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February 15, 2001

Ms. Alva D. Baker, Principal
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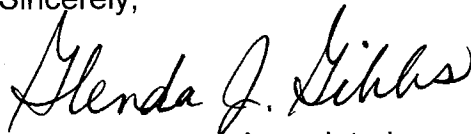
Re: Dallas Love Field Airport Impact Analysis/Master Plan
Public Information Meeting
February 8, 2001

Dear Ms. Baker:

Enclosed please find an original and a full size copy with ASCII of the transcripts with reference to the above matters.

We appreciate the opportunity to assist you with this matter and look forward to future assignments.

Sincerely,



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Enclosures

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DALLAS LOVE FIELD
AIRPORT IMPACT ANALYSIS/MASTER PLAN

PUBLIC INFORMATION MEETING

February 8, 2001

ORIGINAL

1 MR. LONGORIA: Thank you for showing up
2 tonight. Is this okay? Thank you. It's nice seeing
3 all of you here tonight. I see a lot of you at all the
4 hearings or meetings, whatever you want to call it, on
5 this ongoing situation with the Master Plan
6 development.

7 I was asked to open up this meeting by
8 Terry Mitchell, our friend across the way, who will
9 then take this meeting and see what we have done, what
10 has been done, what is to do, so that we all know where
11 we are. But before I do that, I would thank you for
12 coming, and I want to recognize the co-chair of the
13 Love Field Citizens' Action Committee, Ms. Pat White.
14 Would you stand up and say hello.

15 Also, the consultants who are here
16 tonight are very nice people who come from Philadelphia
17 where it's cold, the City of Brotherly Love. Welcome
18 to Dallas, the City of Love Field. Now I would like
19 for you to know and meet, and if you don't know, you
20 will, Terry Mitchell, who has been a friend of this
21 airport for many, many years, a long, long time, to the
22 point that he tore his hair out because he was such a
23 prominent person. Okay, Terry.

24 MR. MITCHELL: Thank you, very much.

25 (Audience applauds.)

1 MR. MITCHELL: My name is Terry Mitchell.
2 I'm the assistant director of aviation in Dallas Love
3 Field which is where we office. Usually, you'd see my
4 boss up here, Kenneth Gwynn, the director. But he
5 spent all day working on other airport matters today
6 and he just got off. So out of the graciousness of my
7 heart, I thought we'd give him the night off.

8 But if you'll look around here, you'll
9 see tags, okay, green tags, that indicates either
10 consultants or city staff. So if you have any
11 questions at all after the meeting or whatever that you
12 need to have answered, then feel free to ask one of the
13 green tag people.

14 There's some other tags around here, too,
15 you might see. There's white tags, and that's
16 representative of those individuals that are on the
17 Master Plan Advisory Committee for the Airport Impact
18 Analysis and Master Plan for Dallas Love Field. And
19 they have just been tireless in their efforts to keep
20 this study and analysis on track. And I would like to
21 recognize them right now by having them stand up so
22 that you can see who your representatives are on that
23 committee.

24 (Audience applauds.)

25 MR. MITCHELL: Okay. What we're here to

1 do tonight is have No. 5 public information meeting,
2 and this is a component of our public information
3 process of the Master Plan effort. And with the --
4 with the public meetings, what we're doing is bringing
5 everybody up to speed as to where we are in the
6 process. And, again, this is meeting No. 5.

7 And what's going to be presented this
8 evening -- I hope you've all gotten a packet of
9 information, and I also hope you took the opportunity
10 to look at some of the boards out in the foyer because
11 most of the boards are going to be represented in this
12 packet also and -- or at least some reference to the
13 boards will be in the packet so you'll be able to
14 relate to what we're talking about. Alva, did you have
15 something?

16 MS. BAKER: Yes. I just wanted to make
17 sure, we mentioned as you were coming in but you might
18 not have heard. We have comment cards. And after the
19 presentation, there'll be time for you to speak, we've
20 got a microphone here. But if you have comments that
21 you would like to share with us and my not want to
22 stand up, we've got cards here, and you're welcome to
23 have one. Raise your hands, and I'll make sure you get
24 one of these and we'll make sure and get you some
25 answers.

