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LOVE FIELD CITIZENS ACTION COMMITTEE
P.O. Box 36383
Dallas, TX 75235

October 9, 1998

Via Courier

Mr. Charles A. Hunnicutt
Assistant Secretary for Aviation
and International Affairs
United States Department of Transportation
400 Seventh Street S.W.
Washington, D.C. 20590

DEPT. OF TRANSPORTATION
DOCKET SECTION
98 OCT 14 PM 7:13

Subject: Docket No. OST-98-4363

Love Field Service
Interpretation Proceeding

Dear Mr. Hunnicutt:

Enclosed herewith is a study entitled *Impact of Expanded Love Field Operations on Dallas-Area Roadways* dated April, 1998 prepared by Transportation Strategies, Inc. The study reflects that if aircraft operations are increased from the current 225,000 per year to 400,000 per year: (i) the accompanying vehicular traffic on Mockingbird Lane will cause unacceptable levels of delay at nearly all the five Mockingbird Lane intersections reviewed; (ii) the increased traffic will create hazardous situations on the Dallas North Tollway as rush hour traffic exits to, and enters from, Mockingbird Lane; and (iii) the motorists encountering unacceptable levels of delay on primary roadways would likely use the residential streets of Armstrong, Beverly, Bordeaux, Motor-Maple Springs, Lomo Alto, Lovers Lane, Greenway, Regal Row-Burbank, University, Westside, Roper-Manor Way and Empire Central. Although

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not addressed in the report, increased traffic congestion raises additional issues of traffic safety, traffic pollution and traffic noise.

By letter dated September 18, 1998, the Love Field Citizens Action Committee demanded that the Department of Transportation (the "Department") prepare and review a current Environmental Impact Statement before it acts in this Proceeding. We have respectfully submitted that for the Department to proceed with this Proceeding, it is necessary that a current Environmental Impact Statement be prepared according to the Policies and Procedures for Considering Environmental Impacts as published by the Department of Transportation Federal Aviation Administration (the "Environmental Policies") and the National Environmental Policy Act ("NEPA"). Chapter 3, Section 32 of the Environmental Policies, as well as NEPA, provides numerous grounds for the requirement of an Environmental Impact Statement. The purpose of this letter is to submit new information that will highlight that the Department's ruling on issues regarding Love Field is an action that is likely to cause a significant increase in surface traffic congestion and thus requires an Environmental Impact Statement in accordance with Chapter 3, Section 32(e)(2) of the Environmental Policies.

Based on the information in the enclosed study and the requirements of Chapter 3, Section 32(e)(2) of the Environmental Policies, the Department is obligated to prepare and review a

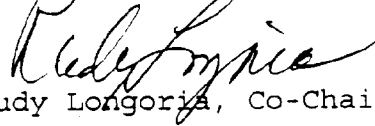
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current Environmental Impact Statement before it acts in this
Proceeding.

Sincerely yours,



Russ Jewett, Co-Chair



Rudy Longoria, Co-Chair

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cc: **City of Dallas**

Sam A. Lindsay
City Attorney
City of Dallas
1500 Marilla, Room 7BN
Dallas, TX 75201

John J. Corbett
Spiegel & McDiarmid
1350 New York Avenue, N.W.
Washington, D.C. 20005

City of Fort Worth

Wade Adkins
City Attorney
1000 Throckmorton
Fort Worth, TX 76102

Dallas-Fort Worth International Airport Board

Kevin B. Cox
Deputy Executive Director
DFW International Airport
P.O. Drawer DFW
Dallas/Fort Worth, TX 75261

Michael F. Goldman
Baglileo, Silverberg & Goldman
1101 30th Street, N.W., Suite 120
Washington, D.C. 20007

American Airlines

Anne H. McNamara
Senior Vice President and General Counsel
American Airlines
Box 619616
Dallas/Fort Worth, Texas 76155

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Continental Airlines and Continental Express

Rebecca G. Cox
Vice President, Government Affairs
Continental Airlines
1350 I Street, N.W.
Washington, D.C. 20005

Legend Airlines

T. Allan McArtor
President and CEO
Legend Airlines
7701 Lemmon Avenue
Dallas, TX 75209

Edward P. Faberman
Ungaretti & Harris
1747 Pennsylvania Ave., N.W., Suite 900
Washington, D.C. 20006-4604

Southwest Airlines

James F. Parker
Vice President-General Counsel
Southwest Airlines
2702 Love Field Drive
Dallas, TX 73235