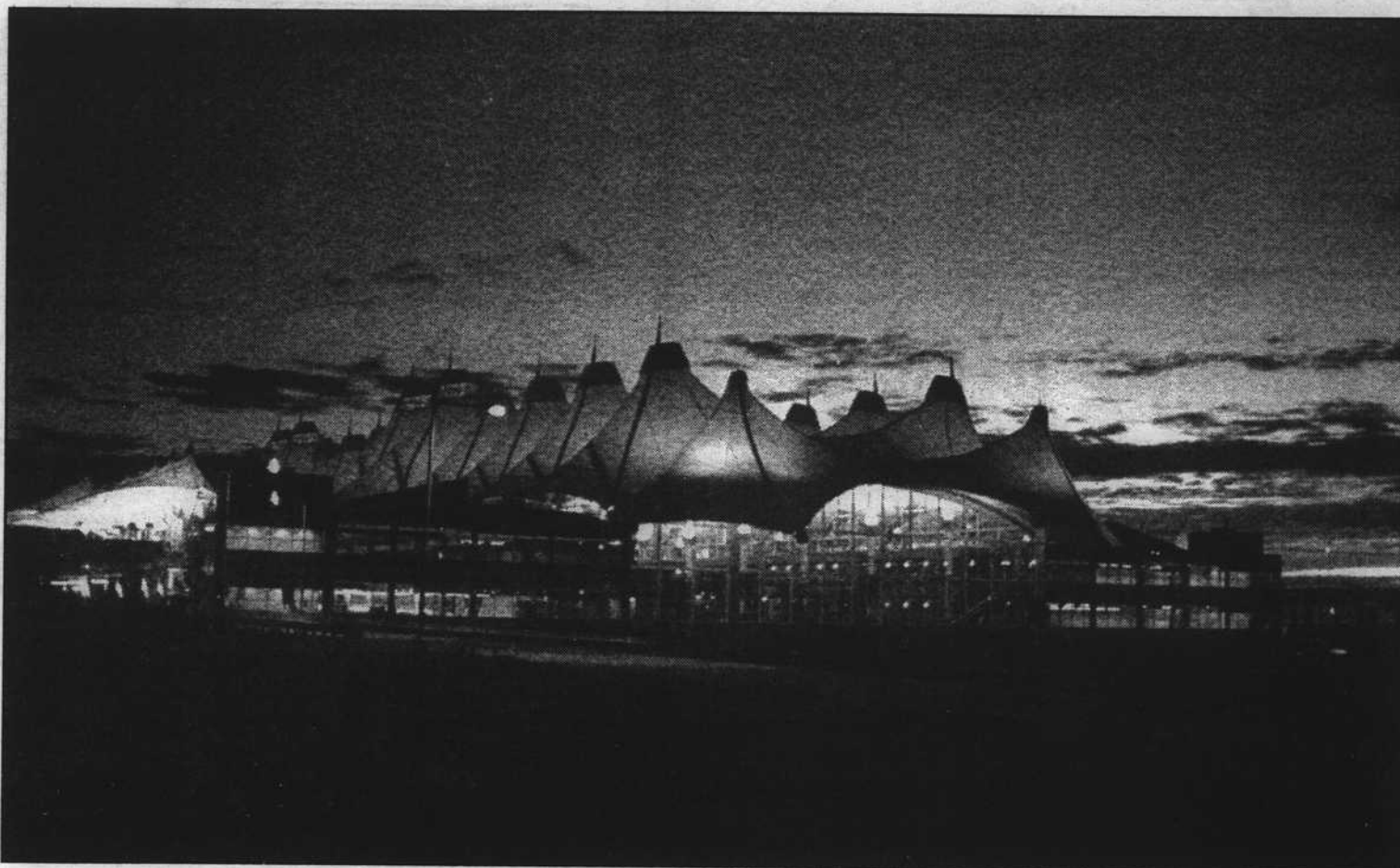


DIA Facts

- Total cost: \$4.9 billion.
- Short-term cost per passenger: \$18.80.
- Location: About 23 miles northeast of Denver, 35 minutes drive time.
- Size: 53 square miles.
- DIA replaces Stapleton, which was built in 1929, re-built in 1966, and remodeled in 1986.
- About 22 major airlines and 135 charters will use DIA.
- Two baggage systems will be in place — a computer-controlled automated system and a traditional conveyors, tugs, and carts system.
- About 2.5 million cubic yards of concrete were used to pave DIA's runways and taxiways.
- The 1.5 million square feet of the Elrey Jeppesen Terminal features three concourses with 107 shops and restaurants.
- DIA can handle 50 million passengers and 540,000 flight operations a year.
- DIA will operate 13,000 flights per day with 640 non-stop departures to 107 cities.
- 32 low-level windshear alerting towers and a state-of-the-art Doppler radar system will be used to prevent runway incursions.

Source: DIA and The Associated Press



Courtesy of DIA

The sun sets over the new Denver International Airport, which will open Tuesday after months of delays.

