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DALLAS LOVE FIELD
AIRPORT IMPACT ANALYSIS/MASTER PLAN

PUBLIC INFORMATION MEETING

February 22, 2001

COPY

1 MR. MITCHELL: Good evening. I would
2 like to welcome you here tonight. This is actually the
3 sixth public meeting, but in fact, this particular
4 public meeting is a duplicate of our fifth public
5 meeting.

6 FROM THE AUDIENCE: We can't hear you
7 back here.

8 MR. MITCHELL: Can't hear? How's that?
9 Can you hear me now?

10 FROM THE AUDIENCE: Yes.

11 MR. MITCHELL: Much better. As I was
12 saying, this is actually our sixth public meeting, but,
13 in fact, it's a duplication of our fifth public
14 meeting. We had a problem with some notifications on
15 that -- that last meeting, so we felt it prudent to go
16 ahead and schedule another public meeting, and making
17 sure the notices got out this time so that everybody
18 would have an opportunity to get the latest update on
19 the Master Plan for Dallas Love Field.

20 My name is Terry Mitchell. I'm the
21 assistant director of aviation for the City of Dallas,
22 and Kenneth Gwynn, the director, would normally be
23 heading this up, but he's caught up in a meeting right
24 now. And he should be joining us later on this
25 evening. I would -- I'd like to make some -- or at

1 least recognize some people that have been very
2 important to this master planning process. These are
3 members of the airport master planning committee, it's
4 the advisory committee. And since the inception of
5 the -- of this study, they have been very instrumental
6 in the process and helping us to -- to look at all of
7 the issues that are involved in putting such a study
8 together.

9 They have made tremendous sacrifice in
10 time and effort, and I'd like you to just be able to
11 see some of the people that are representing all of the
12 stakeholders here at Dallas Love Field. So if the
13 impact members could just stand up so the people can
14 see who you are. Okay. We thank you very much.

15 What has happened is that this master
16 plan was supposed to have completed back in November of
17 last year. And in the process, it was determined that
18 there needed to be some additional work, certainly
19 additional effort, in looking at several -- or expand
20 the effort in several of the environmental issues, in
21 particular.

22 And so we went back to council and had a
23 supplemental agreement to the existing contract to
24 expand the work in these areas, and the consultants
25 then launched out and did this additional work. And

1 tonight, we're going to use this evening to bring you
2 up to date as to what the findings were in this
3 additional work.

4 We have here this evening, Allan A'Hara,
5 who is the project manager with DMJM Aviation, and they
6 are the prime consulting firm for putting this master
7 plan together for us. And so Alan will present the
8 information this evening, and then that process will
9 take approximately 45 minutes. And then we will open
10 the floor for any questions you might have, and we'll
11 field your questions. And hopefully, we'll be out of
12 here at 9 p.m. So that's the schedule, and with that,
13 I'll just turn the mic over to Allan A'Hara.

14 MR. A'HARA: Thank you, and good evening
15 to everyone and welcome again. As Terry had indicated,
16 the motion had gone to the city council to expand, in
17 particular, some of the environmental impact areas from
18 the original scope of work that we had -- we had set
19 out to accomplish. And remember that we're
20 conducting -- as much as we're conducting a review and
21 a master plan for the airport, we're also doing an
22 impact analysis to those areas, both on and off the
23 airport.

24 So it was felt in working with the master
25 plan advisory committee that some of the environmental

1 categories, particularly in the areas of noise impact
2 and air quality impact, that the scope go into a bit
3 more detail in terms of looking at the level of impact
4 that may, in fact, be brought about by any proposed
5 growth or development program at the airport. We have
6 done that work, and we come here tonight in part to
7 present that to you, but I'd like to do a couple of
8 other things.

9 I'd like to go back and recap a little
10 bit for you. I know a number of you have probably been
11 to several of the public meetings and may have seen
12 some of this already, but I'll briefly recap the story
13 line so far as it appears to be unfolding. We'll walk
14 through the environmental analysis, in particular, that
15 additional detailed analysis that was done in the areas
16 of noise and air quality.

17 And I think we're getting to the point in
18 the study where I can start to frame up for you some of
19 the issues that are coming out of it leading towards
20 our proposed completion of the plan at the end of
21 March, and then ultimately, a presentation to city
22 council here in Dallas for their consideration. As it
23 presently stands, it looks like it would be sometime in
24 April.

25 Just to recap for everybody the activity

1 levels that we've seen at the airport here in the last
2 few years, aircraft operations being an aircraft
3 takeoff or a landing. You see that it was on the order
4 of 237,000 annual takeoffs and landings at the airport
5 in 1998. That has grown in this past year, 2000, where
6 in excess of 270,000 annual operations occurred.

7 Converting -- looking at the airline or
8 the air carrier component of that activity, you can see
9 that that was 101,000 back in 1998, for the most part,
10 Southwest Airlines. But, of course, that has grown
11 here in the year 2000, approximately 127,000 annual
12 takeoffs and landings. And you can see the equivalent
13 in terms of daily flights, approximately 350 flights a
14 day by the airlines at the airport in the year 2000.
15 And that's effectively what's happening presently.

