

109<sup>TH</sup> CONGRESS  
1<sup>ST</sup> SESSION

# S. 1425

To give effect to the original agreement entered into by the cities of Dallas, Texas, and Fort Worth, Texas, to build a single airport to provide for the commercial air transportation needs of the region, and for other purposes.

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## IN THE SENATE OF THE UNITED STATES

JULY 19, 2005

Mr. INHOFE (for himself and Mr. HARKIN) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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## A BILL

To give effect to the original agreement entered into by the cities of Dallas, Texas, and Fort Worth, Texas, to build a single airport to provide for the commercial air transportation needs of the region, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “True Competition  
5 Act”.

6 **SEC. 2. CONGRESSIONAL FINDINGS.**

7 Congress finds that:

1           (1) The Dallas/Fort Worth International Air-  
2           port was constructed in 1974 to serve as the exclu-  
3           sive airport providing all commercial air service  
4           needs of the Dallas/ Fort Worth Metroplex.

5           (2) At the explicit direction of the United  
6           States Civil Aeronautics Board, before obtaining fi-  
7           nancing or beginning construction, the Cities of Dal-  
8           las and Fort Worth agreed to consolidate all com-  
9           mercial air service from all local airports at the new  
10          Dallas/Fort Worth International Airport facility.

11          (3) The consolidation of all commercial air serv-  
12          ice at one major airport is consistent with practices  
13          in numerous metropolitan areas throughout the  
14          country, and is considered to be sound transpor-  
15          tation policy and a major factor in generating eco-  
16          nomic growth for entire regions.

17          (4) Despite the original agreement between  
18          Dallas and Fort Worth, which was absolutely essen-  
19          tial to proceed with construction of the new airport,  
20          judicial and legislative challenges by an airline that  
21          refused to move to the new facility undercut the  
22          local consensus by permitting limited operations  
23          from the close-in Dallas Love Field to continue for  
24          the past 25 years.

1           (5) Relying on the continued limited scope of  
2 Love Field, the communities recently embarked on a  
3 major \$2,800,000,000 expansion of the Dallas/Fort  
4 Worth International Airport which has reached com-  
5 pletion.

6           (6) The current dire economics of the airline  
7 and airport businesses have put a severe strain on  
8 the finances and viability of the Dallas/Fort Worth  
9 International Airport and the carriers serving it, re-  
10 sulting in substantial unused capacity and financial  
11 pressure that is exacerbated by the continued use of  
12 Dallas Love Field.

13           (7) In contrast, there are virtually no capacity  
14 or facilities available at Love Field except for those  
15 controlled by one carrier that operates over 97 per-  
16 cent of all the seats in and out of the airport.

17           (8) In addition to economic, competitive, and  
18 transportation planning problems, air traffic control  
19 experts have expressed concern about air space con-  
20 gestion generated by the close proximity of Love  
21 Field to the Dallas/Fort Worth International Air-  
22 port.

23           (9) Although not intended to be used for com-  
24 mercial air service, Love Field remains an important  
25 resource for general aviation and business aircraft,

1 which provide an important economic benefit to the  
2 Dallas/Fort Worth region.

3 (10) In order to reduce air congestion problems,  
4 create a more efficient and viable air transportation  
5 system, and give full effect to the original agreement  
6 between the Cities of Dallas and Fort Worth, sched-  
7 uled commercial air service at Love Field should be  
8 ended and the facilities made more broadly available  
9 to general aviation and business aircraft.

10 **SEC. 3. TERMINATION OF SCHEDULED PASSENGER AIR**  
11 **SERVICE AT LOVE FIELD.**

12 Effective on the date that is 3 years after the date  
13 of enactment of this Act, and notwithstanding any other  
14 provision of law, Love Field, located in Dallas, Texas,  
15 shall be ineligible to hold an airport operating certificate  
16 pursuant to part 139 of title 14, Code of Federal Regula-  
17 tions.

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