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DALLAS LOVE FIELD

AIRPORT IMPACT ANALYSIS/MASTER PLAN

PUBLIC INFORMATION MEETING

November 8, 2000

ORIGINAL

1 MR. GWYN: Good evening. My name is
2 Kenneth Gwyn, and I am the director of aviation for the
3 City of Dallas. And on behalf of the staff of the City
4 of Dallas, we really want to welcome you here tonight
5 for this important part of our master plan impact
6 analysis process. This is a public meeting which
7 allows the citizens who are in the impacted area and
8 have an interest in this subject to hear some
9 information from our consultants relative to where we
10 are in terms of information collection and data
11 collection in the master plan process.

12 That's really an important part of the
13 process, but the most important part of the process is
14 to hear from citizens relative to the information that
15 is being presented and to have this information
16 available, to not only our master plan advisory
17 committee, but also be incorporated into the report
18 that will be presented to the city manager of Dallas
19 and the city council so they will have the input from
20 citizens relative to various aspects of our master plan
21 and of our impact analysis.

22 As you can see to my right, that we are
23 taking a transcript of tonight's comments. And again,
24 this will be incorporated into the master plan
25 document. Let me also make a couple of introductions

1 that I think are very important. First of all, one of
2 the key components of this public participation process
3 is the involvement of some dedicated individuals, stake
4 holders of the airport, who we call the master plan
5 advisory committee. These are individuals who have
6 committed their time to really spend a lot of detailed
7 time analyzing information that is being presented by
8 the consultants on this process. I'd like to ask the
9 members of the impact master plan advisory committee
10 that are in the audience to please stand. Great.

11 Thank you for your attendance here tonight. We're also
12 very happy to have the city manager of Highland Park
13 here with us. Thank you very much.

14 You should have an agenda for tonight's
15 public meeting, and there will be another public
16 meeting tomorrow night. Again, this is just one of the
17 important ways that we are trying to get citizen input
18 into the process for developing the master plan impact
19 analysis. If you look at the agenda, we have a few
20 opening remarks, and also we'll have a presentation by
21 one of our consultants relative to information that's
22 been developed to date. A list of that type of
23 information is included in your packet. And then at
24 the right-around-the-eight-o'clock time frame or at the
25 conclusion of his presentation, we will begin to take

1 questions, but more importantly, take the input that
2 needs to be incorporated into the report. We will
3 begin to hear the citizens' comments relative to this
4 master plan and impact analysis.

5 For those of you who have been watching
6 what has been going on and taking a keen interest in
7 this, you probably have been aware that a
8 recommendation will be made to the Dallas City Council
9 by the city manager of Dallas for some additional
10 analysis relative to the type of information that needs
11 to be incorporated into this master plan. This
12 information really -- or this analysis, really involves
13 additional environmental analysis as well as additional
14 economic analysis.

15 One of the issues that was brought up at
16 our master plan advisory committee meeting on Monday
17 and which was subject to a lot of deliberation was that
18 there is a number of environmental analyses and there's
19 a slew of environmental analyses that will be necessary
20 for, not only the master plan advisory committee
21 members to fully analyze and fully deliberate over the
22 alternatives, some of that analysis was missing
23 relative -- in the eyes of some of the members of our
24 impact.

25 In a discussion that we had with our

1 master plan advisory committee, there was a consensus
2 reached upon those members that the additional analysis
3 will be undertaken and that they will be presented to
4 the, as I stated, to the city council on next Wednesday
5 for their deliberation and approval to undertake this
6 additional analysis. And, again, additional
7 environmental analyses will be noise, air quality and
8 some additional analyses along the lines of economic
9 impact of alternatives that will be presented in the
10 report.

11 In addition to not only getting council's
12 approval, Dallas City Council's approval, to undertake
13 this additional work, if undertaken, it would require
14 some additional time to be extended onto the time frame
15 of our master plan. For those of you, again, who
16 probably already know this, the original charge of the
17 city to the consultants was to have this plan completed
18 by November 30th.

19 To undertake this additional analysis
20 will require approximately an additional 120 days. So
21 this is one of the areas, again, that the city council,
22 Dallas City Council, will be voting on next Wednesday
23 to not only provide the resources and the funding for
24 additional analyses, environmental analysis and
25 economic analysis, and as well as to extend the

1 contract.

2 So that really just gives you an update
3 of probably what you have been reading about in the
4 paper and has been the subject of news coverage, and I
5 just thought it was very important just to make that
6 perfectly clear and to get that information out to you.
7 With that, I'll turn it over to Allan R. A'Hara. Did I
8 get that right, Allan?

9 MR. A'HARA: It's close.

10 MR. GWYN: It's close. It's close. He's
11 the project manager for DMJM. We have a short
12 presentation to go over with you, and again, we'll get
13 to the point of questions and answers as well as
14 comments after his presentation. Allan?