16 The first part of our charge was to take
17 a look at the demand for this facility. Now, clearly
18 that, in large part, brought about the study, the fact
19 that additional airlines have, in fact, come to Love
20 Field and are serving Love Field. And we have to look
21 at, is there the potential for that growth to continue?
22 That was No. 1, look at it from a demand standpoint, an
23 air carrier service projections standpoint. Is there,
24 in fact, a demand for additional airline service at
25 this airport.

1 The second part of the question, however,
2 was could Dallas Love Field continue to grow whether
3 the demand is there or not, okay. And there were
4 several factors that we had to consider when we looked
5 at that question and attempted to answer that question.
6 We've presented these four, kind of, four corners
7 around our study, and these are several of the
8 constraints that we have, in fact, found exist at Love
9 Field. And several of these have had an impact on the
10 results that are coming out of the study.

11 First and foremost was the issue of
12 airfield and airspace capacity. Clearly, when -- prior
13 to Dallas Fort Worth International Airport being
14 present and located to the west, there was an airspace
15 situation and an ability for the FAA air traffic
16 control people to use the Love Field runway and taxiway
17 system in a way that allowed several more operations
18 that are currently there -- that are currently
19 happening today to be handled out of the airport.

20 We look at it now with DFW located so
21 close by, and quite frankly, we've found that there are
22 constraints imposed on the Love Field Airport. They
23 cannot, the FAA air traffic control folks cannot
24 operate aircraft into and out of Love Field the way
25 they could 25 years ago. Go back one. So we had

1 airfield and airspace capacity issues to look at.

2 Once we got a feeling for what the
3 airfield could handle, we then had to go back and look
4 at the terminal facilities. And I know many of you are
5 familiar with the issue of gates, how many gates should
6 there be at the airport, how many gates should be
7 permitted at the airport, airlines requesting the use
8 of gates and the like. We had to get a feeling for
9 what the airport could handle first and then translate
10 that to what can we do with the terminal building. How
11 many gates are there today, how many gates were there
12 at one point in time, how many gates may the airport
13 need, does it need more gates than it has today. So
14 that was going to be a second part of the question and
15 a potential second constraint because there are,
16 obviously, existing lease provisions that the city's
17 obligated to and the like in that terminal building.

18 Thirdly, what type of environmental
19 impact could any growth scenario result in on the
20 adjacent community, particularly in those areas of
21 noise and air quality as well as the regional roadway
22 system in terms of automobile traffic and vehicular
23 traffic that it causes out in the roadway system and
24 the other environmental categories that we looked at,
25 water quality and things of that sort.

1 Finally, and an important one not to be
2 overlooked, is the federal regulatory issues that the
3 airport has to abide by, particularly as dictated by
4 the Federal Aviation Administration and the U.S.
5 Department of Transportation. Of course, this is a
6 publicly owned, publicly used facility. The City of
7 Dallas, as the owner and operator of the facility, is
8 obligated to several assurances through the federal
9 government that they will operate this airport in such
10 a way that they will not deny or ban free and fair
11 access to airlines wishing to come into the airport and
12 provide air service. And sometimes those airlines, in
13 order for them to come in and provide that air service,
14 the airport has to provide the facilities for them to
15 operate and provide comparable facilities to those
16 airlines that are already operating.

17 So if we're -- with respect to will the
18 airport grow, can the airport grow, there's also, to
19 some degree, an obligation on the part of the City of
20 Dallas to grow -- to provide the facilities for the
21 airlines that serve the airport. So regardless of what
22 we find in these first three categories, there's the
23 issue of the federal regulatory and legalities that the
24 airport has to abide by.

25 That airspace and airfield capacity

1 analysis that we did resulted in several things, in
2 summary. No doubt about it, the regional airspace has
3 its limitations. It's one of the more complicated,
4 busier airspace systems of the major hubs in the
5 country. The runway and taxiway system has its
6 limitations. As I said before, it cannot be used as it
7 used to be used prior to DFW being available. So the
8 capacity to get aircraft takeoffs and landings into and
9 out of the airport is not what it once was.

10 It's also been decided in the master plan
11 process that the airfield will not expand beyond its
12 current boundaries, okay. So the runway system we have
13 is effectively the runway system that we evaluated.
14 There's no proposed additional runways or extensions to
15 runways or anything of that nature that would at some
16 other airports be an easy solution to some of the
17 problems.

18 The airfield capacity and delay
19 limitations will constrain the airport growth, okay.
20 And what we found is that as the airport grows in terms
21 of activity, in particular airline activity, as it
22 continues to grow, eventually what growth without
23 additional airspace or airfield capacity results in is
24 delays, okay. And, of course, in this day and age, you
25 hear a lot on the news of the congestion problems and

1 delays at several of the large airports around the
2 country. Well, ultimately, if the growth at this
3 airport hits a certain point, delays will, in fact,
4 result.