Following months of delays, jokes and debate, Denver's new international airport Tuesday is ...

Clear for takeoff

DIA

Continued from Page 1

With all the improvements and modern technology used at DIA, from advanced radar systems and wider runways to high-speed moving sidewalks and subway shuttle systems, Avery said the airport was worth the wait — and the cost: about \$4.9 billion.

"We hiccup millions around here," he said.

Denver needed a new airport, Avery said, because Stapleton was too congested and technologically behind to handle Denver's growing air traffic.

Douglas, Jefferson and Adams counties, which border Denver, are three of the fastest growing counties in the nation, turning Stapleton into a "bottleneck," Avery said.

Stapleton was remodeled in 1966 and 1986, Avery said, but the problems weren't fixed.

"We were patching new parts to an old piece," he said.

Stapleton faced other problems as well, Avery said, because of its proximity to the downtown and residential areas.

Stapleton was built in 1929, and the city was built around it. As air traffic grew, Avery said, so did noise pollution, which spurred complaints from the airport's neighbors.

DIA's location about 23 miles

northeast of Denver takes care of the problem — almost too much.

"People joked that we were building a new airport — in Kansas," Avery said, laughing.

DIA, which is built on a 53-square-mile site about twice the size of Manhattan Island, will allow planes to fly two to five miles before leaving airport property.

Avery said DIA was following a trend of large airports, such as the Dallas-Ft. Worth airport, to build outside the city in an effort to protect the environment.

Regardless of the trend, some Denver-area natives at the University of Nebraska-Lincoln said they thought the location — among other problems — would plague DIA's opening.

Suzanne Clement, a freshman broadcasting major, flies into Denver on her way to her hometown of Aurora, Colo.

"I think Stapleton was working just fine," she said.

Clement, who has a friend who works as a pilot for Delta Airlines, said she saw videotaped previews of the airport.

"It will be a wonderful airport," she said, "if it works."

The airport's far-away location is an inconvenience, she said, because the four-lane highway leading to and from the airport to Denver would not be able to handle traffic.

Michelle Beck, a junior English

DIA to barely affect Lincoln

From Staff Reports

When Denver International Airport opens Tuesday morning, the immediate impact it will have on Lincoln air traffic will be minimal, a Lincoln airport official said.

Wayne Anderson, director of Lincoln Municipal Airport, said the airport handled two or three flights to and from Denver each day.

That number is not expected to change when DIA opens, he said; however, the long-range impact may be different.

When airlines, such as United, become more comfortable with DIA as it builds itself into a major inter-

national hub, Anderson said, they may expand their service to smaller branches like Lincoln.

During the transition, some flights today and Tuesday have been canceled or changed, he said, and all customers were given advance warning of the changes.

Anderson said it was too soon to tell whether DIA would have a positive overall impact. When Washington-Dulles International Airport was built, he said, it was a "non-used" airport for many years, and soon became a tremendous air-travel asset.

"In 10 years we might be able to look back and say this is the finest example of creative thinking," he said, "or this was a great disaster."

major and former Denver resident, said the mile-long shuttle ride from the parking lots to the terminal was another hassle.

Beck, whose mother used to live three miles from Stapleton, said she didn't think noise pollution justified a new airport.

"You can occasionally hear planes," she said, "but I don't personally find it annoying."

Beck said DIA was a poorly planned airport that Denver did not need.

"I don't know why they have it. Politics? I guess to waste money." Though the bond insurance cost

the city of Denver \$1 million a day each day the airport's opening was delayed, DIA projects a net income within the first year, said Dolores Wilson, director of economic development with the Denver Chamber of Commerce.

"We hope to turn around the negative press with what we've received with the delays," Wilson said.

She said Denver would deal with the distance factor by giving DIA its own entrance from the main highway and by adding a new beltway that would service another access point.

One thing I learned a long time ago was to joke about it — find its soft spots and pick it apart. When you do that you have few negative comments.

NORM AVERY

DIA community relations liaison

Then-Mayor Frederico Pena proposes construction of a new airport on an unincorporated parcel in Adams County.

City draws up a master plan for the airport and begins working on acquiring the site.

Denver and Adams County sign an agreement to close Stapleton International Airport and build a new one.

Denver voters approve a nonbinding referendum to build a new airport, 62.7 percent to 37.3 percent.

Ground is broken at the DIA site.

One year after construction begins, city officials say the project is one month ahead of schedule and 11 percent under budget.

Mayor Wellington Webb announces a delay in airport opening, from Oct. 31 to Dec. 18, citing construction delays.

Webb announces another delay in the opening date, rescheduling it to March 9, 1994. He said crews needed more time to complete construction and train workers on DIA's complex systems.

City dedicates DIA, four months before opening day.

Webb announces the airport opening will be delayed indefinitely. He vows not to name a new opening date until he is certain the city can live up to it.

Webb announces DIA will open Feb. 28.