15 MR. A'HARA: Good evening. I trust
16 that -- this is our third get together in front of the
17 general public, and I will -- I will take a little bit
18 for granted in terms of the fact that, hopefully, and I
19 recognize many of the faces that have been here at
20 prior meetings, and we're not going to go back and
21 recap too much of the early study process.

22 But just as a, in short, we have, in
23 fact, completed all our inventory and review of the
24 existing conditions, both on the airport in terms of
25 the airport facilities, off the airport in terms of

1 traffic and roadways and vehicular movements in and
2 around the airport vicinity, and then, of course, with
3 respect to the noise impact and other environmental
4 impacts, we have, in fact, collected and assessed a
5 lot, if not all, of the existing conditions at and
6 around the airport.

7 We've also looked at the future with
8 respect to the amount and the types of activity that we
9 anticipate at the airport. And at the last meeting, we
10 presented some of those activity projections. We've
11 also begun to take some of the future activity
12 projections and tried to translate that into what does
13 it mean in terms of the airport facility itself? What
14 does it mean in terms of the runway system? What does
15 it mean to the terminal building and the ever riding
16 question of gates and how many gates are needed at the
17 airport? What does it mean to traffic on the roadways,
18 not only the on-airport circulation but the off-airport
19 roadways and the primary intersections and the like?
20 And we're now beginning to see some of those answers
21 come to light.

22 What I'd like to do tonight is walk
23 through a few components of those results. Namely, we
24 have, in fact, quantified the future activity profile
25 of the airport. We have a pretty good idea of the

1 types of activity that could, in fact, be realized in
2 the future years. We have an idea of what that will
3 mean in terms of gate requirements and terminal space
4 requirements, and it's beginning to tell us what it's
5 going to mean out on the roadway system. And then, of
6 course, we've generated the noise contours associated
7 with some of the those future activity projections.
8 And a lot of this material was available during our
9 premeeting session out in the lobby, and I'll take this
10 opportunity to walk you through some of the basics of
11 those findings. And then, of course, we'll be ready to
12 field questions.

13 As we had indicated and we've covered in
14 the past with our master plan advisory committee as
15 well as the general public, we're clearly dealing with
16 a constrained airport facility. The Love Field
17 facility is in a position where there really is not the
18 opportunity or the ability for the airport to grow
19 without limitations.

20 It has limitations with respect to
21 airspace, primarily due to its proximity to Dallas/Fort
22 Worth International. It has limitations with respect
23 to its existing runway system and the ability of air
24 traffic control to use that runway system, again, given
25 the existing complex airspace environment and

1 particularly the presence of Dallas/Fort Worth.

2 We also know that there are constraints
3 placed on the field with respect to the roadway system
4 and just how much more traffic the on-airport
5 facilities can handle and where are we with respect to
6 what the primary intersections at and around the
7 airport can handle. A lot of those constraints have
8 been built into our activity projections, and we now
9 establish what we term our constrained demand profile.
10 We have an idea of what type of constraints and what
11 type of limitations are on the Love Field facility.
12 And you see some of the primary numbers that are
13 important to us as we look and plan airport facilities.

14 First, we have our annual air carrier
15 operations figure, okay. And these are the annual
16 number of takeoffs and landings by the air carriers,
17 those airlines that are operating air carrier jet
18 aircraft of both the Southwest type, those that are
19 flying the 737s to destinations within those allowed by
20 the federal legislation, we have the regional jet
21 aircraft that are being flown by the likes of
22 Continental Airlines and Delta Airlines, and then, of
23 course, we have those reconfigured airplanes the likes
24 of Legend and American Airlines are flying where they
25 have reduced the seating capacity of some of their

1 medium-sized jets.

2 You see on the order of 127,000
3 operations annually. We project here at the end of
4 this year, 2000, a growth upwards of a hundred
5 sixty-nine, close to 170,000 operations, by the year
6 2005. And then, depending on where we go with the
7 development of the terminal facilities, we get out into
8 that 10-year time frame and things begin to get a
9 little more cloudy with respect to whether it can go on
10 upwards of a hundred seventy to 180,000 operations.

11 This is purely what we see as the limit
12 of activity at Love Field due particularly to the
13 airfield and the airspace constraints. We've
14 quantified some numbers that you might be able to
15 relate to a little better. The second line coincides
16 with daily air carrier operations, 348 air carrier or
17 airline takeoffs and landings to date with a potential
18 growth of approximately somewhere between 465 and 500
19 takeoffs and landings a day by the airlines.

20 General aviation, or the term "GA," is
21 your other activity, your small propeller-driven
22 activity, corporate jet activity, flight training and
23 the like are included in the general aviation category.
24 So you get a total movements on a daily basis at the
25 airport today and those projected.

1 And, again, there is a limitation and a
2 constraint on that, and we see it effectively capping
3 or topping out somewhere in the latter part of this
4 decade on or about that 500 or so takeoffs and landings
5 a day. And pretty much by that time, we will have
6 exhausted the available airspace and runway capacity
7 that the airport can accommodate without experiencing
8 what we would term excessive delays. So this is now
9 the demand profile of the picture we've painted for
10 future activity at the airport.

