

## Love Field Citizens Action Committee

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[www.lfcac.org](http://www.lfcac.org)

July 10, 2006

The Honorable Don Young  
Chairman  
Committee of Transportation & Infrastructure  
United States House of Representatives  
Washington, D.C., 20515-6256

Dear Chairman Young:

The Love Field Citizens Action Committee endorses the local agreement that has been reached between the City of Dallas, the City of Fort Worth, Dallas Fort Worth International Airport, American Airlines, and Southwest Airlines.

This support is based on our understanding that no greater environmental impact of noise, traffic, and air emissions will result from the implementation of this agreement at a maximum of 20 gates *without* the Wright Amendment in place than that which would have resulted from the implementation of the approved 2000 Master Plan for Dallas Love Field at a maximum of 32 gates *with* the Wright Amendment in place.

In addition, the Love Field Citizens Action Committee supports a strong DFW International Airport and understands that the eight year phase-out of the Wright Amendment will limit the potential negative consequences on the primary airport of North Texas.

### Love Field Citizens Action Committee

The Love Field Citizens Action Committee (LFCAC) is a coalition of citizens and neighborhood groups established in 1980 to address the environmental impact of Dallas Love Field on residential areas in which thousands of people live and which are impacted by the airport's operations. Its mission is to enhance the quality of life in these neighborhoods by reducing the negative noise and air pollution, traffic congestion, and safety risks posed by aircraft at Love Field.

The LFCAC advocated the development of Love Field's first Noise Abatement Program in 1981 and has been actively involved in a number of airport related issues over the last 25 years including the development of the 2000 Love Field Master Plan. In addition, the LFCAC has been an active participant in the airport's community advisory committee since it was established in 1982. The LFCAC has also taken an active role in addressing air safety issues at Love Field and air transportation issues of North Texas.

On two different occasions, the Love Field Citizens Action Committee has testified before Congress on the Wright Amendment. In 1991, it testified before the *U.S. House Subcommittee on Aviation*, and in 2005, it testified before the *U.S. Senate Subcommittee on Aviation*. In both cases, the LFCAC testified in strong support of the Wright Amendment and in opposition to any efforts to repeal or weaken it based on the fact that the Wright Amendment was the only means by which close to 100,000 people experienced any protection from the negative environmental impact of the close-in airport.

### Dallas Love Field Surrounded by Densely Populated Neighborhoods

Dallas Love Field is an inner-city airport located on only 1300 acres in the middle of Dallas. Densely populated residential communities surround the airport on all four sides with single-family homes, apartments, schools, parks, churches, recreation centers, libraries, and retail businesses.

As an example to underscore the airport's proximity to neighborhoods, arriving Boeing 737s and MD80s are at an altitude of only 300 feet when landing directly over a middle school and elementary school with close to 1500 children and 90 teachers. When taking off over these same schools, pilots are retracting landing gear.

#### 2000 Love Field Master Plan

The 2000 Love Field Master Plan was commissioned by the City of Dallas to determine the highest practical use of Love Field *within federal guidelines*, while maintaining balance with the environmental and socio-economic impacts that might result from increased use of the airport. The technical approach to the study centered around a demand analysis which established the market demand profile and growth potential of Love field *given the restrictions imposed by the Wright/Shelby Amendment which were assumed to remain in effect*. The Plan was approved by all major stakeholders and became the official policy for Love Field's future growth.

The Plan was based on the forecast that by the year 2020, the greatest growth in air carrier service would occur in 50 seat regional jets and reconfigured 56 seat jets compared to little growth in the mainline aircraft (737s and MD80s). A maximum of 32 gates would accommodate this growth.

*Accordingly, future environmental impacts on the neighborhoods including noise pollution, air pollution, and traffic congestion were based on these forecasts (type and size of plane, number of operations per day, number of passengers carried by the aircraft, and hours of the day) of increased use of the airport.*

#### 2006 Love Field Master Plan Update

In April of 2006, the City of Dallas commissioned an update of the 2000 Love Field Master Plan to determine the potential environmental impact if the Wright Amendment were removed and to further determine at what number of gates the environmental impact of aircraft noise, traffic, and air emissions would be *no greater* than that which had been forecasted and approved in the 2000 Love Field Master Plan with the Wright Amendment in place.

The consultants came back with the conclusion that the environmental impact would be *significantly greater* if the Wright Amendment were removed *and* if the maximum of 32 gates still remained in place. The consultants also came back with the conclusion that a reduction of 12 gates (from 32 to 20) would maintain the projected environmental impact of noise, traffic congestion, and air emissions *at the same levels* as already approved in the 2000 Master Plan with the Wright Amendment in place.

#### Summary

In summary, the Love Field Citizens Action Committee endorses the local agreement that has been reached between the City of Dallas, the City of Fort Worth, Dallas Fort Worth International Airport, American Airlines, and Southwest Airlines. It is a delicately balanced agreement that has been carefully constructed to resolve the long-standing issue of the Wright Amendment with the broadest support possible in North Texas. It is very important, therefore, that the agreement remain intact as is. On behalf of the Love Field Citizens Action Committee, I ask for your support of this agreement and for your leadership to secure its approval in the U.S. House of Representatives.

Sincerely,

***Lori Palmer***

Lori Palmer, Founding President  
and Consultant to the Love Field Citizens Action Committee

cc: Pat White, Co-Chair, LFCAC  
Rudy Longoria, Co-Chair, LFCAC