1 MR. MITCHELL: Basically, the way things
2 will be conducted this evening, after my little speech
3 here, we'll turn it over to the consultants. And
4 primarily what they're going to do is bring us up to
5 date as to where we are with the additional work that
6 they were charged to do, primarily in the environmental
7 analysis as a component part of this study. And last
8 time we met, it was just prior to the undertaking. And
9 tonight, they will present the results of what that
10 additional effort was.

11 We'll also give you some background
12 information and try to bring you up to where we are
13 today also. That presentation will take approximately
14 30 minutes or so. And then after that, you'll have the
15 opportunity to ask any questions you like. And
16 hopefully, by nine o'clock we'll be all done and you'll
17 have all your questions answered. And we'll still be
18 here after the meeting also to answer any questions
19 that you didn't get a chance to ask.

20 So with that, what I'll do is, I'm going
21 to turn this meeting over to Allan A'Hara, who is the
22 project manager for DMJM Aviation, who is the prime
23 consultant on this Airport Impact Analysis and Master
24 Plan. And he'll just bring you up to date as to where
25 we are. Allan?

1 MR. A'HARA: Good evening to everyone and
2 welcome. As Terry had indicated -- lights? Hopefully,
3 you did get a chance to look at the boards. I'm having
4 a couple of them brought in just in the event we need
5 to reference them, predictably, in answering any
6 questions. I'm going to try to do, really, two things
7 tonight.

8 For those of you that attended the last
9 public meeting, it was right at that point in time, as
10 Terry indicated, that the City Council in effect,
11 agreed with the recommendations of the Master Plan
12 Advisory Committee at that time, whereby they requested
13 that the study be extended by three months to allow us
14 to look at some of the environmental impact categories
15 in some further detail.

16 The primary objective tonight, as we had
17 promised at that point -- and as a matter of fact, we
18 did field a lot of questions that night where it was
19 obvious that that additional analysis would, in fact,
20 provide the answers to some of those questions. So
21 we're back tonight with that additional analysis and
22 hopefully some answers to those questions that have
23 been asked in the past.

24 At the same time, we are rapidly moving
25 through the final 60 to 90 days of the study process,

1 so there's a lot going on in the other aspects of the
2 study. And it is starting to come into focus in terms
3 of what could, in fact, result from the Master Plan in
4 the way of recommendations that ultimately, we hope,
5 will be embraced in the form of a consensus amongst all
6 members of the Master Plan Advisory Committee, which
7 represent you, the community, as well as a number of
8 the other interests in the airport, be it the business
9 community, the airport users, and of course, the City
10 of Dallas as well as the airport owner and operator.

11 So along those lines, we will be -- I'll
12 try to bring everybody up to speed on exactly how the
13 study seems to be shaping up, the point at which we're
14 at now, where we have to go in the next, again, 60 days
15 or so to bring a recommendation to the Dallas City
16 Council later in the spring.

17 I will recap, for those of you who maybe
18 have not been to all the public meetings and haven't
19 been able to follow the story line, we'll have to recap
20 some information that will help a frame picture for
21 you.

22 One of the first things we did was we
23 looked at the activity level at the airport, what's
24 happening at the airport, what's happening at Love
25 Field, how has it changed in recent years to give us an

1 idea of how the activity has been -- has been going in
2 terms of aircraft operations and passenger movements in
3 particular.

4 Just some reference numbers for you, and
5 some of these numbers will have some meaning in a
6 little while when I get to some of my follow-up slides.
7 Aircraft operations, in other words, total numbers of
8 takeoff's and landings that occur at the airport in a
9 given calendar year. 1998, upwards of 237,000. It
10 grew in 1999 to 250,000.

