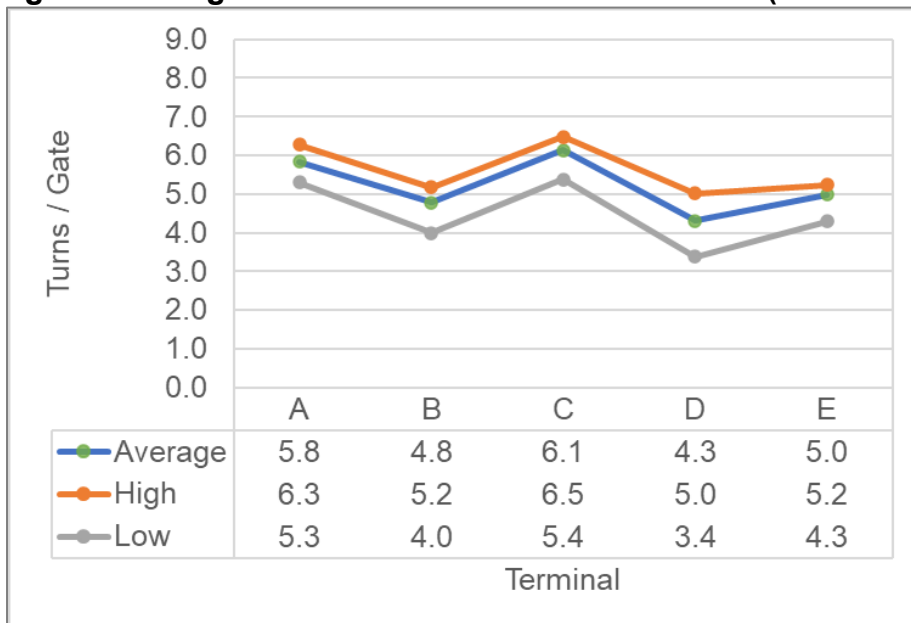
Source: Landrum & Brown Analysis, October 2022; Centurion Planning and Design Analysis, December 2022.

Figure 10 – Average Daily Turns Per Gate (10/01/2021 – 09/30/2022)



Source: DFW Airport Data (Aerobahn); Landrum & Brown Analysis, September 2022.

Figure 11 – High & Low Number of Turns Per Gate (10/01/2021 – 09/30/2022)



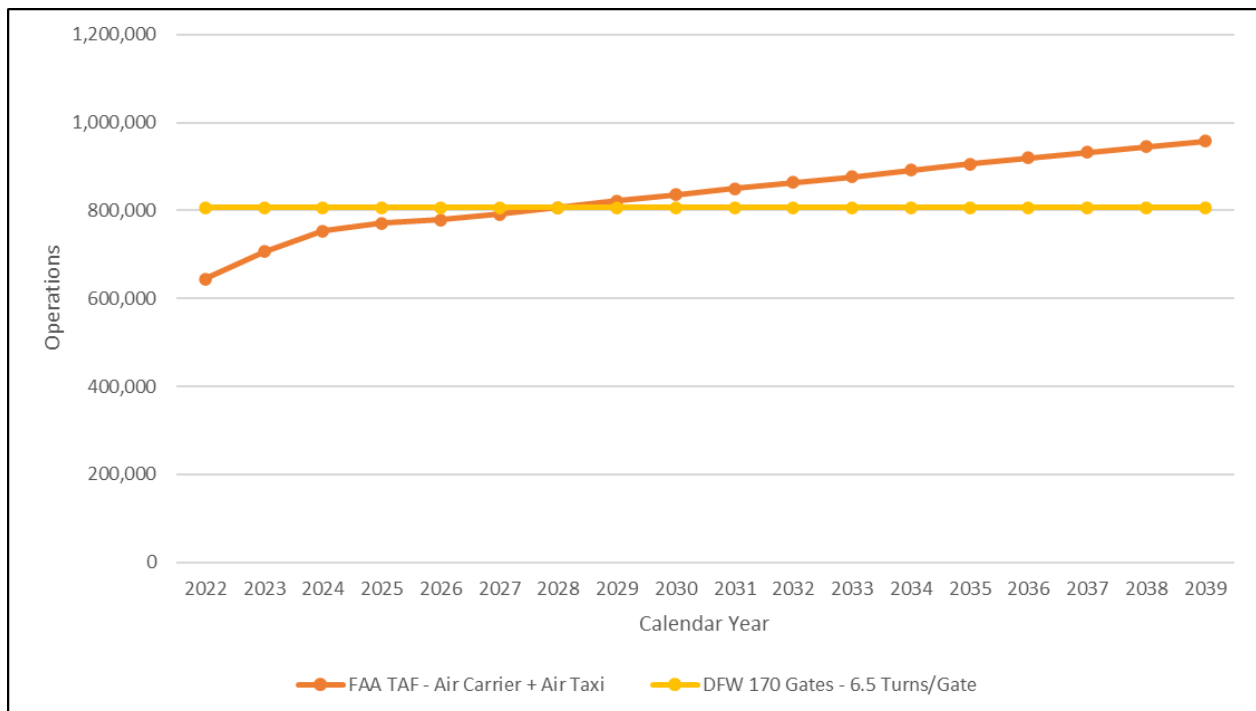
Source: DFW Airport Data (Aerobahn); Landrum & Brown Analysis, September 2022.

Gate Turns Per Day Constraint. Recognizing the cost and impact of providing additional gates, DFW is continually striving to become operationally more efficient. DFW chose to utilize 6.5 turns per gate, as this value represents the historical average maximum gate utilization described in the previous section.

Assuming 6.5 turns per gate per day with the existing 170 gates, DFW is constrained to 806,650 operations per year ($6.5 \times 170 \times 365 \times 2 = 806,650$). **Figure 12** illustrates the 806,650 operations as compared to the FAA TAF. Based on this analysis, the airport requires additional gates as early as 2028.

(Please note, the TAF values for this chart have been reduced to account for air cargo being approximately 4% of the total Air Carrier operations since this chart only focuses on Air Carrier operations that utilize the terminal gates.)

Figure 12 – DFW Constrained Operations Related to the TAF – 170 Gates at 6.5 Turns Per Gate

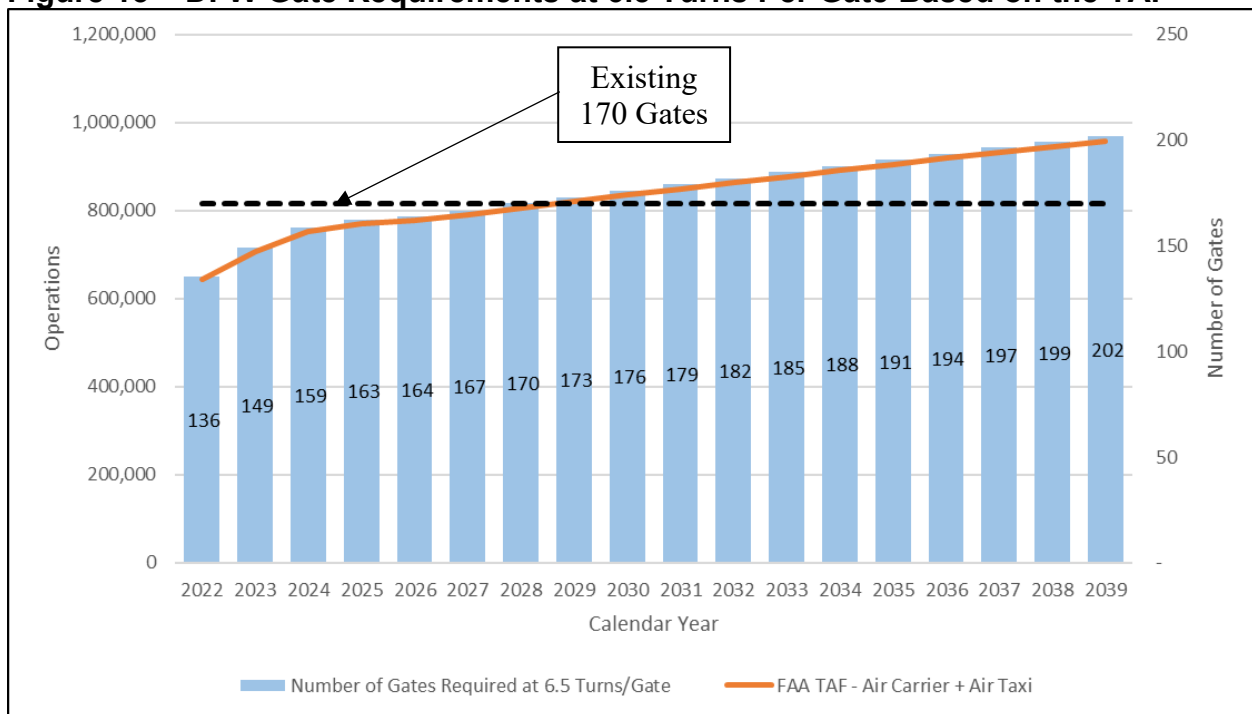


Source: DFW Airport Data; FAA 2021 TAF; Centurion Planning and Design Analysis, December 2022.
 Note: the orange line represents Air Carrier + Air Taxi – 4% Air Cargo

Figure 13 depicts the number of gates necessary to accommodate FAA forecasted, unconstrained demand through 2039. As shown, to accommodate the unconstrained 2039 forecast of 960,000 operations, using the previously defined 6.5 turns per gate, DFW will require an additional 31 gates for a total of 201 by 2039 ($960,000 / 2 / 365 / 6.5 = \sim 201$).

