# Border / From previous page

"I am a total loser," said Tinker, an IBM employee.

D/FW plans to notify 3,000 homeowners in Euless, Grapevine and Irving this month that they are eligible to have their houses purchased or be guaranteed for purchase if the Federal Aviation Administration approves the airport's $3.5 billion expansion.

Those neighborhoods affected by the buyout offer, including McCormick Farms, have been described so far only in broad strokes on areawide maps, based on airport noise projections. For homeowners whose land falls along the borders of those broad strokes, greater precision is needed to determine whether they are "in" or "out."

"We are begging the airport to tell us," Grapevine City Manager Mark Watson said.

D/FW spokesman Joe Dealey Jr. said detailed boundaries will not be outlined publicly until after homeowners have been notified — and even then, the boundaries will be subject to adjustments. He pointed out that the entire expansion, including any buyouts, would take as long as seven years.

Airport officials have gone to great lengths to avoid splitting neighborhoods, Dealey said. In the case of at least one Irving neighborhood, Harrington Heights, more houses than the airport considered necessary were included in the buyout program.

But, Dealey concluded: "The line, such as it is, must begin and end somewhere."

Euless Assistant City Manager Steve Norwood criticized the airport's intention to offer a buyout to some homeowners and nothing to their neighbors.

"It's incredible," he said.

Using what information they could glean from the maps released by D/FW, Euless city officials began sketching more detailed neighborhood maps in preparation for next week's town hall meeting on the expansion plans.

Eaton and Tinker said that, based on the city's maps, they estimated that the border would pass between their houses. To dramatize the situation, they drew chalk lines along the border and posted yard signs outside their houses, designating them "IN" or "OUT."

More and more of their neighbors are growing concerned about their status in the buyout program, and efforts have begun to organize McCormick Farms.

"I don't want to wait until the airport tells me whether I'm in or out," resident Larry Lattig said. "I just want to make sure I'm in."

D/FW officials have said that the buyout program would apply to all homeowners within any area that would be exposed to certain levels of noise after the airport expansion.

About 300 houses, mostly in Irving, would be purchased outright, and an additional 2,700 throughout the three cities either would be purchased after six months on the market or would be subsidized if the owner is offered less than fair-market value.

"It may be just a bone that they're tossing," Eaton said, "but you hate to see a friend and a neighbor get nothing at all."

Residents of Broadmoor Hills in Irving wonder whether they, too, are being passed over. Their neighborhood is adjacent to Harrington Heights, where Dealey says more houses than required are being included in the buyout to keep the neighborhood intact.

Wayne Musgrave, vice president of the Broadmoor Hills Homeowners Association, said residents in the two adjoining neighborhoods have always been associated with each other, but those in Broadmoor Hills now feel like they live in "the Bermuda Triangle."

"They're doing half the neighborhood," he said of D/FW officials. "It kind of makes us feel like we're being left out."