



Appendix D

AIRPORT LAYOUT PLAN DRAWINGS



Appendix D

AIRPORT LAYOUT PLAN DRAWINGS

Airport Master Plan Update

Dallas Executive Airport

As part of this Master Plan, the Federal Aviation Administration (FAA) and Texas Department of Transportation – Aviation Division (TxDOT) require the development of several computer drawings detailing specific parts of the airport and its environs. These drawings were created on a computer-aided drafting (CAD) system and serve as the official depiction of the current and planned condition of the airport. These drawings will be delivered to TxDOT for their review. TxDOT will critique the drawings from a technical perspective to be sure all applicable federal regulations are met. TxDOT will use the CAD drawings as the basis for justification for funding decisions.

It should be noted that FAA and TxDOT require that any changes to the airfield (i.e., runway and taxiway system, navigational aids, etc.) be presented on the drawings. The landside configuration developed during the master planning process is also depicted on the drawings, but TxDOT recognizes that landside development is much more fluid and dependent upon developer needs. Thus, an updated drawing set is typically not necessary for future landside development.

The following is a description of the CAD drawings that make up the Airport Layout Plan (ALP) drawing set included with this Master Plan.

AIRPORT LAYOUT DRAWING

An Airport Layout Drawing (ALD) graphically presents the existing and ultimate airport layout. The ALD includes such elements as the physical airport features, wind data tabulation, location of airfield facilities, and existing general aviation development. Also presented on the ALD are the runway safety areas, airport property boundary, and revenue support areas.

The computerized plan provides detailed information on existing and future facility layouts on multiple layers that permit the user to focus on any section of the airport at a desirable scale. The plan can be used as base information for design and can be easily updated in the future to reflect new development and more detail concerning existing conditions as made available through design surveys.

INNER PORTION OF THE APPROACH SURFACE DRAWINGS

The Inner Portion of the Approach Surface Drawings contain the plan and profile view of the inner portion of the approach surface to the runway and a tabular listing of all surface violations. The drawings also contain other approach surfaces, such as the threshold siting surface. Detailed obstruction and facility data is provided to identify planned improvements and the disposition of the obstructions. A drawing of each runway end is provided.

TERMINAL AREA PLAN

The Terminal Area Plan is a larger scale plan view drawing of existing and planned aprons, buildings, hangars, parking lots, and other landside facilities focused on airport terminal area development.

LAND USE PLAN

The Land Use Plan is a depiction of the land use recommendations on airport property. The objective of this drawing is to coordinate uses of the airport property in a manner compatible with the functional design of the airport facility. When development is proposed, it should be directed to the appropriate land use area depicted on this plan.

AIRSPACE MAP

Title 14 of the Code of Federal Regulations (CFR) Part 77, *Objects Affecting Navigable Airspace*, was established for use by local authorities to control the height of objects near airports. The Airspace Drawing is a graphic depiction of this regulatory criterion including

the primary, approach, transitional, horizontal, and conical surfaces, all of which make up the 14 CFR Part 77 imaginary surfaces. The Airspace Drawing can be a critical tool for the airport sponsor's use in reviewing proposed development in the vicinity of the airport.