11 A number of additional air carriers began
12 to come into the airport, additional air service was
13 now available at Love Field, and you can see that
14 resulted in upwards of 272,000 operations in the year
15 2000. So just to give you an idea of what's been
16 happening at the airport in terms of the aircraft
17 activity levels.

18 Within those numbers, a component of
19 those numbers that becomes important to us when we
20 start to look at a number of the airport facilities, is
21 the airline operations within that number. And you can
22 see how they've grown as well from just over 100,000
23 annual takeoffs and landings. For easier reference,
24 277 flights a day by the airlines in 1998, got up close
25 to 300 in 1999. And you can see that by the year 2000,

1 close to 350 airline operations, takeoffs and landings,
2 a day were occurring at the airport.

3 So we used that as our starting point,
4 and we had to do a couple things. We had to attempt to
5 estimate how much farther could that level grow. What
6 was the demand for passenger service, the demand for
7 airline service at the airport, and to what extent
8 could it continue to grow in the future, particularly
9 given the fact that there were -- particularly given
10 the fact that there are additional airlines at the
11 airport now.

12 There are airlines that are introducing
13 different types of aircraft that were never in Love
14 Field before in the form of regional jets, and then, of
15 course, the operation that's currently in effect by
16 American Airlines and recently Legend Airlines where
17 they, in effect, retrofitted airplanes so they could
18 fit within the federal legislation that's in place for
19 operating at the airport.

20 So we have a lot of things going on at
21 the airport, and they are all going to factor into
22 where the growth level is going in the future. So we
23 have to know, will it continue to grow, okay, in terms
24 of additional demand and additional growth. But a
25 bigger question, as we got into the study, was can it

1 continue to grow, okay.

2 We have the same airport that was here
3 years ago prior to DFW, but we've got a much, much
4 different air space situation with Dallas Fort Worth
5 International Airport just to the west of this airport.
6 So we weren't certain where things were with respect to
7 capacity of the airport and could, in fact, accommodate
8 additional growth.

9 We found early in the study process, and
10 as we've reported to you before, there are, in fact,
11 several constraints to activity at the airport. Could
12 Love Field grow back to the airport that it was prior
13 to DFW opening? It looks very difficult. There are a
14 number of criteria, and one by one we've been going
15 through and looking at those constraints to try and
16 assess whether additional growth at the airport could,
17 in fact, grow without interruption.

18 As I said, one of the primary factors in
19 that was the issue of airfield and airspace capacity.
20 Without going into a lot of detail, we have presented
21 this analysis in detail at some of the prior meetings,
22 but there was an airspace and an airfield capacity
23 analysis that we went through to determine how much
24 more activity and how much more growth could occur at
25 Dallas Love Field before certain factors related to the

1 airspace and the runways and taxiways themselves would
2 begin to stymie that growth or stall that growth out.

3 And what we found was that, as the
4 airport grows, there is, in fact, influence,
5 particularly in the way of delays. And I know a lot of
6 you know about delays, the congestion today. It's well
7 advertised how many of the large airports around the
8 country are experiencing intolerable flight delays due
9 primarily to the congestion in the airspace and the
10 congestion on the airports. We have that situation
11 here at Love Field, and it was important for us to
12 determine to what extent would those delays basically
13 cap out or limit the amount of additional growth that
14 could occur at the airport.

15 We then tried to translate that into what
16 would it mean at the terminal facilities. And I
17 know -- I'm sure the majority of you are familiar with
18 the debates that have raged here in Dallas over a
19 number of years with respect to the number of gates at
20 the airport, how many additional gates should be opened
21 at the airport, etcetera.

22 So what that limited growth number would
23 mean to terminal facilities was important to us because
24 ultimately we were going to have to decide how many
25 additional gates are necessary at the airport or do we

1 have to, in fact, limit the number of additional gates
2 that we allow to open at the airport. And that becomes
3 very important as we get into the remainder of the
4 presentation.