The black dashed line in Figure 13 depicts the constraint of the existing 170 gates. The area between the black dashed line, and the orange line is representative of available and needed capacity. As with Figure 10, the TAF values in this chart have been reduced to reflect only those Air Carrier and Air Taxi operations that utilize the terminal gates. Approximately 4% of the Air Carrier operations are conducted by air cargo carriers and have been factored out of the gate analysis.

Figure 13 – DFW Gate Requirements at 6.5 Turns Per Gate Based on the TAF



Source: DFW Airport Data; FAA 2021 TAF; Centurion Planning and Design Analysis, December 2022.

DFW Aircraft Gate Requirements Conclusion. According to the analysis above, beginning in 2028, additional gates are needed to accommodate FAA forecasted demand through the year 2039. It is important to note that although 6.5 turns per day per gate is used for this analysis, the actual, current airport-wide average for turns per gate is 5.2. Understanding the cost and impact of gate construction at a busy airport,

DFW will continue to work with the airlines to achieve a higher turn per gate than currently realized.

Based upon forecast increases in air travel demand, the need for the additional gates continues to increase over the next 17 years, requiring the Terminals A, C, and F projects to occur concurrently. A total of 31 gates will need to be brought online to meet anticipated demand at DFW by 2039.

To provide the necessary 31 gates, nine will be provided through the Terminal A and C Piers project, and the remaining 22 are planned to be provided through the construction of Terminal F.

CONCLUSION

To meet the needs of existing and future airport users, DFW regularly engages in planning activities to ensure adequate facilities are available from both a localized and national airspace perspective. The 2021 TAF provided the necessary information to allow DFW to make further decisions regarding future planning of commercial passenger service and air cargo development needs. After reviewing historical data and assessing the needs of airlines and tenants, DFW recommends adoption of the 2021 TAF as the unconstrained forecast of future airport activity and identified facility needs necessary to meet future demand.

Addendum 1 contains additional information on two active projects the Airport is currently pursuing. The No Action and Proposed Action scenarios for those two projects are included therein.

Addendum 1

DFW has two distinct and independent projects currently in the planning process, the 19th Street Cargo Development, and the Central Terminal Area Expansion project. Both projects are ripe for NEPA processing and require FAA approval of the No Action and Proposed Action operational numbers.

The 19th Street Cargo Development project implementation year is 2025; a build plus five-year timeline for analysis of impacts will be used for the cargo development project. As such, the horizon year to be analyzed will be 2030. The Airport proposes the following operational scenarios for the cargo EA for the implementation year of 2025 and Build+5 years of 2030:

- 19th Street Cargo No Action: Assume constrained cargo and constrained passenger gate activity.
- 19th Street Cargo Proposed Action: Assume relieved cargo constraint, but passenger gate constraint remains.

The CTA Development project implementation year is 2026, a build plus five years timeline for analysis of impacts will be used for the CTA project. As such, the horizon year to be analyzed will be 2031. As the project will not be fully implemented in five years, a ten-year outlook for 2036 is included as well. The Airport proposed the following operational scenarios for the CTA EA for the implementation year of 2026 and Build+5 years of 2031:

- CTA Expansion Project No Action: Assumes that the EA has been completed for the 19th Street project, and thus, the No Action scenario would include the additional cargo operations disclosed in the 19th Street Cargo EA Proposed Action.
- CTA Expansion Project Proposed Action: Assumes that cargo facilities are operational and supporting 7,300 annual cargo operations and also assumes relieved constraint of passenger operations due to the addition of 31 new gates; this Proposed Action scenario would be relieved of constraints and therefore aligned with the 2021 TAF.

The following pages provide the operational forecasts for each scenario, as well as the fleet mix which will be, is used for air and noise quality modeling for each NEPA document. Please note that the types of aircraft used for various operations were developed in coordination with the FAA and are not under the direction of airport users and tenants. Future fleet mix determinations are made based on the best available information.

19th Street Cargo Redevelopment:

No Action. For the purposes of NEPA analysis, the constrained cargo operations assume that no additional cargo facilities or associated aircraft parking is built, and additional gates are not provided for passenger operations. **Table 1** below illustrates the operational activity with these assumptions, while **Table 2** and **Table 3** provide an overview of the No-Action cargo fleet mix for 2025 and 2030. The constrained cargo-only aircraft operational level is determined to be the current 24,000 annual operations which are approximately 4% of the 2022 air carrier and air taxi operations. Please note, commercial service operations were capped at 806,650 in 2026 as previously described, with a minimal air carrier and air taxi growth rate of 0.25% for the remaining years.

Table 1 – No Action – 19th Street Cargo

| No Action - Cargo | | | | | |
|-------------------|--------|------------------------|------------------|----------|------------------|
| TAF Year | Cargo | Air Carrier & Air Taxi | General Aviation | Military | Total Operations |
| 2022 | 24,000 | 643,816 | 6,285 | 213 | 674,314 |
| 2023 | 24,000 | 709,497 | 6,305 | 213 | 740,015 |
| 2024 | 24,000 | 758,967 | 6,324 | 213 | 789,504 |
| 2025 | 24,000 | 770,355 | 6,343 | 213 | 800,911 |
| 2026 | 24,000 | 772,281 | 6,363 | 213 | 802,857 |
| 2027 | 24,000 | 774,212 | 6,383 | 213 | 804,808 |
| 2028 | 24,000 | 776,148 | 6,402 | 213 | 806,763 |
| 2029 | 24,000 | 778,088 | 6,422 | 213 | 808,723 |
| 2030 | 24,000 | 780,033 | 6,442 | 213 | 810,688 |

Source: FAA 2021 TAF; Centurion Planning and Design Analysis, January 2023.

Table 2 – 19th Street No Action Cargo Fleet Mix – 2025

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.3 | 0.9 | 2.2 | 1.7 | 0.5 | 2.2 | 4.5 |
| | | 7879 | 15.3 | 2.5 | 17.8 | 17.2 | 0.6 | 17.8 | 35.6 |
| | | 737700 | 62.5 | 2.8 | 65.4 | 56.9 | 8.4 | 65.4 | 130.7 |
| | | 737800 | 211.8 | 13.3 | 225.1 | 213.8 | 11.3 | 225.1 | 450.2 |
| | | 747400 | 2.7 | 0.5 | 3.2 | 2.7 | 0.5 | 3.3 | 6.5 |
| | | 777200 | 6.1 | 3.2 | 9.2 | 8.6 | 0.7 | 9.2 | 18.4 |
| | | 777300 | 3.7 | 1.3 | 5.0 | 3.4 | 1.7 | 5.0 | 10.0 |
| | | 7378MAX | 23.1 | 1.6 | 24.7 | 23.0 | 1.7 | 24.7 | 49.4 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.0 |
| | | 757RR | 0.6 | 2.3 | 2.9 | 0.6 | 2.3 | 2.9 | 5.8 |
| | | 7673ER | 7.3 | 3.0 | 10.4 | 6.1 | 4.1 | 10.2 | 20.6 |
| | | 7773ER | 5.1 | 0.3 | 5.4 | 4.5 | 0.9 | 5.4 | 10.8 |
| | | 7878R | 3.7 | 0.9 | 4.6 | 4.4 | 0.2 | 4.6 | 9.2 |
| | | A300-622R | 2.1 | 2.3 | 4.4 | 1.4 | 3.0 | 4.4 | 8.8 |
| | | A319-131 | 98.5 | 3.1 | 101.6 | 97.1 | 4.5 | 101.6 | 203.2 |
| | | A320-211 | 17.0 | 2.7 | 19.7 | 16.4 | 3.3 | 19.7 | 39.5 |
| | | A320-232 | 34.3 | 6.5 | 40.8 | 34.0 | 6.7 | 40.8 | 81.5 |
| | | A320-271N | 39.5 | 4.9 | 44.4 | 40.6 | 3.8 | 44.4 | 88.7 |
| | | A321-232 | 207.4 | 23.3 | 230.8 | 211.2 | 19.6 | 230.9 | 461.6 |
| | | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.5 |
| | | A380-841 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 2.0 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EMB190 | 2.1 | 0.0 | 2.1 | 2.1 | 0.0 | 2.1 | 4.2 | |
| | MD11GE | 0.6 | 0.4 | 1.0 | 0.6 | 0.4 | 1.0 | 2.0 | |
| | MD11PW | 0.8 | 0.5 | 1.3 | 0.8 | 0.5 | 1.3 | 2.6 | |
| | Regional Jet | CRJ9-ER | 99.3 | 3.9 | 103.2 | 96.7 | 6.5 | 103.2 | 206.3 |
| | EMB170 | 90.6 | 2.9 | 93.5 | 85.7 | 7.8 | 93.5 | 187.0 | |
| | EMB175 | 9.3 | 0.8 | 10.1 | 9.6 | 0.5 | 10.1 | 20.2 | |
| | Subtotal | 947.2 | 85.7 | 1032.9 | 941.6 | 91.3 | 1032.9 | 2065.8 | |
| Air Taxi | Jet | CNA680 | 0.8 | 0.0 | 0.8 | 0.8 | 0.0 | 0.8 | 1.6 |
| | Nonjet | 1900D | 0.8 | 0.0 | 0.9 | 0.3 | 0.6 | 0.9 | 1.8 |
| | | CNA208 | 1.5 | 0.5 | 2.0 | 1.7 | 0.3 | 2.0 | 3.9 |
| | | DHC6 | 0.9 | 0.2 | 1.1 | 0.6 | 0.4 | 1.1 | 2.2 |
| | Regional | EMB14L | 49.4 | 1.3 | 50.7 | 48.8 | 1.9 | 50.7 | 101.4 |
| | Subtotal | 53.4 | 2.0 | 55.4 | 52.2 | 3.2 | 55.4 | 110.8 | |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.7 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.5 | 0.1 | 0.6 | 0.4 | 0.1 | 0.5 | 1.0 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 | |
| Nonjet | CNA208 | 5.8 | 0.3 | 6.1 | 5.8 | 0.3 | 6.1 | 12.3 | |
| | Subtotal | 8.5 | 0.4 | 8.9 | 8.4 | 0.4 | 8.8 | 17.7 | |
| Grand Total | | | 1009.1 | 88.1 | 1097.2 | 1002.2 | 94.9 | 1097.1 | 2194.3 |