BUILDING TABLE			
BUILDING NUMBER	EXISTING DESCRIPTION	ULTIMATE DESCRIPTION	TOP ELEVATION
1	EXECUTIVE HANGAR	—	679.9
2	EXECUTIVE HANGAR	—	675.5
3	EXECUTIVE HANGAR	—	674.6
4	BOX HANGAR	—	674.6
5	CONVENTIONAL HANGAR	—	671.2
6	CONVENTIONAL HANGAR	—	669.2
7	CONVENTIONAL HANGAR	—	668.9
8	CONVENTIONAL HANGAR	—	668.4
9	PORT STORAGE FACILITY	—	647.9
11	FUEL TANK	—	NA
12	ROTATING BEACON/TERMINAL BLDG/CONFERENCE FACILITY	—	702.9
13	EXECUTIVE HANGAR	TO BE REMOVED	666.6
14	EXECUTIVE HANGAR	TO BE REMOVED	679.7
15	EXECUTIVE HANGAR	TO BE REMOVED	687.0
16	EXECUTIVE HANGAR	—	666.2
17	CONVENTIONAL HANGAR	—	669.2
18	CONVENTIONAL HANGAR	—	669.2
19	EXECUTIVE HANGAR	—	679.7
20	EXECUTIVE HANGAR	—	679.7
21	CONVENTIONAL HANGAR	—	663.6
22	EXECUTIVE HANGAR	—	674.1
23	SELF-SERVICE FUEL FACILITY	—	606.7
24	FUEL TANK	TO BE REMOVED	NA
25	EXECUTIVE HANGAR	—	679.7
26	EXECUTIVE HANGAR	—	679.7
27	EXECUTIVE HANGAR	—	679.7
28	CONVENTIONAL HANGAR	—	679.7
29	CONVENTIONAL HANGAR	—	672.6
30	BOX HANGAR	—	673.4
31	BOX HANGAR	—	673.4
32	BOX HANGAR	—	670.8
33	BOX HANGAR	—	666.4
34	T-HANGAR	—	669.7
35	EXECUTIVE HANGAR	—	681.1
36	BOX HANGAR	—	672.2
37	CONVENTIONAL HANGAR	—	673.1
38	FUEL TANK	TO BE REMOVED	NA
39	U.S. POST OFFICE	—	669.5
40	COVERED AUTO PARKING	—	630.4
41	CONVENTIONAL HANGAR	—	665.5
42	CONVENTIONAL HANGAR	—	718.2
43	CONVENTIONAL HANGAR	—	719.5
44	TEXAS NATIONAL GUARD ARMORY	—	663.5
45	AIRPORT MAINTENANCE FACILITY	—	667.8
46	ATCT	—	701.4
50	—	CORPORATE HANGAR	686
51	—	CORPORATE HANGAR	686
52	—	CORPORATE HANGAR	686
53	—	CORPORATE HANGAR	686
54	—	CORPORATE HANGAR	684
55	—	CORPORATE HANGAR	683
56	—	CORPORATE HANGAR	679
57	—	CORPORATE HANGAR	683
58	—	CORPORATE HANGAR	679
59	—	CORPORATE HANGAR	683
60	—	CORPORATE HANGAR	686
61	—	CORPORATE HANGAR	686
62	—	CORPORATE HANGAR	686
63	—	CORPORATE HANGAR	687
64	—	CORPORATE HANGAR	684
65	—	CORPORATE HANGAR	684
66	—	CORPORATE HANGAR	684
67	—	CORPORATE HANGAR	679
68	—	CORPORATE HANGAR	679
69	—	CORPORATE HANGAR	687
70	—	CORPORATE HANGAR	687
71	—	CORPORATE HANGAR	684
72	—	CORPORATE HANGAR	684
73	—	CORPORATE HANGAR	679
74	—	CORPORATE HANGAR	679
75	—	CORPORATE HANGAR	683
76	—	CORPORATE HANGAR	687
77	—	CORPORATE HANGAR	679
78	—	CORPORATE HANGAR	679
79	—	CORPORATE HANGAR	679
80	—	CORPORATE HANGAR	679
81	—	FUEL TANK	687
82	—	CORPORATE HANGAR	679
83	—	CORPORATE HANGAR	679
84	—	CORPORATE HANGAR	679
85	—	FUEL TANK	679
86	—	CORPORATE HANGAR	686
87	—	CORPORATE HANGAR	686
88	—	FUEL TANK	659