5 Once we had those numbers, we were
6 obligated to do the impact analysis side of the Master
7 Plan, and that was to determine what environmental
8 impact could, in fact, be brought about in the
9 community in those common areas of the aircraft noise
10 impact, air quality impact, automobile traffic as well
11 as some other environmental categories that we
12 reviewed. So once we had those first two categories
13 looked at, we, in fact, went through an environmental
14 impact evaluation of which we've presented some of
15 those results to you. We've done some more work with
16 the expanded scope of the study, and we'll present some
17 more of those results to you tonight.

18 And then, finally, our fourth
19 constraining factor is something that's very important
20 to understand. The City of Dallas as the owner and
21 operator of Love Field has obligations, legal
22 obligations, to the federal government, the United
23 States Department of Transportation and the Federal
24 Aviation Administration, in particular, to operate the
25 airport in such a way that it provides fair and equal

1 access to those airlines wishing to come into the
2 airport and provide air service, okay.

3 It's a public facility. It's a facility
4 that's used to support air commerce, both the airline
5 industry as well as the air cargo industry, the general
6 aviation community, corporate aviation and those types
7 of things, okay. There are legal -- there's legal
8 legislation in place, okay, that the airport is -- or
9 the city as the operator of the airport must abide by
10 that and not deny or discriminate against any airline
11 that wants to come in and use the facility, and by
12 using that facility may, in fact, require that airline
13 to request facilities to operate out of.

14 Again, that, of course, leads to the gate
15 issue that's in large part at the heart of our study.
16 So regardless of what we find in the first three
17 options, it's important that we can shape it all and
18 still meet those federal regulatory requirements that
19 the airport is obligated to.

20 The capacity analysis that I talked
21 about, we definitely have limitations and we definitely
22 have constraints. The regional airspace has
23 limitations, and I've talked at prior meetings about
24 the presence of DFW and what that does to the airspace
25 at Love Field. Love Field cannot be used, the runway

1 system, cannot be used the way it used to be used prior
2 to Dallas Fort Worth being located so close by. So
3 there are currently limitations in place, both in the
4 airspace and in the runway taxiway system.

5 We have, in fact, made a decision in the
6 Master Plan that the airfield itself will not be
7 expanded beyond its existing boundaries. So solutions
8 to some of those constraints, like expanding the
9 boundaries of the airport to extend runways or build
10 new runways or any of those solutions that may be
11 available to some other airports that may run into
12 these capacity problems, that opportunity is not
13 available here in Love Field. So, once again, we had
14 another restriction placed on us in terms of being able
15 to respond to the capacity problems.

16 And the capacity and delay limitations
17 will, in fact, constrain the growth. And we went
18 through an analytical process that shows that although
19 the demand for the facility, the demand for additional
20 flights at the airport, could, in fact, go on well up
21 beyond the level from the 270,000 plus operations that
22 are active annually today. It could, in fact, grow on
23 up beyond 334,000 operations. There is that much
24 demand for this facility. If these boundaries or these
25 limitations were not in place, the airport could, in

1 fact -- activity at the airport could, in fact,
2 continue to grow on into the future.

3 But what we've found is, in order to
4 limit the delay at the airport -- and that's what would
5 happen, the more and more activity that would occur at
6 the airport, the more airline flights that would occur
7 at the airport, the worse those delays would get. And
8 what we basically did was, we said, Okay. We're going
9 to reach a point at this airport where the delays are
10 going to get to a point that they're going to be
11 considered intolerable or unreasonable for the airlines
12 to operate, unreasonable for the passengers to accept
13 as a reasonable level of service. What do we do at
14 that point in time?

15 Well, some airports, a lot of airports,
16 would turn around and build a new runway, provide more
17 capacity so that growth can keep growing and the delays
18 would stay manageable. As I said, at this airport, it
19 doesn't appear that we have that opportunity. So what
20 we have to do is try to limit or control, manage, the
21 activity that occurs at the airport.

22 We arrived at an acceptable level of
23 delay, and again, without going into the detail, that's
24 six to seven minutes of delay per operation is the
25 level that the FAA would typically expect an airport to

