



DALLAS/FORT WORTH INTERNATIONAL AIRPORT LAND LEASING POLICY

LAND LEASING PRIORITIES

Aviation-related development requiring taxiway access - Airline passenger terminals, air cargo terminals, airline maintenance and hangar facilities, general aviation passenger terminals, aircraft parking and maintenance facilities.

Aviation-related development not requiring taxiway access - Freight forwarders, flight catering kitchens, air cargo processing facilities, warehouse and aviation fuel storage.

Foreign trade zone development desiring proximity to aviation facilities - Warehousing, distribution centers, manufacturing and assembly facilities.

Aviation operation and maintenance support facilities - Administration and maintenance buildings, utility plants, storage facilities, police/fire/emergency medical facilities.

Commercial development of property located within the revenue sharing area of a non-constituent municipality as stated in S.B. 569 or in the Cities of Euless and Irving in a manner which is consistent with existing and planned Airport uses and users. Property located in the City of Grapevine north of SH 121 and north of SH 114 that is not subject to S.B. 569 is not available for development.

Aviation business and service related facilities - Reservation centers, office/business centers, aviation training activities and travel-related businesses.

Consumer business activity providing goods and services to employee and passenger populations - e.g., hotel/motel, food and retail services, banking, automobile services, and other personal services like medical and dental, retail, health, fitness and/or day care.

Other development that cannot be accommodated by the Owner Cities and which would otherwise locate in another region or state if DFW Airport land was not available.

CRITERIA

Ensuring that DFW Airport is not vying for the same leasing opportunities as its Owner Cities is of paramount importance to the Airport. Therefore, the following criteria and review process shall apply on the last two (2) land leasing priorities:

- (1) Consumer businesses providing goods and services to employees and passenger populations.
 - The proposed lessee shall provide supporting documentation confirming other sites have been considered and there are no sites off DFW Airport property that are within the municipal boundaries of Dallas and/or Fort Worth that would serve the designated trade area.
 - The site selected is based on a market analysis as obtained by the proposed lessee which would include:
 - Traffic count;
 - Type of traffic;
 - Site accessibility;
 - Geographic population;
 - Demographics of target market; and
 - Trade area

- The proposed lease is within a trade area that provides a personal service or otherwise benefits the traveling public or employee population at DFW Airport.
 - The leasehold has synergies and is compatible with the aviation environment at DFW.
 - Lease rates will not be less than fair market value.
 - The leasehold creates economic value for DFW Airport.
- (2) Other development that cannot be accommodated by the Owner Cities and that would otherwise locate in another region or site if Airport land was not available.
- The proposed lessee desires to be on DFW Airport due to the unique attributes and synergies that exist and would otherwise locate outside the region if not for DFW Airport.
 - The proposed lessee shall provide documentation that confirms that the lessee has considered other sites off DFW Airport property that are within the municipal boundaries of Dallas and Fort Worth and no sites exist within these municipalities which can accommodate the proposed project.
 - The leasehold has synergies and is compatible with the aviation environment at DFW.
 - Lease rates will not be less than fair market value.
 - The leasehold creates economic value for DFW Airport.