AIRPORT DATA TABLE		
	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	658.8'	658.8'
AIRPORT NAVIGATION AIDS	LS OR LOC SPS, VOR/DME, VOR	LS OR LOC SPS, VOR/DME, VOR
MEAN MAX TEMP (JANUARY TO SEPTEMBER)	86°F	86°F
AIRPORT REFERENCE CODE (ARC)	D-6	D-6
TAXIWAY MARKING	STD RW 1/2 END	STD RW 1/2 END
TAXIWAY LIGHTING	MSL	MSL
AIRPORT REFERENCE POINT COORDINATES	32°42'31.5" N 96°52'55.5" W	32°42'31.5" N 96°52'55.5" W

NOTES

DATUM COORDINATE SYSTEMS -- HORIZONTAL DATUM NAD 1983 State Plane Texas North Central Zone, 4200 Feet, MERCATOR DATUM NAVD83.

THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR DALLAS EXECUTIVE AIRPORT (DEED: RUNWAY 13-31, 6457X150', ZONED 8452' PIA, RUNWAY 17-35, 3800X150', ZONED 5000' NPI, AS OF DECEMBER 10, 2010).

AERIAL SURVEY DATA IS NOT AVAILABLE FOR THE ENTIRE EXTENTS OF THE THRESHOLD SING SURFACES TO RUNWAYS 13-31 AND 17-35; THEREFORE, PENETRATIONS ARE ESTIMATES BASED ON PARTIAL SURVEY DATA.

RUNWAY IS MARKED AND LIGHTED IN ACCORDANCE WITH FAA GUIDANCE. CAUTION ZONE LIGHTS AVAILABLE LAST 2000' OF RUNWAYS 13-31 AND 17-35.

ULTIMATE CONDITIONS ALLOW FOR A 80' OFA CLEARANCE BEYOND THE DEPARTURE END OF RUNWAY 31, AND A 460' OFA CLEARANCE BEYOND THE DEPARTURE END OF RUNWAY 13. DEVIANCES ARE MET THROUGH USE OF DECLARED DISTANCES BEYOND DEPARTURE END OF RUNWAY 29 AND A MODIFICATION TO STANDARD BEYOND DEPARTURE END OF RUNWAY 13.

