



## Chapter 7 – Implementation

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### 7.0 INTRODUCTION

In previous chapters, the air traffic demand forecast is presented and then constrained by the airfield demand/delay analysis results, the desirable number of gates is established and environmental impacts are analyzed to arrive at a final gate plan. This chapter presents:

- The Facilities Development Plan;
- Development Cost Estimates;
- Management Plan, including recommendations on funding the Capital Improvement Plan (CIP), allocating resources, planning and programming for annual CIP execution, near term actions and issues and, supplementing management organization.

### 7.1 FACILITIES DEVELOPMENT PLAN

The future development program for Love Field includes terminal, taxiway, on-airport roads, and other miscellaneous support facility improvements. The development plan is provided in the following sections and is presented by facility category.

#### 7.1.1 Landside

- **Terminal Development - Phase 1**

The Phase 1 terminal development would open the three existing gates on the East Concourse, the remainder of the East Concourse would be demolished to allow for relocation of the existing cargo building. The existing cargo building and the existing vacant ticket wing would then be demolished and development of a Commercial Vehicle Lot could then take place initiating the curb frontage and roadway improvements. This would facilitate the flow of passengers to and from the commercial vehicle lot. Phase 1 would provide Love Field with 25 active gates, it facilitates roadway construction and restores available curb front capacity. In summary the Phase 1 Terminal Development includes the following projects:

1. Open three East Concourse gates
2. Demolish remainder of East Concourse
3. Construct new cargo building
4. Demolish existing cargo building
5. Develop Commercial Vehicle Lot
6. Begin curb frontage and terminal roadway improvements

- **Terminal Development - Phase 2**

Phase 2 of the terminal development program at Love Field would relocate/replace the Southwest Airlines “University for People” training facilities in order to redevelop the North Concourse to accommodate seven additional gates on a demand driven basis. Phase 2 ultimately provides Love Field with the maximum 32 gates including those located on the Lemmon Avenue side of the airport.

The commercial vehicle courtyard would be replaced by a new ticketing and baggage claim wing with access to the East Concourse. The terminal access roadway improvements would continue and a pedestrian walkway would be provided from the parking garage to the new ticketing bag claim area. In addition, a small ground level parking area is proposed to the east of the new ticketing and bag claim area



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and just south of the East Concourse. During the Phase 2 terminal development program, it is expected that planned improvements to the Cedar Springs and Mockingbird intersection would be on-going. The Phase 2 Terminal Development projects are summarized below:

1. Relocate/replace Southwest Airlines Training Facility
2. Redevelop North Concourse
3. Demolish existing vacant ticket wing
4. Construct new ticketing and bag claim wing on Commercial Vehicle Courtyard
5. Continue with terminal roadway improvements
6. Construct new pedestrian walkway from parking garage to new ticketing/bag claim
7. Begin improvements to Cedar Springs/Mockingbird intersection

### 7.1.2 Airside

Airside improvements at Love Field pertain primarily to the taxiways system. The taxiway improvements identified will enhance the movement of aircraft on the ground, reducing taxiing times, departure delays and air pollutant emissions.

1. Dual taxiway entrances to Runways 13R, 31L, 13L and 31R. Dual taxiway independent access to the runway ends will provide air traffic controllers with the flexibility to selectively sequence departures prior to takeoff clearance in order to minimize aircraft delays caused by airspace conflicts with DFW.
  2. Extend Taxiway “L” to meet “D1”, to provide for dual taxiway capabilities from Runway 13R to the West Concourse, facilitating aircraft movements.
  3. Expansion of the Runway 31L holding apron to accommodate two B737-700s in a dual taxiway configuration.
  4. Extension of Taxiway “K” to meet extended Taxiway “B5” and construction of Taxiway “M” between “B1” to “B3”. To provide for a dual taxiway system around the terminal area. Once the dual system is in place, depending on direction of traffic, one of the taxiways could be operated in a clockwise direction and the other in a counter clockwise direction to avoid aircraft taxiing conflicts around the terminal.
  5. Construction of Taxiway “M” between “B5” and Runway 18-36, to provide for additional aircraft movement flexibility.
  6. Expand the intersection fillet between Runway 31L and Runway 18-36, to facilitate the movement of aircraft exiting Runway 31L. Frequently, aircraft arriving on Runway 31L miss exit “D” and have to proceed to “C4”, an additional 2,800 feet of taxi distance to the terminal.
  7. Provide a designated road for aircraft service vehicles. To enhance the safety of the airport, a designated road should be provided for airside vehicles.
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