11 We've translated that into the
12 requirements for terminal facilities. For the most
13 part, the terminal building itself has adequate space
14 in a number of areas. We have some concerns with
15 respect to the configuration of some of the space in
16 terms of it being configured efficiently for use by the
17 passengers, efficiency of passengers' walking distance
18 and trying to limit the walking distance between the
19 front door, the ticket counters and the aircraft gate,
20 and then, of course, the convenience and walking
21 distance associated with the arriving passenger going
22 from a gate to the baggage claim area and the like.

23 So we're looking at a lot of the
24 configuration and the interior of the space. But for
25 the most part, there appears to be abundant space to

1 accommodate the level of activity that I showed you on
2 the previous slide, with the exception of possibly some
3 additional ticketing space and the like that we'll be
4 looking at, particularly ticket counter space and that
5 associated with the -- those airlines other than the
6 primary carrier being Southwest, and also some
7 additional baggage claim facilities that might be
8 needed to accommodate that future level of activity.

9 But, of course, the big question and the
10 question that we've been gearing a lot of the study
11 findings towards is what does that constrained activity
12 level result in the number of gates? And you can see
13 right now the airport's effectively operating out of 22
14 gates, and that is just about the number of gates
15 associated with handling 348 or 350 flights, or
16 takeoffs and landings, a day out of the airport.

17 But you can see, as that growth moves in
18 the future, you can get upwards of 400 takeoffs and
19 landings a day by the airlines. Here in just a couple
20 of years it's projected we would need on the order of
21 25 gates or an additional three gates at the airport to
22 handle that level of activity, and so forth, on up to
23 the year 2010 where we reach that cap of about 500
24 takeoffs and landings a day and that will translate
25 into 32 gates at the airport or providing an additional

1 10 gates over what's operated at the terminal facility
2 today as well as over at the Legend terminal.

3 The 22 gates that are here mentioned with
4 respect to existing operating gates at the airport is,
5 for the most part, made up of 16 gates at the main
6 terminal building and the six gates over at the Legend
7 Airlines' facility on Lemmon Avenue. So you can see,
8 it's a fairly nominal increase in gates over that we
9 would need from 22 on up to a maximum of 32 at the end
10 of the period.

11 We're now starting to look at the
12 terminal building and deciding how do we or what is the
13 best way to go about accommodating these additional
14 gate numbers. And there's a couple of different ways
15 to do it. Of course, we could do absolutely nothing,
16 maintain the status quo with 22 gates operating at the
17 airport and effectively taking no action is one thing
18 that we will obviously look at and obviously evaluate.

19 What will happen to an alternative like
20 that as the growth numbers continue to grow and the
21 city takes no action at the terminal building in terms
22 of increasing gates or improving roadways, obviously
23 parts of that system are going to start to break down,
24 they're going to start to become very congested over
25 and above what they are today. So some of the results

1 of our review of the status quo become somewhat
2 obvious. But we will carry the status quo type of
3 alternative through the evaluation so we can possibly
4 be comparing that alternative to development
5 alternatives.

6 No-build options are available to us.
7 And by "no-build," what we're effectively saying is, of
8 course, the Dallas Love Field terminal building has a
9 lot of gates. It had in excess of 55 to 60 gates
10 available back in prior to 1974 when Dallas/Fort Worth
11 International opened. A lot of those gates are now
12 used for other purposes, whether it be office space.
13 Southwest Airlines has occupied a lot of the old gate
14 space for training facilities and the like. But
15 effectively, there are still gates at the airport today
16 that are just not active gates.

17 So there are some scenarios that we could
18 look at which would simply open and reactivate some of
19 those inactive gates that are available at the facility
20 today, but we wouldn't undertake anything in the way of
21 actual construction or development. We wouldn't
22 improve the roadway systems and those types of things.
23 We would simply open up some of the older gates and
24 increase the number of gates under what we term a
25 no-build or a no-construction-type of scenario. So

1 there are some alternatives in that category that we're
2 going to be looking at.

3 And then, finally, there are the build
4 options, and those are options that would actually
5 reconstruct certain components or construct new
6 components in the terminal building to get us to the
7 32-gate requirement that we see being needed over the
8 five-to-ten-year time period.

9 I'll give you an example -- obviously,
10 the status quo, I think, doesn't require a whole lot in
11 the way of definition, but the no-build might because,
12 yes, it's coined no-build, we've termed it no-build.
13 But what we could do, for example, under a no-build
14 scenario and still increase gate capacity is there are
15 seven gates on the north concourse.

16 The north concourse, for those of you who
17 looked at some of the diagrams out there, is the
18 concourse that's currently not used for any aircraft
19 gates. It's predominantly Southwest's training
20 facilities out on the north concourse. There are,
21 however, seven gates that are actually there on that
22 concourse. They could be opened, they could be
23 refurbished, reactivated, and provide seven additional
24 gates over and above the 22 that are existing today,
25 that being the 14 on the west concourse that Southwest