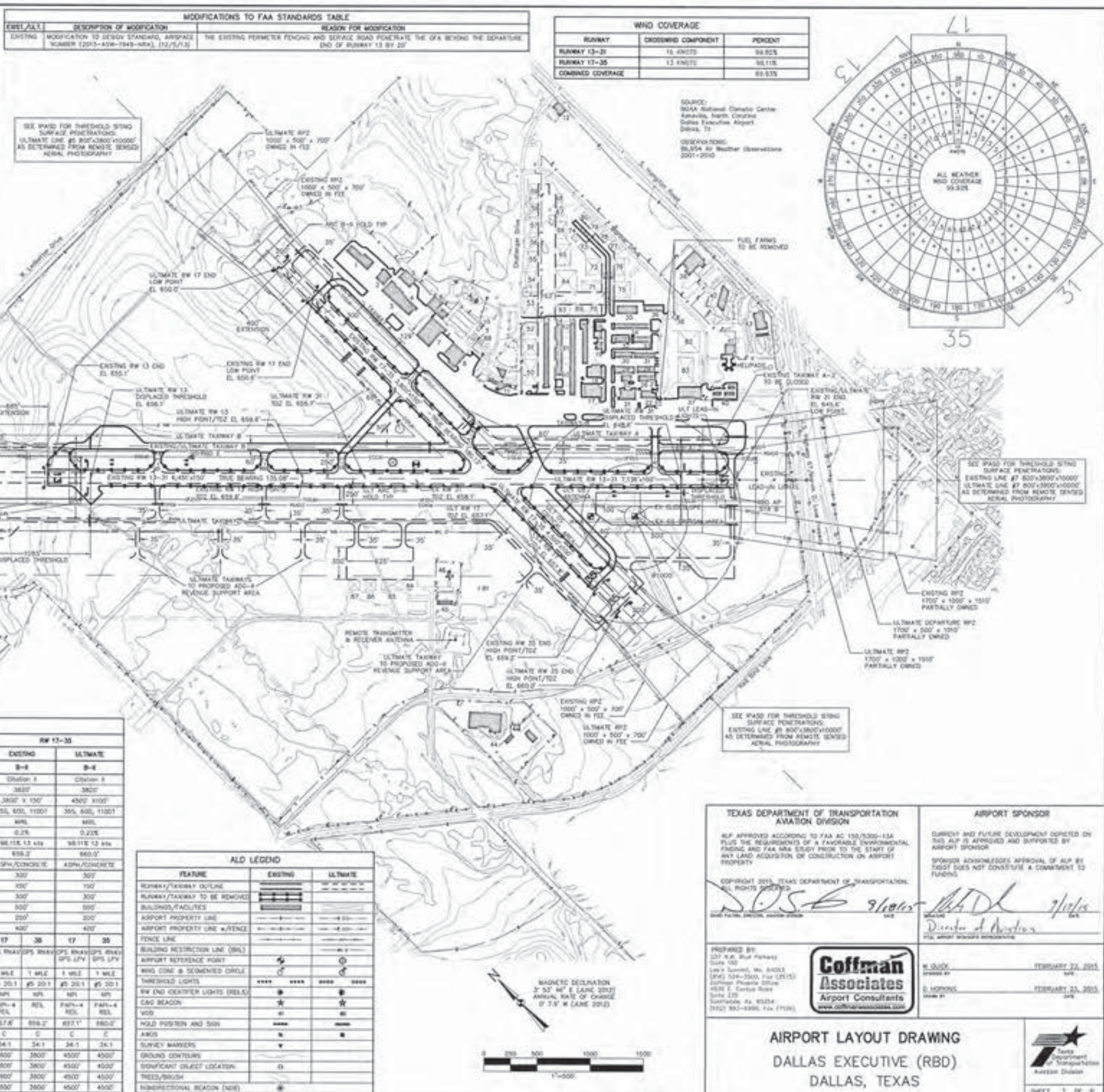
NO OFZ OBJECT PENETRATIONS

ULTIMATE PERMETER SERVICE ROAD LOCATION BY DAVIER LLC.

INTERNAL SERVICE ROAD TO LOCALIZER TO BE RELOCATED AT THE OF RUNWAY 13 EXTENSION AND RELOCATION OF LOCALIZER.

SEE SHEET 8 OF 8 FOR TERMINAL AREA DETAILS.

RUNWAY DATA TABLE				
	RW 13-31			
	EXISTING		ULTIMATE	
RUNWAY ARC	D-6		D-6	
DESIGN AIRCRAFT & ARC	Category II		Category II	
BALANCED FIELD LENGTH	5700'		5700'	
RUNWAY LENGTH & WIDTH (F)	8430' x 150'		7536' x 150'	
PAVEMENT DESIGN STRENGTH (2000 PSI)	355, 600, 1100T		305, 600, 1100T	
RUNWAY LIGHTING	MSL		MSL	
PERCENT EFFECTIVE DRAINAGE	0.1%		0.2%	
PERCENT WIND COVERAGE	99.92% 16 kts		99.92% 16 kts	
MAXIMUM ELEVATION ABOVE MSL	628.8'		660.0'	
RW SURFACE TYPE	ASPH/CONCRETE		ASPH/CONCRETE	