Table 3 – 19th Street No Action Cargo Fleet Mix – 2030

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|-------------|---------------|---------------|-------------|---------------|---------------|-------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.3 | 0.9 | 2.3 | 1.7 | 0.5 | 2.3 | 4.5 |
| | | 7879 | 14.9 | 2.5 | 17.3 | 16.8 | 0.6 | 17.3 | 34.7 |
| | | 737700 | 72.3 | 2.7 | 75.0 | 65.7 | 9.3 | 75.0 | 150.0 |
| | | 737800 | 225.0 | 13.8 | 238.8 | 226.7 | 12.1 | 238.8 | 477.6 |
| | | 747400 | 3.2 | 0.8 | 4.0 | 3.2 | 0.8 | 4.0 | 8.0 |
| | | 777200 | 6.4 | 3.6 | 10.0 | 8.7 | 1.3 | 10.0 | 20.1 |
| | | 777300 | 5.1 | 0.9 | 6.0 | 4.7 | 1.3 | 6.0 | 12.0 |
| | | 7378MAX | 49.0 | 3.3 | 52.4 | 49.2 | 3.2 | 52.4 | 104.7 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.6 | 1.6 | 2.1 | 0.5 | 1.7 | 2.1 | 4.3 |
| | | 757RR | 0.6 | 2.4 | 3.1 | 0.6 | 2.5 | 3.1 | 6.2 |
| | | 7673ER | 7.7 | 3.3 | 11.0 | 6.9 | 4.2 | 11.0 | 22.1 |
| | | 7773ER | 5.2 | 0.6 | 5.8 | 4.6 | 1.2 | 5.8 | 11.7 |
| | | 7878R | 3.7 | 0.9 | 4.6 | 4.5 | 0.2 | 4.6 | 9.3 |
| | | A300-622R | 1.7 | 1.9 | 3.6 | 1.1 | 2.5 | 3.6 | 7.2 |
| | | A319-131 | 96.0 | 3.1 | 99.0 | 94.6 | 4.4 | 99.0 | 198.1 |
| | | A320-211 | 15.3 | 2.5 | 17.7 | 14.8 | 3.0 | 17.7 | 35.5 |
| | | A320-232 | 34.9 | 6.7 | 41.6 | 34.6 | 7.0 | 41.6 | 83.1 |
| | | A320-271N | 39.6 | 5.1 | 44.7 | 40.8 | 3.8 | 44.7 | 89.3 |
| | | A321-232 | 218.6 | 24.2 | 242.8 | 222.0 | 20.8 | 242.8 | 485.6 |
| | | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.3 |
| | | A380-841 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EMB190 | 1.9 | 0.0 | 1.9 | 1.9 | 0.0 | 1.9 | 3.9 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Regional Jet | CRJ9-ER | 88.0 | 3.0 | 90.9 | 85.5 | 5.4 | 90.9 | 181.8 |
| | EMB170 | 80.1 | 2.6 | 82.7 | 75.8 | 6.9 | 82.7 | 165.5 | |
| | EMB175 | 8.1 | 0.7 | 8.8 | 8.4 | 0.5 | 8.8 | 17.6 | |
| | Subtotal | 981.6 | 87.1 | 1068.7 | 975.6 | 93.1 | 1068.7 | 2137.4 | |
| Air Taxi | Jet | CNA680 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | Nonjet | 1900D | 0.6 | 0.0 | 0.6 | 0.2 | 0.3 | 0.5 | 1.1 |
| | | CNA208 | 1.0 | 0.3 | 1.4 | 1.2 | 0.2 | 1.4 | 2.8 |
| | | DHC6 | 0.6 | 0.1 | 0.7 | 0.4 | 0.2 | 0.7 | 1.4 |
| | Regional Jet | EMB14L | 27.3 | 0.9 | 28.2 | 26.9 | 4.4 | 31.2 | 59.4 |
| | Subtotal | 30.0 | 1.4 | 31.4 | 29.2 | 5.1 | 34.3 | 65.7 | |
| General Aviation | Jet | CL600 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | | CNA525C | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | CNA55B | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.5 |
| | | CNA560XL | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.1 | 0.0 | 0.1 | 0.3 |
| | LEAR35 | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 | |
| | Nonjet | CNA208 | 6.4 | 0.3 | 6.7 | 6.4 | 0.3 | 6.7 | 13.4 |
| | Subtotal | 8.7 | 0.4 | 9.1 | 8.6 | 0.4 | 9.0 | 18.0 | |
| Grand Total | | 1020.2 | 88.9 | 1109.2 | 1013.3 | 98.6 | 1112.0 | 2221.1 | |

19th Street Cargo Proposed Action. For the purposes of the 19th Street cargo project NEPA, the Proposed Action will consist of the operations shown in **Table 4** below, with the proposed action cargo aircraft fleet mix for 2025 and 2030 provided in **Table 5** and **Table 6**: As shown in Table 4, the Proposed 19th Street Cargo project would be complete and operational in 2025, adding an additional 7,300 cargo operations, which represents the project implementation year. However, as shown in Table 4, cargo operations continue to be constrained in future years without additional facilities.

Table 4 – 19th Street Proposed Action – Cargo

| No Action Terminal - Proposed Action Cargo | | | | | |
|--|--------|------------------------|------------------|----------|------------------|
| TAF Year | Cargo | Air Carrier & Air Taxi | General Aviation | Military | Total Operations |
| 2024 | 24,000 | 758,967 | 6,324 | 213 | 789,504 |
| 2025 | 31,300 | 770,355 | 6,343 | 213 | 808,211 |
| 2026 | 31,300 | 772,281 | 6,363 | 213 | 810,157 |
| 2027 | 31,300 | 774,212 | 6,383 | 213 | 812,108 |
| 2028 | 31,300 | 776,148 | 6,402 | 213 | 814,063 |
| 2029 | 31,300 | 778,088 | 6,422 | 213 | 816,023 |
| 2030 | 31,300 | 780,033 | 6,442 | 213 | 817,988 |

Source: FAA 2021 TAF; Centurion Planning and Design Analysis, January 2023.

