

## Questions raised by CM Bradford relating to International Service at Hobby

1. Will Southwest Airlines actually spend \$100 million or will the proposed expansion be paid for via passenger flight charge fee increases?

Discussions with Southwest Airlines are under way regarding the development of proposed international terminal/FIS facilities at Hobby. No definitive agreement has been reached. Any agreement to be brought to Council for approval will speak to the question directly.

2. What are the results of the Traffic Impact Study in reference to the increase in automobile traffic in the neighborhoods and surrounding Hobby Airport area?

In the 2003 Master Plan, the traffic study concluded that the only traffic constraints surrounding the airport were the expansion of Airport Blvd. by one lane in each direction and improved traffic light synchronization at the two major intersections: Monroe and Telephone Rd. TxDOT has since broadened Airport Blvd. by one lane in each direction to three lanes in each direction, thus satisfying the capacity constraint. Reconstruction of Broadway is currently planned to commence in the FY 13 capital budget.

3. What are the results of the study or analysis addressing the increased noise levels in the neighborhoods and surrounding Hobby Airport area due to additional air traffic?

Aircraft takeoffs and landings have actually decreased since their previous peak of over 260,000 in 1997. Today, annual operations at Hobby are just above 210,000. Even with the addition of 25 daily flights, Hobby will be well below historical levels. In addition, Southwest Airlines, the largest operator at Hobby, is undertaking a fleet modernization program that will remove its older, noisier B737-200, 300, and 500 aircraft and replace them with modern, advanced and quieter B737-800 technology. Southwest has just placed the largest Boeing order ever when it became the launch customer for 150 of the B737-MAX which it hopes to begin flying in 2017.

4. Given the absolute necessity due to the proposed Hobby Airport expansion, what is the cost of street improvements, infrastructure enhancement and signage, and how will it be paid for?

See answer to Question 2 above. A new signage program at both airports is well underway, and will not be affected by any change in operations at Hobby.

5. If the Hobby Airport expansion is approved, what will be the impact of the City's bonding obligation?

There will be no impact on the City's General Obligation bonding debt, since the Houston Airport System is an Enterprise Fund and issues its own debt, independent of and with no risk to the City or its General Fund. The specifics of any agreement brought to Council for approval would speak to this question directly.

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- 6. Understanding that this will be an enterprise account project, still what are the specific obligations to be borne by the City if the Hobby Airport expansion is approved? Financial? Personnel? Facilities, etc.?**

**We expect all costs related to this project will be part of any definitive agreement brought to Council for approval.**

- 7. It is my understanding that several Council Members have submitted questions regarding the proposed expansion of international service at William P. Hobby Airport. Please forward those questions and answers.**

**All questions received from Council Members will be answered and distributed.**