

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

DALLAS LOVE FIELD

AIRPORT IMPACT ANALYSIS/MASTER PLAN

PUBLIC INFORMATION MEETING

November 9, 2000

ORIGINAL

1 MR. GWYN: Good evening, my name is  
2 Kenneth Gwyn, and I'm director of aviation for the City  
3 of Dallas. And on behalf of the aviation department  
4 and the citizens of Dallas, we'd like to welcome you to  
5 this forum public meeting where it's designed to give  
6 input and to share with you information about the  
7 master plan process that's underway at Dallas Love  
8 Field. We have a busy agenda tonight. And again, what  
9 we wanted to do is just to share some information with  
10 you.

11 But more important, a very important part  
12 of this process is to seek public comments about the  
13 information that's shared here tonight as well as hear  
14 your comments and take your input relative to this  
15 master plan process. We're very honored and very happy  
16 to have a council member from this district, Council  
17 Member John Loza who's taken time out of his busy  
18 schedule to come here and also participate in this  
19 process. Councilman Loza?

20 (Audience applauds.)

21 MR. LOZA: Thank you, and good evening to  
22 all of you. Can you hear me? Does anybody have a  
23 problem? Usually, people don't have a problem hearing  
24 me, but I just wanted to make sure. My name is John  
25 Loza. I'm a city councilman from the District 2. I am

1 one of the city council members who immediately borders  
2 on Love Field Airport. And not only am I council for  
3 District 2, I am also -- in a number of respects, I am  
4 also a neighbor in that, if you go down to Mockingbird  
5 and take a right on Lupus, I live about three blocks  
6 down. So as you can see by that location, not only am  
7 I representing District 2, but I am also personally  
8 affected by whatever takes place at Love Field.

9           So I want you to know that I am here  
10 tonight basically, not to talk but to listen. And I  
11 know that there are a number of you -- I know that for  
12 each and every one of you here, Love Field is a very  
13 important issue and an issue that directly impacts upon  
14 your quality of life. And the reason and the purpose  
15 for these meetings is to listen to you and to take your  
16 opinions, your comments and your concerns.

17           And this obviously needs to be a very  
18 open and public process before we determine what is  
19 best for the future of Love Field. And in determining  
20 what is best for the future of Love Field, obviously a  
21 big part of that consideration is what is best for the  
22 neighborhoods that surround Love Field.

23           So with that, again, I thank you you-all  
24 for being here tonight. I know we have a good crowd.  
25 I know many of you are eager to let us know what you

1 think, and we are eager to listen to you. Thank you  
2 again for being here.

3 (Audience applauds.)

4 MR. GWYN: Thank you, Councilman Loza.

5 As Councilman Loza said, one of the charges that was  
6 given to the staff, as well as the consultant team, was  
7 to have a full and in-depth public participation  
8 process. This meeting and the meeting that we had last  
9 night and future public meetings are a step in  
10 attempting to gather the public's input regarding the  
11 information that has been presented as well as what  
12 should go into the master plan document that will be  
13 presented to the council.

14 The process involves submitting and  
15 considering alternatives and to make recommendations to  
16 the city manager who will, in turn, make  
17 recommendations to the city council relative to the  
18 future of Dallas Love Field Airport. A very important  
19 component, a very important consideration, is not only  
20 what's best for the future of the airport, but also in  
21 that it is the neighborhood's concerns about issues  
22 relative to Dallas Love Field and, in particular,  
23 environmental impacts.

24 As you read in the paper -- let me begin,  
25 as you probably read in the paper the last couple of

1 days, and I think it's important that we share this  
2 information at with the group at the outset, over the  
3 past several days, the staff as well as the city  
4 manager has had meetings with the master plan advisory  
5 committee.