Table 5 – 19th Street Proposed Action Cargo Fleet Mix – 2025

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|-------------|---------------|---------------|-------------|---------------|---------------|-------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.3 | 0.9 | 2.2 | 1.7 | 0.5 | 2.2 | 4.5 |
| | | 7879 | 15.3 | 2.5 | 17.8 | 17.2 | 0.6 | 17.8 | 35.6 |
| | | 737700 | 62.5 | 2.8 | 65.4 | 56.9 | 8.4 | 65.4 | 130.7 |
| | | 737800 | 211.8 | 13.3 | 225.1 | 213.8 | 11.3 | 225.1 | 450.2 |
| | | 747400 | 3.3 | 0.7 | 4.0 | 3.4 | 0.7 | 4.0 | 8.0 |
| | | 777200 | 6.1 | 3.2 | 9.2 | 8.6 | 0.7 | 9.2 | 18.4 |
| | | 777300 | 4.4 | 1.5 | 6.0 | 4.0 | 2.0 | 6.0 | 12.0 |
| | | 7378MAX | 23.1 | 1.6 | 24.7 | 23.0 | 1.7 | 24.7 | 49.4 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.0 |
| | | 757RR | 0.6 | 2.3 | 2.9 | 0.6 | 2.3 | 2.9 | 5.8 |
| | | 7673ER | 7.3 | 3.0 | 10.4 | 6.1 | 4.1 | 10.2 | 20.6 |
| | | 7773ER | 5.1 | 0.3 | 5.4 | 4.5 | 0.9 | 5.4 | 10.8 |
| | | 7878R | 3.7 | 0.9 | 4.6 | 4.4 | 0.2 | 4.6 | 9.2 |
| | | A300-622R | 2.1 | 2.3 | 4.4 | 1.4 | 3.0 | 4.4 | 8.8 |
| | | A319-131 | 98.5 | 3.1 | 101.6 | 97.1 | 4.5 | 101.6 | 203.2 |
| | | A320-211 | 17.0 | 2.7 | 19.7 | 16.4 | 3.3 | 19.7 | 39.5 |
| | | A320-232 | 34.3 | 6.5 | 40.8 | 34.0 | 6.7 | 40.8 | 81.5 |
| | | A320-271N | 39.5 | 4.9 | 44.4 | 40.6 | 3.8 | 44.4 | 88.7 |
| | | A321-232 | 205.7 | 23.3 | 229.0 | 209.5 | 19.6 | 229.1 | 458.1 |
| | | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.5 |
| | | A380-841 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 2.0 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | EMB190 | 2.1 | 0.0 | 2.1 | 2.1 | 0.0 | 2.1 | 4.2 | |
| | MD11GE | 0.6 | 0.4 | 1.0 | 0.6 | 0.4 | 1.0 | 2.0 | |
| | MD11PW | 0.8 | 0.5 | 1.3 | 0.8 | 0.5 | 1.3 | 2.6 | |
| | Regional Jet | CRJ9-ER | 99.3 | 3.9 | 103.2 | 96.7 | 6.5 | 103.2 | 206.3 |
| | | EMB170 | 90.6 | 2.9 | 93.5 | 85.7 | 7.8 | 93.5 | 187.0 |
| | | EMB175 | 9.3 | 0.8 | 10.1 | 9.6 | 0.5 | 10.1 | 20.2 |
| | Subtotal | 946.8 | 86.1 | 1032.9 | 941.2 | 91.7 | 1032.9 | 2065.8 | |
| Air Taxi | Jet | CNA680 | 0.8 | 0.0 | 0.8 | 0.8 | 0.0 | 0.8 | 1.6 |
| | Nonjet | 1900D | 0.8 | 0.0 | 0.9 | 0.3 | 0.6 | 0.9 | 1.8 |
| | | CNA208 | 1.5 | 0.5 | 2.0 | 1.7 | 0.3 | 2.0 | 3.9 |
| | | DHC6 | 0.9 | 0.2 | 1.1 | 0.6 | 0.4 | 1.1 | 2.2 |
| | Regional Jet | EMB14L | 49.4 | 1.3 | 50.7 | 48.8 | 1.9 | 50.7 | 101.4 |
| | Subtotal | 53.4 | 2.0 | 55.4 | 52.2 | 3.2 | 55.4 | 110.8 | |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.7 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.5 | 0.1 | 0.6 | 0.4 | 0.1 | 0.5 | 1.0 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 | |
| | Nonjet | CNA208 | 5.8 | 0.3 | 6.1 | 5.8 | 0.3 | 6.1 | 12.3 |
| | Subtotal | 8.5 | 0.4 | 8.9 | 8.4 | 0.4 | 8.8 | 17.7 | |
| Grand Total | | 1008.6 | 88.5 | 1097.2 | 1001.8 | 95.4 | 1097.1 | 2194.3 | |

Table 6 – Proposed Action 19th Steet Cargo Fleet Mix – 2030

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|-------------|---------------|---------------|-------------|---------------|---------------|-------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.3 | 0.9 | 2.2 | 1.7 | 0.5 | 2.2 | 4.5 |
| | | 7879 | 15.3 | 2.5 | 17.8 | 17.2 | 0.6 | 17.8 | 35.6 |
| | | 737700 | 62.5 | 2.8 | 65.4 | 56.9 | 8.4 | 65.4 | 130.7 |
| | | 737800 | 211.8 | 13.3 | 225.1 | 213.8 | 11.3 | 225.1 | 450.2 |
| | | 747400 | 3.3 | 0.7 | 4.0 | 3.4 | 0.7 | 4.0 | 8.0 |
| | | 777200 | 6.1 | 3.2 | 9.2 | 8.6 | 0.7 | 9.2 | 18.4 |
| | | 777300 | 4.4 | 1.5 | 6.0 | 4.0 | 2.0 | 6.0 | 12.0 |
| | | 7378MAX | 23.1 | 1.6 | 24.7 | 23.0 | 1.7 | 24.7 | 49.4 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.0 |
| | | 757RR | 0.6 | 2.3 | 2.9 | 0.6 | 2.3 | 2.9 | 5.8 |
| | | 7673ER | 7.3 | 3.0 | 10.4 | 6.1 | 4.1 | 10.2 | 20.6 |
| | | 7773ER | 5.1 | 0.3 | 5.4 | 4.5 | 0.9 | 5.4 | 10.8 |
| | | 7878R | 3.7 | 0.9 | 4.6 | 4.4 | 0.2 | 4.6 | 9.2 |
| | | A300-622R | 2.1 | 2.3 | 4.4 | 1.4 | 3.0 | 4.4 | 8.8 |
| | | A319-131 | 98.5 | 3.1 | 101.6 | 97.1 | 4.5 | 101.6 | 203.2 |
| | | A320-211 | 17.0 | 2.7 | 19.7 | 16.4 | 3.3 | 19.7 | 39.5 |
| | | A320-232 | 34.3 | 6.5 | 40.8 | 34.0 | 6.7 | 40.8 | 81.5 |
| | | A320-271N | 39.5 | 4.9 | 44.4 | 40.6 | 3.8 | 44.4 | 88.7 |
| | | A321-232 | 205.7 | 23.3 | 229.0 | 209.5 | 19.6 | 229.1 | 458.1 |
| | | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.5 |
| | | A380-841 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 2.0 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EMB190 | 2.1 | 0.0 | 2.1 | 2.1 | 0.0 | 2.1 | 4.2 | |
| | MD11GE | 0.6 | 0.4 | 1.0 | 0.6 | 0.4 | 1.0 | 2.0 | |
| | MD11PW | 0.8 | 0.5 | 1.3 | 0.8 | 0.5 | 1.3 | 2.6 | |
| | Regional Jet | CRJ9-ER | 99.3 | 3.9 | 103.2 | 96.7 | 6.5 | 103.2 | 206.3 |
| | EMB170 | 90.6 | 2.9 | 93.5 | 85.7 | 7.8 | 93.5 | 187.0 | |
| | EMB175 | 9.3 | 0.8 | 10.1 | 9.6 | 0.5 | 10.1 | 20.2 | |
| | Subtotal | 946.8 | 86.1 | 1032.9 | 941.2 | 91.7 | 1032.9 | 2065.8 | |
| Air Taxi | Jet | CNA680 | 0.8 | 0.0 | 0.8 | 0.8 | 0.0 | 0.8 | 1.6 |
| | Nonjet | 1900D | 0.8 | 0.0 | 0.9 | 0.3 | 0.6 | 0.9 | 1.8 |
| | | CNA208 | 1.5 | 0.5 | 2.0 | 1.7 | 0.3 | 2.0 | 3.9 |
| | | DHC6 | 0.9 | 0.2 | 1.1 | 0.6 | 0.4 | 1.1 | 2.2 |
| | Regional Jet | EMB14L | 49.4 | 1.3 | 50.7 | 48.8 | 1.9 | 50.7 | 101.4 |
| | Subtotal | 53.4 | 2.0 | 55.4 | 52.2 | 3.2 | 55.4 | 110.8 | |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.7 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.5 | 0.1 | 0.6 | 0.4 | 0.1 | 0.5 | 1.0 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 | |
| | Nonjet | CNA208 | 5.8 | 0.3 | 6.1 | 5.8 | 0.3 | 6.1 | 12.3 |
| | Subtotal | 8.5 | 0.4 | 8.9 | 8.4 | 0.4 | 8.8 | 17.7 | |
| Grand Total | | 1008.6 | 88.5 | 1097.2 | 1001.8 | 95.4 | 1097.1 | 2194.3 | |

19th Street Cargo Summary: The 19th Street project would add 5 new positions at two turns per day or 20 additional daily operations (7,300 additional annual operations) in the proposed implementation (Build) year of 2025. The Build plus 5 was included as well; however, as there continues to be a cargo constraint, no additional operations are anticipated. The operational changes are summarized in **Table 7** below:

Table 7 –19th Street Cargo Project – No Action and Proposed Action Comparison

| 19th Street No Action | | | | | | |
|-----------------------|-------|-----------|------|----------|--------------|-----------|
| Year | Cargo | Passenger | GA | Military | Annual Total | Daily Ops |
| 2025 | 24000 | 770355 | 6343 | 213 | 800911 | 2194.3 |
| 2030 | 24000 | 780033 | 6442 | 213 | 810688 | 2221.1 |

| 19th Street Proposed Action | | | | | | |
|-----------------------------|-------|-----------|------|----------|--------------|-----------|
| Year | Cargo | Passenger | GA | Military | Annual Total | Daily Ops |
| 2025 | 31300 | 770355 | 6343 | 213 | 808211 | 2214.3 |
| 2030 | 31300 | 780033 | 6442 | 213 | 817988 | 2241.1 |

CTA Expansion Project

No Action. For the purposes of NEPA analysis, the No Action scenario (constrained passenger operations) assumes that no additional passenger gates are built, but assumes the 19th Street Project is built including their corresponding operations. This reflects a building block approach recognizing that the cargo facilities will be constructed prior to the terminal facilities. **Table 8** below illustrates the operational activity with these assumptions. The No Action analysis will utilize a minimal air carrier and air taxi growth rate for the remaining years of 0.25%. Table 8 reflects the constrained No Action operations. **Table 9, Table 10, and Table 11** outline the No Action CTA fleet mix for 2026, 2031, and 2036, respectively.

