

Q & A from GNP Meeting Presentation

- 1.) We live on the east side of the airport and have experienced a lot of noise with planes taking off and landing. Can you expand on what the noise impact will be with the opening of the renovated runway and when we can expect some relief from the noise? Understanding wind conditions impact the noise. **We anticipate when we go back to normal, roughly 50/50 distribution on flights on both runways.**
- 2.) When can you start planning for General Aviation to move to Dallas Executive which does not have as much as residential impact? **Unfortunately, there's not a way for us to do that. We have seven (7) fixed based operators. We are a federally mandated facility and must be open to all those that want to use the facility, 24 hours a day.**
- 3.) What is the plan to redo the other runway? **Once we get the Denton Avenue runway open, we will do a pavement evaluation on the Lemmon Avenue runway probably in five (5) years.**
- 4.) What are the peak periods of traffic? **Our heaviest period is 8:00am – 11:00am and 2:30pm – 7:00pm.**
- 5.) Will the Lemmon Avenue streetscape feature shade trees to keep the heat down on the pavement during summer months? **Yes, the landscaping is designed to provide shade.**
- 6.) Can you give more details about plans and timeline for Lovers Lane and mobility improvements? **Currently, we are in negotiations with the consultant to finalize the scope of the high-level schematic and public involvement for Lovers Lane from Lemmon Avenue to Dallas city limits, along with University Park.**
- 7.) Why make the Denton Avenue runway the preferential runway during night hours when the residents on that side of the airport are MUCH closer to the runway than those on the east side? Shouldn't you encourage a more even distribution at night? **The Preferential Runway Program was put in place many years ago as a part of the noise mitigation measures. There was a recent noise control program audit performed by our City Auditors. Updates will be made to the program. One of the issues that will be discussed is the preferential program and the proximity of the West Love Field neighborhood to that runway.**
- 8.) Do you have available funding for additional runway improvements for Lemmon Avenue? Projects are funded as we identify the need. **Since we don't know what those needs are, we haven't identified funding.**
- 9.) Are there plans to have sidewalks along all of Lemmon Avenue and Denton Drive? **Yes, on Lemmon Avenue. No immediate plans for Denton Drive, just yet. We are currently working with the stakeholders on Denton Drive on how we might facilitate some pedestrian improvements.**
- 10.) Is there a plan to install EMAS (Engineered Material Arresting System) in either runway end in the future? **No, our space constraints don't give us the room to do any mass system.**
- 11.) If Denton Drive is not used for a 2nd entrance, would the airport support conversion to buffered bike lanes vs. the wide road we have now? **We would, that's one of the options on the table. We're not in control of that road and must continue working with the Transportation department.**
- 12.) What are your plans for the movement of the car rental facility out of the airport to free up the land for future development such as a hotel, etc.? **Looking into this matter to see if it makes sense because of space constraints.**
- 13.) Has there been any progress with the promised meetings with the residents on the west side to find some way to expand the Good Neighbor improvements to that side even though the airport doesn't own much land along Denton Drive? **Yes, we've been working with the Love Field West Neighborhood Association and plan on kicking the visioning meeting off this spring.**
- 14.) What are the chances we could get expanded gates at Love Field so we can leverage the airport to fly to more destinations? **There are no chances. The Wright Amendment Reform Act has capped the number of gates at Love Field at 20. No additional gates will be coming to Love Field.**