6                   The master plan advisory committee is a  
7 group of stake holders who have given -- graciously  
8 given their time to spend more additional time and  
9 effort with our consultants going over in detail a lot  
10 of the information that you will be hearing tonight.  
11 The master plan advisory committee consists of stake  
12 holders, not only airlines here at the airport, tenants  
13 at the airport. But more important, in keeping with  
14 this effort toward public participation, we have  
15 individuals from the community, stake holders, because  
16 the community are stake holders in this airport, who  
17 are -- who have graciously participated and graciously  
18 been involved in this master plan and in this master  
19 plan effort.

20                   There are members of the master plan  
21 advisory committee that are here tonight, and I would  
22 like to ask for them to stand and be recognized.  
23 Great. And I'm sure others will come in. They've been  
24 very much active in our public participation process.

25                   One of the issues that has come out of

1 the last impact meeting was that several stake holders,  
2 and namely community leaders, have raised a number of  
3 issues relative to additional analysis that needs to be  
4 done before the impact committee, the master plan  
5 advisory committee, can make a recommendation and to  
6 adequately review the alternatives. In this meeting  
7 that we had this week, the impact listed a number of --  
8 or some stake holders listed a number of additional  
9 analyses that would need to be done to, again, to do  
10 justice in terms of reviewing the alternatives.

11 This additional analysis consisted  
12 primarily of environmental issues. The city manager  
13 will be placing on the council agenda on next Wednesday  
14 the authorization for -- or trying to gain the city  
15 council's authorization to undertake this additional  
16 analysis. And this will involve not only extending the  
17 time frame by 120 days so this additional environmental  
18 analysis can be conducted, it will also provide the  
19 funding for that. So this is an item that will be  
20 placed on the agenda. A lot of the information that  
21 you will hear tonight will discuss the environmental  
22 analysis.

23 But it is important to know that we will  
24 be having additional meetings sharing this additional  
25 analysis with you as the process commences. Again,

1 with council approval of that agenda item, it will be  
2 placed on the Wednesday's council agenda. That's  
3 something you've probably read in the paper about, and  
4 it's important, like I said, to let you know that.

5 Our agenda tonight calls for about a  
6 20-to-25-minute briefing on just information that the  
7 consultants have accumulated. We have Allan A'Hara  
8 with us from DMJM, our consultant. He will bring you  
9 the information. And at that point, we will open it up  
10 for comments.

11 One of the things as we begin the comment  
12 period, we have a stenographer here that is taking  
13 verbatim notes so we can make sure that we can  
14 capture -- we can capture everything that's being said  
15 so this can be provided to, not only the master plan  
16 advisory committee, but also be a part of the record  
17 for the city council's deliberations. With that, I'll  
18 turn it over to Allan A'Hara.

19 MR. A'HARA: Good evening. Clearly a few  
20 more people chose to come out tonight on the better  
21 weather night of our two nights. However, I do  
22 appreciate the fact I recognize a lot of faces, and I  
23 met a lot of people that I've come to know during our  
24 information session in the lobby. However, I  
25 understand there may be some people attending one of

1 these study meetings for the first time, and this is  
2 the third such get-together we've had. And we've been  
3 presenting different information in a progressive  
4 format as we've come to you each time, so we won't go  
5 back over all of the information that's been presented  
6 previously. But I'll give you a briefing of where we  
7 are, what we've conducted in the past and where we left  
8 off the last time we presented information to the  
9 public and then walk through effectively four parts to  
10 the presentation here this evening.

11 We'll give you an idea of what we see as  
12 the demand profile for the airport in the future, we'll  
13 walk you through what we see that means in terms of the  
14 airport requiring additional facility improvements in  
15 the terminal building in particular, walk through some  
16 of the alternative ideas we have and the different ways  
17 that we can approach those improvements at the terminal  
18 building, in particular, as well as other areas of the  
19 airport.

20 We'll also go off the airport and show  
21 you some interesting numbers with respect to traffic on  
22 the roadway system, both on the airport runway system  
23 as well as the immediate environment around the  
24 airport, and then we'll give you the latest information  
25 we have as part of our continuing community noise

1 impact analysis that we've been generating.