Table 8 – Build Cargo – No Action CTA

| No Action Terminal - Proposed Action Cargo | | | | |
|--|------------------------|------------------|----------|------------------|
| TAF Year | Air Carrier & Air Taxi | General Aviation | Military | Total Operations |
| 2022 | 667,816 | 6,285 | 213 | 674,314 |
| 2023 | 733,497 | 6,305 | 213 | 740,015 |
| 2024 | 782,967 | 6,324 | 213 | 789,504 |
| 2025 | 801,655 | 6,343 | 213 | 808,211 |
| 2026 | 803,581 | 6,363 | 213 | 810,157 |
| 2027 | 805,512 | 6,383 | 213 | 812,108 |
| 2028 | 807,448 | 6,402 | 213 | 814,063 |
| 2029 | 809,388 | 6,422 | 213 | 816,023 |
| 2030 | 811,333 | 6,442 | 213 | 817,988 |
| 2031 | 813,361 | 6,461 | 213 | 820,035 |
| 2032 | 815,394 | 6,481 | 213 | 822,088 |
| 2033 | 817,433 | 6,501 | 213 | 824,147 |
| 2034 | 819,477 | 6,521 | 213 | 826,211 |
| 2035 | 821,526 | 6,541 | 213 | 828,280 |
| 2036 | 823,580 | 6,561 | 213 | 830,354 |
| 2037 | 825,639 | 6,582 | 213 | 832,434 |
| 2038 | 827,703 | 6,602 | 213 | 834,518 |
| 2039 | 829,772 | 6,622 | 213 | 836,607 |

Source: FAA 2021 TAF; Centurion Planning and Design Analysis, January 2023.

Table 9 – No Action CTA Fleet Mix – 2026

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|-------------|---------------|---------------|--------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.3 | 0.9 | 2.2 | 1.7 | 0.5 | 2.2 | 4.5 |
| | | 7879 | 14.9 | 2.5 | 17.3 | 16.8 | 0.6 | 17.3 | 34.7 |
| | | 737700 | 66.3 | 2.5 | 68.8 | 59.7 | 9.1 | 68.8 | 137.6 |
| | | 737800 | 207.0 | 13.0 | 220.0 | 209.0 | 11.1 | 220.0 | 440.1 |
| | | 747400 | 2.9 | 0.5 | 3.4 | 2.9 | 0.5 | 3.4 | 6.8 |
| | | 777200 | 6.4 | 3.6 | 10.0 | 8.7 | 1.3 | 10.0 | 20.0 |
| | | 777300 | 4.5 | 0.8 | 5.3 | 4.1 | 1.2 | 5.3 | 10.5 |
| | | 7378MAX | 48.7 | 3.3 | 52.1 | 48.9 | 3.2 | 52.1 | 104.1 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.7 | 1.9 | 2.5 | 0.5 | 2.0 | 2.5 | 5.1 |
| | | 757RR | 0.8 | 2.9 | 3.6 | 0.7 | 2.9 | 3.6 | 7.3 |
| | | 7673ER | 8.8 | 4.0 | 12.8 | 7.8 | 4.9 | 12.8 | 25.6 |
| | | 7773ER | 4.9 | 0.3 | 5.3 | 4.3 | 0.9 | 5.3 | 10.5 |
| | | 7878R | 3.7 | 0.9 | 4.6 | 4.4 | 0.2 | 4.6 | 9.2 |
| | | A300-622R | 2.2 | 2.4 | 4.6 | 1.5 | 3.1 | 4.6 | 9.2 |
| | | A319-131 | 95.9 | 3.1 | 99.0 | 94.5 | 4.4 | 99.0 | 197.9 |
| | | A320-211 | 15.8 | 2.5 | 18.3 | 15.3 | 3.1 | 18.3 | 36.6 |
| | | A320-232 | 34.9 | 6.7 | 41.5 | 34.6 | 6.9 | 41.5 | 83.1 |
| | | A320-271N | 42.1 | 7.5 | 49.6 | 43.4 | 6.2 | 49.6 | 99.2 |
| | | A321-232 | 212.1 | 23.6 | 235.8 | 215.5 | 20.3 | 235.8 | 471.5 |
| | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.3 | |
| | A380-841 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 | |
| | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | EMB190 | 1.9 | 0.0 | 1.9 | 1.9 | 0.0 | 1.9 | 3.9 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Regional Jet | CRJ9-ER | 97.1 | 3.3 | 100.4 | 94.4 | 6.0 | 100.4 | 200.7 | |
| | EMB170 | 88.5 | 2.9 | 91.4 | 83.8 | 7.6 | 91.4 | 182.8 | |
| | EMB175 | 9.1 | 0.8 | 9.9 | 9.3 | 0.5 | 9.9 | 19.7 | |
| Subtotal | | | 972.9 | 89.8 | 1062.7 | 966.2 | 96.5 | 1062.7 | 2125.4 |
| Air Taxi | Jet | CNA680 | 0.6 | 0.0 | 0.6 | 0.6 | 0.0 | 0.6 | 1.2 |
| | | 1900D | 0.7 | 0.0 | 0.7 | 0.2 | 0.4 | 0.6 | 1.3 |
| | Nonjet | CNA208 | 1.2 | 0.4 | 1.5 | 1.3 | 0.2 | 1.5 | 3.1 |
| | | DHC6 | 0.7 | 0.1 | 0.8 | 0.5 | 0.3 | 0.8 | 1.6 |
| | Regional | EMB14L | 31.8 | 1.1 | 32.8 | 31.3 | 5.1 | 36.4 | 69.2 |
| Subtotal | | | 34.9 | 1.6 | 36.5 | 33.9 | 6.0 | 39.9 | 76.4 |
| General Aviation | Jet | CL600 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | | CNA525C | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | CNA55B | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.5 |
| | | CNA560XL | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | GV | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 0.3 |
| | LEAR35 | 0.3 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 | |
| Nonjet | CNA208 | 6.4 | 0.3 | 6.7 | 6.4 | 0.3 | 6.7 | 13.4 | |
| Subtotal | | | 8.4 | 0.4 | 8.9 | 8.5 | 0.4 | 8.9 | 17.8 |
| Grand Total | | | 1016.3 | 91.8 | 1108.1 | 1008.7 | 102.9 | 1111.5 | 2219.6 |