PSA - LENGTH BEYOND RW END	1000'		1000'	
PSA - WIDTH	600'		600'	
OFA - LENGTH BEYOND RW END	1000'		1000'	
OFA WIDTH	600'		600'	
OFZ - LENGTH BEYOND RW END	200'		200'	
OFZ WIDTH	400'		400'	
RUNWAY END	13	31	13	31
APPROACH TYPE	VISUAL		GPS LPV 3	
APPROACH VISIBILITY MINIMUM	VISUAL 3/4 MILE		VISUAL 3/4 MILE	
THRESHOLD SING SURFACE & SLOPE	#5 20.1		#5 20.1	
RUNWAY MARKING	MSL		MSL	
RUNWAY VISUAL AIDS	VIS-4 REL		VIS-4 REL	
TOUCHDOWN ZONE ELEVATION	659.2'		658.8'	
FAIR PART 77 APPROACH CATEGORY	B/C		C	
FAIR PART 77 APPROACH SURFACE SLOPE	22.1		50.1	
TAKE-OFF RUN AVAILABLE (TORA)	3820'		8430'	
TAKE-OFF DISTANCE AVAILABLE (TODA)	3820'		8430'	
ACCELERATE STOP DISTANCE AVAIL (ASDA)	3820'		8430'	
LANDING DISTANCE AVAILABLE (LDA)	3820'		8430'	



TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

ALP APPROVED ACCORDING TO FAA AC 150/5000-13A PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA AREA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.

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[Signature] 7/17/15
M. D. L. Director of Aviation

APPROVED BY: *[Signature]* 7/17/15
S. J. GIBSON, Director of Aviation

AIRPORT LAYOUT DRAWING
DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS

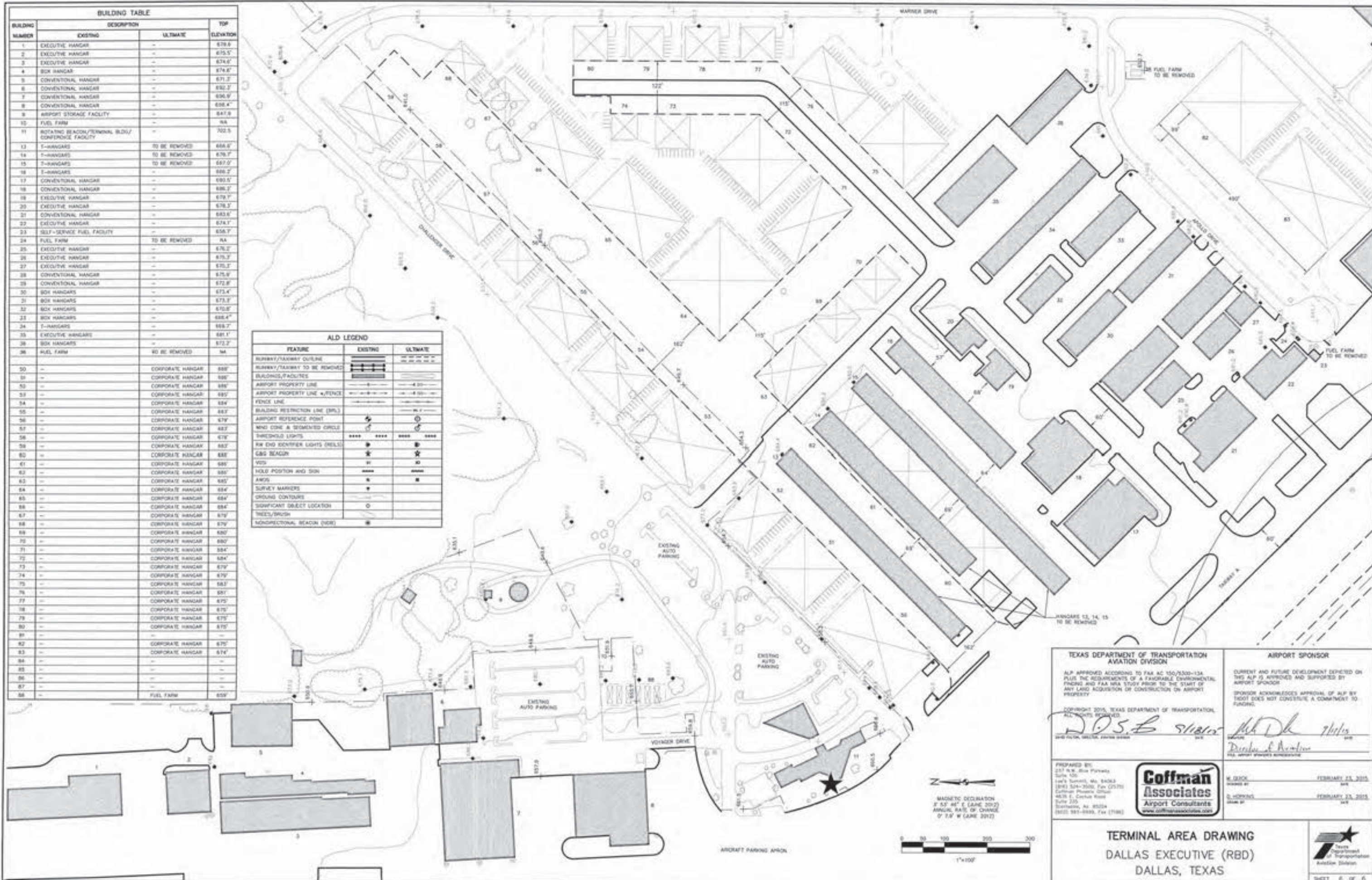
SHEET 1 OF 6



<p align="center">TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION</p> <p>ALP APPROVED ACCORDING TO FAA AC 150/5300-12A PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA NHA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY.</p> <p>COPYRIGHT 2015, TEXAS DEPARTMENT OF TRANSPORTATION, ALL RIGHTS RESERVED.</p> <p><i>D.O.S.B.</i> 9/1/15 <i>[Signature]</i> 7/1/15 <small>DATE FOR TITLE, SIGNATURE, POSITION, DESIGNATION DATE</small></p>	<p align="center">AIRPORT SPONSOR</p> <p>CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR.</p> <p>SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY TxDOT DOES NOT CONSTITUTE A COMMITMENT TO FUNDING.</p> <p><i>[Signature]</i> 7/1/15 <small>SIGNATURE DATE</small></p> <p><i>Director of Aviation</i> <small>THE AIRPORT SPONSOR'S REPRESENTATIVE</small></p>	
<p>PREPARED BY: 1317 N. W. Blue Parkway Suite 100 (near Summit, Mo. 64063) (816) 624-1000, Fax (816) 624-1001 Lafayette Plumeau (Offices) 4630 E. Carlsbad Road Suite 310 Tulsa, OK 74114 (918) 983-0034, Fax (774) 624-1001</p>	<p align="center">Coffman Associates Airport Consultants www.coffmanassociates.com</p> <p>H. QUICK FEBRUARY 23, 2015 <small>ISSUED BY DATE</small></p> <p>S. HOPKINS FEBRUARY 23, 2015 <small>DATE BY DATE</small></p>	
<p align="center">IPASD RW 31</p> <p align="center">DALLAS EXECUTIVE (RBD)</p> <p align="center">DALLAS, TEXAS</p>		<p align="center"></p> <p align="center">Texas Department of Transportation Aviation Division</p> <p align="center">SHEET 3 OF 6</p>