2 I'll walk through the presentation, and  
3 then we'll have a procedure where we'll receive  
4 comments. Mr. Gwyn and I will be happy to field  
5 questions at the end as well. I'll keep the  
6 presentation brief, and then we'll take your comments  
7 in the question-and-answer session. This slide  
8 presentation is effectively provided in the handout.  
9 Some of the graphics in there are easier to view in the  
10 handout so feel free to follow along as I walk through.

11 Part of our previous work effort that we  
12 presented to you at past meetings involves a full,  
13 complete inventory of the existing situation at the  
14 airport in terms of activity, in terms of the airport's  
15 facilities, the airfield, the terminal building, the  
16 roadway system. We've gone all through the airport and  
17 inventoried the regional roadway system, the traffic  
18 surveys, worked with the city's transportation people  
19 to get all of their traffic data and the traffic  
20 studies that they've looked at over the past few years.  
21 And then, of course, we've assessed the existing noise  
22 impact situation from the activity that's occurring at  
23 the airport today.

24 From there, we moved on through and  
25 developed a series of aviation activity projections,

1 okay, what could, in fact, happen at the airport five  
2 and ten years down the road. With respect to aviation  
3 activity in particular, will it grow, will there be  
4 additional airline service at the airport, will there  
5 be a resulting increase in the number of daily airline  
6 flights at the airport, and then what would that  
7 increased passenger activity mean to the roadway system  
8 in terms of increased traffic and what have you. So we  
9 tried to look into the future and project some of the  
10 activity growth that we see happening at Love Field,  
11 and we've projected those numbers and presented those  
12 to you at past meetings.

13           However, what we did determine early in  
14 the process, and it was the primary subject of our last  
15 round of meetings, and that was the fact that there are  
16 a number of constraints on the Love Field Airport  
17 facility. The airport cannot grow without limitations.  
18 The primary of those limitations are the airspace and  
19 the airfield capacity.

20           Needless to say, the Love Field Airport  
21 exists within one of the busier, more complex airspace  
22 environments in the country known as the Dallas/Fort  
23 Worth Metroplex anchored, of course, by Dallas/Fort  
24 Worth International Airport and the large amount of  
25 activity that that airport handles on a daily basis.

1 The proximity of Love Field to that airport makes it  
2 that much more difficult to get flights into and route  
3 air traffic into and out of Love Field given the  
4 complexity of the airspace.

5 The airfield itself with respect to the  
6 two parallel main runways that are at the airport and  
7 the existing smaller cross runway at the airport, the  
8 ability of the air traffic controllers to use that  
9 runway system and get a certain number of flights  
10 through the airport becomes increasingly more difficult  
11 as activity grows, again, due primarily to the airspace  
12 congestion and the existing runway system.

13 So with that limitation in place, for the  
14 most part, we've established what we call a constrained  
15 demand profile for Dallas Love Field. We don't think  
16 Dallas Love Field is going to grow, as I said, without  
17 limitations up to some level up beyond similar to what  
18 we had when Dallas/Fort Worth International Airport  
19 opened. There's really no possibility for the airport  
20 to grow that much.

21 So we had to try and determine what is  
22 the limitation, what is the cap, so to speak, on the  
23 amount of activity that could occur at Love Field in  
24 the future. We've tried to summarize it in terms of  
25 the primary activity categories that we use and try to

1 determine future impacts from the airport operation as  
2 well as the ability of the airport to accommodate  
3 future activity with regard to its facilities.

4           One of the more important items that I  
5 know the public can relate to and you see published in  
6 the paper quite often, and that is the number of  
7 flights, the airline flights, or what we call air  
8 carrier flights, that occur at the airport. And you  
9 can see, we're almost through the year 2000, and we,  
10 with some estimating, are able to predict what will  
11 happen here in the year 2000 at the airport.