Table 10 – No Action CTA Fleet Mix – 2031

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.4 | 0.9 | 2.3 | 1.8 | 0.5 | 2.3 | 4.6 |
| | | 7879 | 15.1 | 2.5 | 17.5 | 17.0 | 0.6 | 17.5 | 35.1 |
| | | 737700 | 73.1 | 2.7 | 75.8 | 66.5 | 9.4 | 75.8 | 151.7 |
| | | 737800 | 227.6 | 14.0 | 241.6 | 229.3 | 12.3 | 241.6 | 483.1 |
| | | 747400 | 3.4 | 0.9 | 4.3 | 3.4 | 0.9 | 4.3 | 8.5 |
| | | 777200 | 6.5 | 3.6 | 10.1 | 8.8 | 1.4 | 10.1 | 20.3 |
| | | 777300 | 5.3 | 0.9 | 6.3 | 4.9 | 1.4 | 6.3 | 12.5 |
| | | 7378MAX | 49.1 | 3.3 | 52.4 | 49.2 | 3.2 | 52.4 | 104.8 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.6 | 1.6 | 2.2 | 0.5 | 1.7 | 2.2 | 4.3 |
| | | 757RR | 0.6 | 2.5 | 3.1 | 0.6 | 2.5 | 3.1 | 6.2 |
| | | 7673ER | 7.8 | 3.4 | 11.2 | 6.9 | 4.2 | 11.2 | 22.3 |
| | | 7773ER | 5.3 | 0.6 | 5.9 | 4.7 | 1.2 | 5.9 | 11.8 |
| | | 7878R | 3.8 | 0.9 | 4.7 | 4.5 | 0.2 | 4.7 | 9.4 |
| | | A300-622R | 1.7 | 1.9 | 3.7 | 1.2 | 2.5 | 3.7 | 7.3 |
| | | A319-131 | 97.1 | 3.1 | 100.2 | 95.7 | 4.5 | 100.2 | 200.3 |
| | | A320-211 | 15.4 | 2.5 | 17.9 | 15.0 | 3.0 | 17.9 | 35.9 |
| | | A320-232 | 35.3 | 6.8 | 42.0 | 35.0 | 7.0 | 42.0 | 84.1 |
| | | A320-271N | 40.3 | 5.2 | 45.5 | 41.6 | 3.9 | 45.5 | 90.9 |
| | | A321-232 | 221.1 | 24.5 | 245.6 | 224.5 | 21.1 | 245.6 | 491.2 |
| | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 | |
| | A380-841 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 | |
| | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | EMB190 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 3.9 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Regional Jet | CRJ9-ER | 88.9 | 3.0 | 91.9 | 86.4 | 5.5 | 91.9 | 183.8 | |
| | EMB170 | 81.0 | 2.7 | 83.7 | 76.7 | 7.0 | 83.7 | 167.4 | |
| | EMB175 | 8.3 | 0.7 | 9.0 | 8.6 | 0.5 | 9.0 | 18.1 | |
| Subtotal | | | 993.0 | 88.2 | 1081.2 | 986.9 | 94.3 | 1081.2 | 2162.4 |
| Air Taxi | Jet | CNA680 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | 1900D | 0.6 | 0.0 | 0.6 | 0.2 | 0.3 | 0.5 | 1.1 |
| | Nonjet | CNA208 | 1.1 | 0.3 | 1.4 | 1.2 | 0.2 | 1.4 | 2.8 |
| | | DHC6 | 0.6 | 0.1 | 0.7 | 0.4 | 0.2 | 0.7 | 1.4 |
| | Regional | EMB14L | 27.5 | 0.9 | 28.4 | 27.1 | 4.4 | 31.5 | 59.9 |
| Subtotal | | | 30.2 | 1.4 | 31.6 | 29.4 | 5.2 | 34.6 | 66.2 |
| General Aviation | Jet | CL600 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | | CNA525C | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | CNA55B | 0.2 | 0.0 | 0.3 | 0.2 | 0.0 | 0.3 | 0.5 |
| | | CNA560XL | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.7 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.1 | 0.0 | 0.2 | 0.3 |
| | LEAR35 | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 | |
| Nonjet | CNA208 | 6.5 | 0.3 | 6.8 | 6.5 | 0.3 | 6.8 | 13.6 | |
| Subtotal | | | 8.7 | 0.4 | 9.1 | 8.6 | 0.4 | 9.0 | 18.1 |
| Grand Total | | | 1031.9 | 90.0 | 1121.9 | 1024.9 | 99.8 | 1124.8 | 2246.7 |

Table 11 – No Action CTA Fleet Mix – 2036

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.4 | 0.9 | 2.3 | 1.8 | 0.5 | 2.3 | 4.6 |
| | | 7879 | 15.3 | 2.5 | 17.9 | 17.3 | 0.6 | 17.9 | 35.7 |
| | | 737700 | 75.2 | 3.9 | 79.1 | 68.5 | 10.6 | 79.1 | 158.2 |
| | | 737800 | 230.4 | 14.2 | 244.6 | 232.2 | 12.4 | 244.6 | 489.2 |
| | | 747400 | 3.9 | 1.1 | 5.0 | 4.0 | 1.0 | 5.0 | 10.0 |
| | | 777200 | 6.6 | 3.7 | 10.3 | 8.9 | 1.4 | 10.3 | 20.5 |
| | | 777300 | 6.4 | 1.1 | 7.5 | 5.9 | 1.6 | 7.5 | 15.0 |
| | | 7378MAX | 59.8 | 5.3 | 65.2 | 59.7 | 5.4 | 65.2 | 130.3 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.0 |
| | | 757RR | 0.6 | 2.3 | 2.8 | 0.6 | 2.3 | 2.8 | 5.7 |
| | | 7673ER | 7.9 | 3.4 | 11.3 | 7.0 | 4.3 | 11.3 | 22.6 |
| | | 7773ER | 5.3 | 0.6 | 6.0 | 4.7 | 1.2 | 6.0 | 11.9 |
| | | 7878R | 3.8 | 0.9 | 4.7 | 4.6 | 0.2 | 4.7 | 9.5 |
| | | A300-622R | 0.3 | 0.3 | 0.6 | 0.2 | 0.4 | 0.6 | 1.1 |
| | | A319-131 | 98.3 | 3.1 | 101.4 | 96.9 | 4.5 | 101.4 | 202.9 |
| | | A320-211 | 15.6 | 2.5 | 18.2 | 15.1 | 3.0 | 18.2 | 36.3 |
| | | A320-232 | 35.7 | 6.9 | 42.6 | 35.5 | 7.1 | 42.6 | 85.2 |
| | | A320-271N | 39.6 | 5.1 | 44.7 | 40.9 | 3.8 | 44.7 | 89.4 |
| | | A321-232 | 223.9 | 24.8 | 248.7 | 227.4 | 21.3 | 248.7 | 497.4 |
| | | A350-941 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 |
| | | A380-841 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.5 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | EMB190 | 2.0 | 0.0 | 2.0 | 2.0 | 0.0 | 2.0 | 4.0 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Regional Jet | CRJ9-ER | 86.9 | 2.9 | 89.8 | 84.4 | 5.4 | 89.8 | 179.6 | |
| | EMB170 | 77.3 | 0.7 | 78.0 | 73.0 | 4.9 | 78.0 | 155.9 | |
| | EMB175 | 7.6 | 0.7 | 8.3 | 7.8 | 0.4 | 8.3 | 16.6 | |
| Subtotal | | | 1006.9 | 88.3 | 1095.3 | 1001.1 | 94.2 | 1095.3 | 2190.6 |
| Air Taxi | Jet | CNA680 | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | 1900D | 0.6 | 0.0 | 0.6 | 0.2 | 0.4 | 0.5 | 1.2 |
| | Nonjet | CNA208 | 1.1 | 0.4 | 1.4 | 1.2 | 0.2 | 1.4 | 2.8 |
| | | DHC6 | 0.6 | 0.1 | 0.7 | 0.4 | 0.3 | 0.7 | 1.4 |
| | Regional | EMB14L | 27.2 | 0.9 | 28.2 | 26.9 | 4.4 | 31.4 | 59.6 |
| Subtotal | | | 30.1 | 1.4 | 31.5 | 29.3 | 5.2 | 34.6 | 66.0 |
| General Aviation | Jet | CL600 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | | CNA525C | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.9 |
| | | CNA55B | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.5 |
| | | CNA560XL | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | G650ER | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| | | GIV | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.1 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 | |
| | Nonjet | CNA208 | 6.5 | 0.3 | 6.9 | 6.5 | 0.3 | 6.9 | 13.8 |
| Subtotal | | | 8.8 | 0.4 | 9.2 | 8.7 | 0.4 | 9.1 | 18.3 |
| Grand Total | | | 1045.8 | 90.2 | 1136.0 | 1039.1 | 99.9 | 1139.0 | 2274.9 |

CTA Expansion Project Proposed Action. For the purposes of the Central Terminal Area Expansion NEPA, the proposed action will consist of the operations shown in **Table 12**, with the proposed action CTA aircraft fleet mix for 2026 (Implementation Year), 2031 (Implementation Year + 5 years of operations), and 2036 (Implementation Year + 10 years of operations) as shown in **Table 13**, **Table 14**, and **Table 15**.

As shown in Table 12, DFW anticipates the CTA Project construction of the Terminal A and C Piers (net nine gates) and the new Terminal F (22 new gates) would be complete and operational in 2026. As such, the new gates will be available for operations; however, the operational demand is not forecasted to fully exist until later (estimated 2028). Beginning in 2026, the new gates will be used: 1) to offset existing operations from Terminal C during the phased renovation project and 2) to accommodate new operations over time. The new operations are anticipated to initially operate at lower levels of service, and ramp up to the 6.5 turns per day as demand increases in future years. The CTA EA includes operations occurring in 2031 and 2036 to allow for analysis, evaluation, and disclosure of potential and reasonably foreseeable environmental impacts.

