

# The Love Field Pilots Association

## History

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**The Love Field Pilots Association (LFPA) was organized in Dallas, Texas, in 1980** following the opening of the Dallas-Fort Worth International (DFW) Airport.

Corporate aviation was enjoying a time of great prosperity in Texas, and the business community was using aviation assets in a way that were breaking down barriers and opening new horizons. Leaders within the business aviation community, however were concerned about the future of Dallas Love Field, and formed the Love Field Pilots Association as a proactive group to address emerging issues. The NBAA as one of its board members helped in the organization of the LFPA.

One of the first controversies involved a prominent local group, The Love Field Citizens Action Committee, upset with the tempo of operations at what they believed to be an airfield without a cause. The early 1980s also marked the onset of the general public's diminishing enthusiasm for aviation as it built to a volume (measured by both movements and by decibels) that was seen to be unacceptably intrusive. Aircraft noise became the lightning rod, and for business aviation. The construction of DFW was to have provided them with a reprieve from the coming and going of jet aircraft. This citizens group went as far as proposing Love Field was outdated unsafe and needed to be closed. When the Federal Aviation Administration put an end to that threat, the group proposed the field be limited to operations between 7:00 AM and 7:00 PM local to eliminate the noise associated with jet traffic during the evening hours.

This wasn't the first controversy that emerged over operations at Love Field. The Wright Amendment approved by Congress in 1979 had limited the operations of Southwest Airlines as retaliation for not moving their operations to DFW. The implications of a jet curfew, however, would have had profound effects on both Airlines and business aviation.

**The LFPA held their first meeting on January 20<sup>th</sup>, 1981.** The meeting began with Herb Kelleher, the Chairman of Southwest Airlines, speaking to the membership. He outlined a plan whereby Southwest Airlines would present a voluntary noise abatement plan to the Dallas City Council, and with the help and support of the LFPA the city would set aside any attempts to limit operations at Love Field. Both worked directly with the citizens group in an effort to educate each other and reach a compromise that would allow business at Love Field to continue.

The LFPA took a step in requested the aircraft manufacturers provide them with guidance to allow them to operate their aircraft in a more "neighborly manner" and reduce the noise signature. They even invited members of the Love Field Citizens Action

Committee to attend the meeting with the manufacturers to observe their efforts. This not only paved the way for a series of new industry initiatives in quiet flying but opened a forum for vendors to help reach this new and developing community of business aviation in Dallas. This was just the beginning of what LFPA would set to accomplish.

Thirty plus years later the LFPA is still supporting Business Aviation with meetings held at the frontiers of flight museum at Dallas Love Field. The meetings are provided support from vendor sponsorships. The vendors donate to the LFPA Scholarship Fund and charity fund and are provided approximately 45 minutes to present their products and services to the membership. The general meeting follows the presentation. The Scholarship Fund was implemented in 1998 as an effort by the LFPA to provide monetary aid to worthy individuals working on aviation degrees to support the development, growth and future of Business Aviation. The donations from the charity fund are distributed to organizations and community schools underlying love field airspace and to support such things as youth aviation camps. We desire for kids to look in the sky and desire to be part of the Aviation community. A portion of the membership dues also goes to support the Scholarship and charity fund. The remaining donations assist in supporting LFPA in their endeavor to support business aviation at Love field such as legal representation.

The LFPA board delivers the voice of the LFPA members and represents business aviation at the Love Field Planning Committee meetings, City of Dallas and to congress and many other aspects to assure general aviation has representation on issues affecting business aviation at love field and nationwide.

The LFPA has involved in many challenges from, noise abatement, runway-taxiway closures, commercial development, infrastructure, navigational aids, U.S. Customs and fees, ATC, traffic flow and patterns, safety, airspace redesign, landing fees, flow fees and all aspects including economic impacts to business aviation at Love field.

The LFPA invites the local FAA, ATC, U.S. Customs, Environmental, TSA and Airfield Operations representatives to be a part of the meetings to help address issues and concerns and to more effectively collaborate with business aviation.

While the issues facing the corporate aviation community have changed during the years the LFPA remains committed to its membership and consistent with its founders. We continue to honor the original charter with the membership vote, involvement, dues and requirements and the volunteer Board of Directors representing its member's interest in supporting business aviation at Dallas Love Field.

We look back at the founding of the association proudly at how the original founders of the LFPA helped protect our industry and shape the development of today.

*Jeff Taylor-President Love Field Pilots Association  
(Taylor, 2018)*