5 We identified what we -- what the FAA
6 would determine and what we feel is an acceptable or a
7 tolerable delay level that would be accepted by the
8 airlines to operate at this airport, would be
9 acceptable to the passengers, whereby they would
10 consider it a fair and acceptable level of service.
11 And at some other airports, when they reach that delay
12 level, when the growth and activity level causes that
13 level of delay, they might respond by building another
14 runway, okay, to keep that delay manageable but allow
15 the airport to continue to grow.

16 As I stated, here at Love Field, we don't
17 have that capability so we're looking at that delay
18 level as a limitation on how much activity at Love
19 Field can grow. We are, in fact, looking at limiting
20 the growth at Love Field. Now, the demand for activity
21 of Love Field, in all likelihood, could, in fact, grow
22 beyond the numbers that you see here, okay. However,
23 we don't feel that Love Field can accommodate an
24 activity level beyond an equivalent of 334,000 annual
25 operations of which about 183,000 of those would be by

1 the airlines, okay. And that would, in simple terms,
2 be on the order of a 500 airline flights a day, up from
3 that 350 flights a day that's occurring now. Again,
4 demand for activity beyond that is, in all likelihood,
5 there, but we don't feel that the airport has the
6 capability to accommodate. So we effectively
7 established a limitation or a level that the airport
8 can operate.

9 We then had to revert that activity level
10 back to the terminal building, and that was the second
11 of our four corners that we're trying to get around and
12 put around this study. As you can see, again, the
13 127,000 or the 350 flights a day are currently
14 operating out of 22 gates of which 16 are in the main
15 terminal, six are over on the Lemmon Avenue side at the
16 Legend terminal.

17 If I were to take that activity level
18 that I just showed you where we feel the airfield limit
19 is and where the delays would begin to be intolerable
20 and we would effectively cap or limit the activity
21 level at the airport, that 182,000 or that 500 flights
22 a day, that equates to 32 gates that would be necessary
23 to accommodate that level of activity.

24 So we now were able to take the activity
25 level, translate it back to the terminal and start to

1 look at the terminal building. With respect to that
2 terminal building, you can see that -- remember, at one
3 point in time, 55 gates existed and were in operation
4 at that terminal building. So could we accommodate at
5 the terminal a level of activity up beyond 334,000 or
6 500 flights a day? In all likelihood, we probably
7 could if we were to reactivate or renovate some of the
8 several, several gates that are available in that
9 terminal facility today, the 55 gates.

10 There are currently 29 gates available at
11 the airport within the current lease provisions, okay.
12 The 22 gates that are active today, plus there are
13 seven gates on the north concourse of the airport.
14 They're not used as airline gates today, but the lease
15 provisions that are in place allow for those gates to
16 be reactivated and used by the airlines and used for
17 daily air carrier service. So effectively there are 22
18 gates active at the airport in use, and there are 29
19 gates, or seven more, available for use presently. And
20 then, of course, the activity level that we've
21 determined would be the limit of Love Field's activity
22 would be that 32-gate level or three gates more than
23 are currently available for use in the terminal
24 building today.

25 So we've -- we're looking at a number of

1 scenarios that would, in effect, limit the activity
2 level at the airport by establishing these various gate
3 development scenarios that would correlate to the
4 activity level that was presented. We then had to --
5 in order to justify that, and let me get back to the
6 federal regulatory issues that are in place, in order
7 to justify limiting the airport -- we're not talking
8 about imposing a limitation or limiting the amount of
9 activity that can occur at Love Field by limiting the
10 number of gates that are available at the airport,
11 okay.

12 And again, the FAA and the U.S.
13 Department of Transportation are going to look at the
14 City of Dallas, and they're going to have -- the City
15 of Dallas is going to have to make their case to the
16 federal government that we, in fact, have to limit the
17 number of gates we provide to the airlines at this
18 airport so, in turn, we manage the amount of activity
19 that occurs at this airport. Because if we don't
20 manage it and allow it to grow without any constraint
21 or limitation, it will result in an activity level,
22 intolerable delays, potentially greater environmental
23 impact on the community and the like, okay.

24 But we have to show that -- the city has
25 to show the federal government that they are, in fact,

1 providing the facilities to allow for fair, competitive
2 air service at the airport, but at the same time
3 they're doing it, they have reasonable justification
4 for why that activity level is being limited.

5 So we pressed forward into the
6 environmental analysis, okay, noise and air quality, in
7 particular. And we established several gate scenarios
8 that we pretty much spelled out for you here this
9 evening: 22 gates presently active at the airport, and
10 you can see the activity numbers that coincide with
11 that number here today.

12 In the year 2010 -- we looked 10 years
13 out, okay. In the year 2010, sure enough, those 22
14 gates could remain active, and they could be the only
15 gates at the airport. There would be some growth
16 within those number of gates, okay, and you can see the
17 activity levels associated with that.

18 The 29 gates that are available for use
19 at the airport become another scenario. They are the
20 seven gates that could be opened and activated, and
21 then finally where we see the -- where we would limit
22 the airport would be to that 32-gate number. So we're
23 basically investigating the potential of limiting the
24 terminal building to 32 gates at a maximum or fewer.

25 Part of the justification that we're