Table 12 – Proposed Action – CTA

| TAF Year | Air Carrier | Air Taxi & Commuter | General Aviation | Military | Total Operations |
|----------|-------------|---------------------|------------------|----------|------------------|
| 2022 | 594,676 | 73,140 | 6,285 | 213 | 674,314 |
| 2023 | 665,928 | 67,569 | 6,305 | 213 | 740,015 |
| 2024 | 729,813 | 53,154 | 6,324 | 213 | 789,504 |
| 2025 | 760,859 | 40,796 | 6,343 | 213 | 808,211 |
| 2026 | 781,450 | 28,093 | 6,363 | 213 | 816,119 |
| 2027 | 798,840 | 24,859 | 6,383 | 213 | 830,295 |
| 2028 | 814,665 | 25,230 | 6,402 | 213 | 846,510 |
| 2029 | 829,425 | 25,581 | 6,422 | 213 | 861,641 |
| 2030 | 843,620 | 25,922 | 6,442 | 213 | 876,197 |
| 2031 | 857,544 | 26,258 | 6,461 | 213 | 890,476 |
| 2032 | 871,694 | 26,600 | 6,481 | 213 | 904,988 |
| 2033 | 885,625 | 26,939 | 6,501 | 213 | 919,278 |
| 2034 | 899,891 | 27,288 | 6,521 | 213 | 933,913 |
| 2035 | 914,167 | 27,640 | 6,541 | 213 | 948,561 |
| 2036 | 928,457 | 27,994 | 6,561 | 213 | 963,225 |
| 2037 | 941,862 | 28,332 | 6,582 | 213 | 976,989 |
| 2038 | 954,896 | 28,667 | 6,602 | 213 | 990,378 |
| 2039 | 968,058 | 29,005 | 6,622 | 213 | 1,003,898 |

Source: FAA 2021 TAF; Centurion Planning and Design Analysis, January 2023.

Table 13 – Proposed Action CTA Fleet Mix – 2026

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.4 | 0.9 | 2.3 | 1.8 | 0.5 | 2.3 | 4.6 |
| | | 7879 | 15.6 | 2.6 | 18.1 | 17.5 | 0.6 | 18.1 | 36.3 |
| | | 737700 | 68.8 | 3.1 | 72.0 | 62.7 | 9.3 | 72.0 | 143.9 |
| | | 737800 | 215.8 | 13.6 | 229.4 | 217.8 | 11.5 | 229.4 | 458.7 |
| | | 747400 | 5.7 | 1.1 | 6.8 | 5.8 | 1.0 | 6.8 | 13.6 |
| | | 777200 | 6.2 | 3.2 | 9.4 | 8.7 | 0.7 | 9.4 | 18.8 |
| | | 777300 | 7.4 | 2.6 | 10.0 | 6.7 | 3.3 | 10.0 | 20.0 |
| | | 7378MAX | 21.9 | 1.6 | 23.5 | 21.8 | 1.6 | 23.5 | 46.9 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.1 |
| | | 757RR | 0.6 | 2.3 | 2.9 | 0.6 | 2.4 | 2.9 | 5.9 |
| | | 7673ER | 7.5 | 3.1 | 10.6 | 6.5 | 4.1 | 10.6 | 21.2 |
| | | 7773ER | 5.2 | 0.4 | 5.5 | 4.5 | 1.0 | 5.5 | 11.0 |
| | | 7878R | 3.8 | 0.9 | 4.7 | 4.5 | 0.2 | 4.7 | 9.4 |
| | | A300-622R | 2.1 | 2.4 | 4.5 | 1.4 | 3.1 | 4.5 | 8.9 |
| | | A319-131 | 100.3 | 3.2 | 103.5 | 98.9 | 4.6 | 103.5 | 207.1 |
| | | A320-211 | 17.3 | 2.8 | 20.1 | 16.8 | 3.4 | 20.1 | 40.2 |
| | | A320-232 | 34.9 | 6.6 | 41.5 | 34.7 | 6.9 | 41.5 | 83.1 |
| | | A320-271N | 36.4 | 4.5 | 40.9 | 37.5 | 3.5 | 40.9 | 81.9 |
| | | A321-232 | 220.5 | 24.8 | 245.3 | 224.5 | 20.9 | 245.3 | 490.6 |
| | A350-941 | 1.3 | 0.0 | 1.3 | 1.3 | 0.0 | 1.3 | 2.5 | |
| | A380-841 | 1.0 | 0.0 | 1.0 | 1.0 | 0.0 | 1.0 | 2.0 | |
| | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | EMB190 | 2.1 | 0.1 | 2.1 | 2.1 | 0.1 | 2.2 | 4.3 | |
| | MD11GE | 0.6 | 0.4 | 1.0 | 0.6 | 0.4 | 1.0 | 2.0 | |
| MD11PW | 0.8 | 0.5 | 1.3 | 0.8 | 0.5 | 1.3 | 2.6 | | |
| Regional Jet | CRJ9-ER | 101.2 | 4.0 | 105.1 | 98.5 | 6.6 | 105.1 | 210.2 | |
| | EMB170 | 92.3 | 3.0 | 95.3 | 87.4 | 7.9 | 95.3 | 190.6 | |
| | EMB175 | 9.5 | 0.8 | 10.3 | 9.7 | 0.6 | 10.3 | 20.6 | |
| | Subtotal | 980.7 | 89.8 | 1070.5 | 974.4 | 96.2 | 1070.7 | 2141.2 | |
| Air Taxi | Jet | CNA680 | 0.8 | 0.0 | 0.8 | 0.8 | 0.0 | 0.8 | 1.6 |
| | Nonjet | 1900D | 0.9 | 0.0 | 0.9 | 0.3 | 0.6 | 0.9 | 1.8 |
| | | CNA208 | 1.5 | 0.5 | 2.0 | 1.7 | 0.3 | 2.0 | 4.0 |
| | | DHC6 | 0.9 | 0.2 | 1.1 | 0.6 | 0.5 | 1.1 | 2.2 |
| | Regional | EMB14L | 32.9 | 0.9 | 33.7 | 32.5 | 1.3 | 33.7 | 67.4 |
| | Subtotal | 36.9 | 1.6 | 38.5 | 35.9 | 2.6 | 38.5 | 77.0 | |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.7 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 |
| | | GIV | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 | |
| | Nonjet | CNA208 | 6.0 | 0.3 | 6.3 | 6.0 | 0.3 | 6.3 | 12.5 |
| | Subtotal | 8.5 | 0.4 | 8.9 | 8.5 | 0.4 | 8.9 | 17.8 | |
| Grand Total | | | 1026.1 | 91.8 | 1117.9 | 1018.8 | 99.2 | 1118.0 | 2236.0 |

Table 14 – Proposed Action CTA Fleet Mix – 2031

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|--------------|---------------|---------------|--------------|---------------|---------------|-------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.5 | 1.0 | 2.5 | 1.9 | 0.6 | 2.5 | 5.0 |
| | | 7879 | 17.0 | 2.8 | 19.8 | 19.1 | 0.6 | 19.8 | 39.6 |
| | | 737700 | 75.1 | 3.4 | 78.5 | 68.4 | 10.1 | 78.5 | 157.1 |
| | | 737800 | 235.5 | 14.8 | 250.3 | 237.7 | 12.6 | 250.3 | 500.5 |
| | | 747400 | 6.3 | 1.2 | 7.4 | 6.3 | 1.1 | 7.4 | 14.9 |
| | | 777200 | 9.5 | 5.2 | 14.7 | 12.6 | 2.1 | 14.7 | 29.3 |
| | | 777300 | 8.1 | 2.8 | 10.9 | 7.3 | 3.6 | 10.9 | 21.8 |
| | | 7378MAX | 53.1 | 3.1 | 56.2 | 52.5 | 3.7 | 56.2 | 112.4 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 |
| | | 757PW | 0.6 | 1.6 | 2.2 | 0.5 | 1.8 | 2.2 | 4.5 |
| | | 757RR | 0.7 | 2.5 | 3.2 | 0.6 | 2.6 | 3.2 | 6.4 |
| | | 7673ER | 8.2 | 3.4 | 11.6 | 7.1 | 4.5 | 11.6 | 23.2 |
| | | 7773ER | 5.6 | 0.4 | 6.0 | 5.0 | 1.1 | 6.0 | 12.0 |
| | | 7878R | 4.1 | 1.0 | 5.1 | 4.9 | 0.2 | 5.1 | 10.2 |
| | | A300-622R | 2.3 | 2.6 | 4.9 | 1.5 | 3.3 | 4.9 | 9.8 |
| | | A319-131 | 101.3 | 3.0 | 104.3 | 99.6 | 4.7 | 104.3 | 208.6 |
| | | A320-211 | 18.9 | 3.1 | 21.9 | 18.3 | 3.7 | 21.9 | 43.9 |
| | | A320-232 | 38.1 | 7.2 | 45.3 | 37.8 | 7.5 | 45.3 | 90.6 |
| | | A320-271N | 39.8 | 4.9 | 44.7 | 40.9 | 3.8 | 44.7 | 89.4 |
| | | A321-232 | 240.6 | 27.1 | 267.6 | 245.0 | 22.8 | 267.7 | 535.3 |
| | | A350-941 | 1.4 | 0.0 | 1.4 | 1.4 | 0.0 | 1.4 | 2.8 |
| | | A380-841 | 1.1 | 0.0 | 1.1 | 1.1 | 0.0 | 1.1 | 2.2 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EMB190 | 2.3 | 0.1 | 2.3 | 2.3 | 0.1 | 2.3 | 4.7 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Regional Jet | CRJ9-ER | 99.4 | 3.9 | 103.2 | 107.5 | 7.2 | 114.7 | 217.9 |
| EMB170 | 90.7 | 2.9 | 93.6 | 85.8 | 7.8 | 93.6 | 187.1 | | |
| EMB175 | 9.3 | 0.8 | 10.1 | 9.6 | 0.5 | 10.1 | 20.2 | | |
| Subtotal | | 1070.4 | 98.6 | 1169.0 | 1074.7 | 106.0 | 1180.6 | 2349.7 | |
| Air Taxi | Jet | CNA680 | 0.8 | 0.0 | 0.9 | 0.8 | 0.0 | 0.9 | 1.7 |
| | Nonjet | 1900D | 0.9 | 0.0 | 0.9 | 0.4 | 0.6 | 0.9 | 1.9 |
| | | CNA208 | 1.6 | 0.5 | 2.1 | 1.8 | 0.3 | 2.1 | 4.3 |
| | | DHC6 | 1.0 | 0.2 | 1.2 | 0.7 | 0.5 | 1.2 | 2.3 |
| | Regional | EMB14L | 30.0 | 0.8 | 30.8 | 30.0 | 0.9 | 30.9 | 61.7 |
| Subtotal | | 34.3 | 1.6 | 35.9 | 33.7 | 2.3 | 36.0 | 71.9 | |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.7 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 |
| | | GIV | 0.3 | 0.0 | 0.3 | 0.4 | 0.0 | 0.4 | 0.7 |
| | | GV | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.2 | 0.4 |
| | LEAR35 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | |
| | Nonjet | CNA208 | 6.4 | 0.3 | 6.6 | 6.4 | 0.3 | 6.6 | 13.3 |
| Subtotal | | 8.7 | 0.4 | 9.0 | 8.7 | 0.4 | 9.1 | 18.1 | |
| Grand Total | | 1113.4 | 100.6 | 1213.9 | 1117.1 | 108.7 | 1225.7 | 2439.7 | |