12           You can see on the order of 127,000  
13 takeoffs and landings by the airlines in calendar year  
14 2000. That equates to approximately 350 or 348 daily  
15 takeoffs and landings by the airlines at the airport:  
16 Southwest, Delta, Continental, American Airlines,  
17 Legend Airlines for the most part. So that's your  
18 daily airline activity profile for the today in the  
19 year 2000.

20           We projected that on through, for the  
21 most part, the remainder of the decade, and we really  
22 only went through the year 2010 because on or about the  
23 year 2008 time period we really see those limitations  
24 and those constraints starting to take hold and really  
25 don't see the ability for the airport to grow much

1 beyond the levels that you see.

2           Five years from now, the mid part of the  
3 decade, getting up close to 170,000 annual takeoffs and  
4 landings or on the order of 464 airline takeoffs and  
5 landings a day. And as we move on up into the future  
6 time frame, we've looked at it under both the no-build  
7 and a build scenario because if the airport takes no  
8 action with respect to providing additional facilities,  
9 that activity could tend to cap out or be limited  
10 slightly earlier than if the facilities were provided.  
11 But regardless, you get upwards in the -- upwards into  
12 the 180,000 operations in the level or approximately  
13 500 operations daily.

14           So we see the potential, again, grow from  
15 approximately 350 airline takeoffs and landings a day  
16 today and increase that by approximately 150 up to the  
17 500 level over the course of the next 10 years. In  
18 addition to that, we present the -- "GA" stands for  
19 general aviation. That's the corporate activity, the  
20 small private airplanes, the flight training and that  
21 type of activity that occurs at the airport. And you  
22 can see those numbers, quite frankly, we see very  
23 nominal growth in that element of the activity from  
24 what's currently approximately 400 flights a day or  
25 operations a day. And that will increase by a very,

1 very nominal amount over time. And then it's totaled  
2 out at the bottom for you. So this is what we see as  
3 the constraints or the limitations that we have here at  
4 Love Field with respect to how much more additional  
5 growth could be expected at the airport.

6 We then take those numbers and start to  
7 translate those into what does that mean in terms of  
8 facilities at the airport and what would be required to  
9 accommodate that type of activity. Most important, I  
10 think, to all of us and at the heart of the study is  
11 the issue of gates at the terminal building, and I'm  
12 sure many of you are familiar, if you're following the  
13 events recently, with respect to gates at the terminal  
14 building.

15 We take those air carrier flights that I  
16 just spoke about and convert them into the number of  
17 gates. There are currently 22 active gates at the  
18 airport today, 16 in the main terminal building and six  
19 across the field at the recently opened Legend terminal  
20 building for a total of 22 gates. And you can see, as  
21 the airline flights, the number of flights, grow, the  
22 number of gates would have to be increased at the  
23 terminal building to accommodate those additional  
24 flights.

25 So this gives us a gate requirement

1 profile for us to follow, and you can see that on the  
2 order of 10 more gates would be required at the  
3 terminal building if, in fact, the additional airline  
4 activity were to be adequately accommodated in the  
5 terminal facility. So this gives us an idea of how  
6 many additional gates would be required.

7           We're starting to look at, as Mr. Gwyn  
8 said, a series of alternatives. And that's really  
9 going to be at the root of the evaluation, and it's  
10 where we're going to take into a number -- take into  
11 account a number of factors with respect to, not only  
12 how the airport operates or what the impacts could be  
13 at the airport by various alternatives, but what the  
14 impacts, of course, would be off the airport.

15           We look, as I said, with respect to the  
16 airport facilities, we do look at the airfield, we look  
17 at the landside facilities. But one of the keys to  
18 accommodate additional gates and accommodate additional  
19 airline flights are various scenarios at the terminal  
20 building itself. There's really three different ways  
21 that we can approach this need for additional gates  
22 over the next 10 years, or there's the status quo, we  
23 can do absolutely nothing. Keep the gates as they are  
24 today.

25           Certain things will happen as we take on