Table 15 – Proposed Action CTA Fleet Mix – 2036

| Category | Propulsion Class | AEDT Aircraft Type | Arrivals | | | Departures | | | Total |
|--------------------|------------------|--------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|
| | | | Day | Night | Total | Day | Night | Total | |
| Air Carrier | Jet | 7478 | 1.6 | 1.1 | 2.7 | 2.1 | 0.6 | 2.7 | 5.4 |
| | | 7879 | 18.4 | 3.0 | 21.4 | 20.7 | 0.7 | 21.4 | 42.8 |
| | | 737700 | 81.3 | 3.7 | 84.9 | 74.0 | 11.0 | 84.9 | 169.9 |
| | | 737800 | 254.7 | 16.0 | 270.7 | 257.1 | 13.6 | 270.7 | 541.4 |
| | | 747400 | 6.8 | 1.3 | 8.1 | 6.8 | 1.2 | 8.1 | 16.1 |
| | | 777200 | 10.3 | 5.6 | 15.9 | 13.6 | 2.3 | 15.9 | 31.7 |
| | | 777300 | 8.8 | 3.0 | 11.8 | 7.9 | 3.9 | 11.8 | 23.6 |
| | | 7378MAX | 59.9 | 5.8 | 65.7 | 59.3 | 6.4 | 65.7 | 131.3 |
| | | 747400RN | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 | 0.2 |
| | | 757PW | 0.5 | 1.5 | 2.0 | 0.4 | 1.6 | 2.0 | 4.1 |
| | | 757RR | 0.6 | 2.3 | 2.9 | 0.6 | 2.4 | 2.9 | 5.9 |
| | | 7673ER | 11.3 | 5.2 | 16.5 | 10.0 | 6.5 | 16.5 | 33.0 |
| | | 7773ER | 6.6 | 0.5 | 7.1 | 5.8 | 1.2 | 7.1 | 14.2 |
| | | 7878R | 4.9 | 1.2 | 6.0 | 5.8 | 0.2 | 6.0 | 12.1 |
| | | A300-622R | 0.3 | 0.3 | 0.6 | 0.2 | 0.4 | 0.6 | 1.2 |
| | | A319-131 | 109.6 | 3.2 | 112.8 | 107.8 | 5.0 | 112.8 | 225.7 |
| | | A320-211 | 20.4 | 3.3 | 23.7 | 19.8 | 4.0 | 23.7 | 47.5 |
| | | A320-232 | 62.2 | 8.2 | 70.4 | 61.9 | 8.5 | 70.4 | 140.9 |
| | | A320-271N | 64.0 | 5.7 | 69.8 | 65.2 | 4.5 | 69.8 | 139.5 |
| | | A321-232 | 260.2 | 29.3 | 289.5 | 265.0 | 24.6 | 289.6 | 579.1 |
| | | A350-941 | 1.5 | 0.0 | 1.5 | 1.5 | 0.0 | 1.5 | 3.0 |
| | | A380-841 | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 1.2 | 2.4 |
| | | DC1010 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | DC1030 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | EMB190 | 2.5 | 0.1 | 2.5 | 2.5 | 0.1 | 2.5 | 5.1 | |
| | MD11GE | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | MD11PW | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Regional Jet | CRJ9-ER | 86.0 | 3.4 | 89.3 | 93.0 | 6.3 | 99.3 | 188.6 |
| EMB170 | | 78.5 | 2.5 | 81.0 | 74.2 | 6.7 | 81.0 | 161.9 | |
| EMB175 | | 8.0 | 0.7 | 8.7 | 8.3 | 0.5 | 8.8 | 17.5 | |
| Subtotal | | | 1160.1 | 106.9 | 1266.9 | 1164.6 | 112.4 | 1277.0 | 2544.0 |
| Air Taxi | Jet | CNA680 | 0.9 | 0.0 | 0.9 | 0.9 | 0.0 | 0.9 | 1.8 |
| | Nonjet | 1900D | 1.0 | 0.0 | 1.0 | 0.4 | 0.6 | 1.0 | 2.0 |
| | | CNA208 | 1.7 | 0.6 | 2.3 | 2.0 | 0.3 | 2.3 | 4.5 |
| | | DHC6 | 1.0 | 0.2 | 1.2 | 0.7 | 0.5 | 1.2 | 2.4 |
| | Regional | EMB14L | 32.0 | 1.0 | 33.0 | 32.0 | 1.0 | 33.0 | 65.9 |
| Subtotal | | | 36.5 | 1.9 | 38.3 | 35.9 | 2.5 | 38.3 | 76.7 |
| General Aviation | Jet | CL600 | 0.3 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.6 |
| | | CNA525C | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.1 |
| | | CNA55B | 0.4 | 0.0 | 0.4 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | CNA560XL | 0.5 | 0.0 | 0.5 | 0.5 | 0.0 | 0.5 | 1.0 |
| | | G650ER | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 |
| | | GIV | 0.3 | 0.0 | 0.3 | 0.4 | 0.0 | 0.4 | 0.8 |
| | | GV | 0.3 | 0.0 | 0.3 | 0.2 | 0.0 | 0.2 | 0.5 |
| | LEAR35 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Nonjet | CNA208 | 6.5 | 0.2 | 6.7 | 6.5 | 0.2 | 6.7 | 13.4 |
| Subtotal | | | 8.8 | 0.3 | 9.1 | 8.9 | 0.3 | 9.2 | 18.3 |
| Grand Total | | | 1205.4 | 109.0 | 1314.4 | 1209.4 | 115.2 | 1324.6 | 2639.0 |

CTA Passenger Operations Summary: The CTA project would construct 31 new gates for a total of 201 gates in the six terminals. Gate utilization level of service is expected to increase to 6.5 turns per day as demand increases with full utilization anticipated in 2038 timeframe. For the purposes of the EA, the proposed action CTA aircraft fleet mix for 2026 (Implementation Year), 2031 (Implementation Year + 5 years of operations), and 2036 (Implementation Year + 10 years of operations) are summarized in **Table 16** below:

Table 16 –CTA Expansion Project: No Action and Proposed Action Comparison

| CTA Project - No Action | | | | | | |
|-------------------------|-------|-----------|------|----------|--------------|-----------|
| Year | Cargo | Passenger | GA | Military | Annual Total | Daily Ops |
| 2026 | 31300 | 772281 | 6363 | 213 | 810157 | 2219.6 |
| 2031 | 31300 | 782061 | 6461 | 213 | 820035 | 2246.7 |
| 2036 | 31300 | 792280 | 6561 | 213 | 830354 | 2274.9 |

| CTA Proposed Action | | | | | | |
|---------------------|-------|-----------|------|----------|--------------|-----------|
| Year | Cargo | Passenger | GA | Military | Annual Total | Daily Ops |
| 2026 | 31300 | 778243 | 6363 | 213 | 816119 | 2235.9 |
| 2031 | 31300 | 852502 | 6461 | 213 | 890476 | 2439.7 |
| 2036 | 31300 | 925151 | 6561 | 213 | 963225 | 2639.0 |