BUILDING TABLE			
BUILDING NUMBER	DESCRIPTION	ULTIMATE	ELEVATION
1	EXECUTIVE HANGAR	-	678.9
2	EXECUTIVE HANGAR	-	675.5
3	EXECUTIVE HANGAR	-	674.6
4	BOX HANGAR	-	674.6
5	CONVENTIONAL HANGAR	-	671.2
6	CONVENTIONAL HANGAR	-	682.2
7	CONVENTIONAL HANGAR	-	686.9
8	CONVENTIONAL HANGAR	-	688.4
9	CONVENTIONAL HANGAR	-	687.9
10	FUEL FARM	-	NA
11	ROTATING BEACON/TOWER BLDG/CONFERENCE FACILITY	-	702.5
12	T-HANGARS	TO BE REMOVED	688.2
13	T-HANGARS	TO BE REMOVED	678.7
14	T-HANGARS	TO BE REMOVED	667.0
15	T-HANGARS	TO BE REMOVED	686.2
16	CONVENTIONAL HANGAR	-	690.5
17	CONVENTIONAL HANGAR	-	686.2
18	EXECUTIVE HANGAR	-	679.7
19	EXECUTIVE HANGAR	-	678.3
20	CONVENTIONAL HANGAR	-	683.6
21	EXECUTIVE HANGAR	-	674.7
22	SELF-SERVICE FUEL FACILITY	-	658.7
23	FUEL FARM	TO BE REMOVED	NA
24	EXECUTIVE HANGAR	-	676.2
25	EXECUTIVE HANGAR	-	675.3
26	EXECUTIVE HANGAR	-	675.3
27	CONVENTIONAL HANGAR	-	675.8
28	CONVENTIONAL HANGAR	-	672.8
29	BOX HANGARS	-	673.4
30	BOX HANGARS	-	673.7
31	BOX HANGARS	-	670.8
32	BOX HANGARS	-	688.4
33	T-HANGARS	-	688.7
34	EXECUTIVE HANGARS	-	681.1
35	BOX HANGARS	-	672.2
36	FUEL FARM	TO BE REMOVED	NA
37	-	-	-
38	-	-	-
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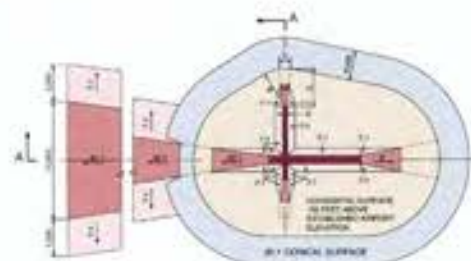
AID LEGEND		
FEATURE	EXISTING	ULTIMATE
SURVEY/ROADWAY OUTLINE		
SURVEY/ROADWAY TO BE REMOVED		
BUILDING/FACILITY		
AIRPORT PROPERTY LINE		
AIRPORT PROPERTY LINE & FENCE		
FENCE LINE		
BUILDING RESTRICTION LINE (BRL)		
AIRPORT REFERENCE POINT		
MND CONE & SEGMENTED CIRCLE		
THRESHOLD LIGHTS		
RW END IDENTIFIER LIGHTS (REIL)		
END BEACON		
VOT		
HOLD POSITION AND SIGN		
ANOS		
SURVEY MARKERS		
GROUND CONTOURS		
SIGNIFICANT OBJECT LOCATION		
TREES/BRUSH		
NONDIRECTIONAL BEACON (NDB)		



TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION ALP APPROVED ACCORDING TO FAA AC 150/5300-13A PLUS THE REQUIREMENTS OF A FAVORABLE ENVIRONMENTAL FINDING AND FAA MSA STUDY PRIOR TO THE START OF ANY LAND ACQUISITION OR CONSTRUCTION ON AIRPORT PROPERTY COPYRIGHT 2015, TEXAS DEPARTMENT OF TRANSPORTATION ALL RIGHTS RESERVED D. O. S. B. STAIN DIB: POLY, WELLS, JAMES CROSS		AIRPORT SPONSOR CURRENT AND FUTURE DEVELOPMENT DEPICTED ON THIS ALP IS APPROVED AND SUPPORTED BY AIRPORT SPONSOR SPONSOR ACKNOWLEDGES APPROVAL OF ALP BY SIGNATURE DOES NOT CONSTITUTE A COMMITMENT TO FUNDING M. D. H. 7/10/15 D. H. H. 7/10/15 D. H. H. 7/10/15	
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W. G. G. 7/10/15 D. H. H. 7/10/15		FEBRUARY 23, 2015 FEBRUARY 23, 2015	

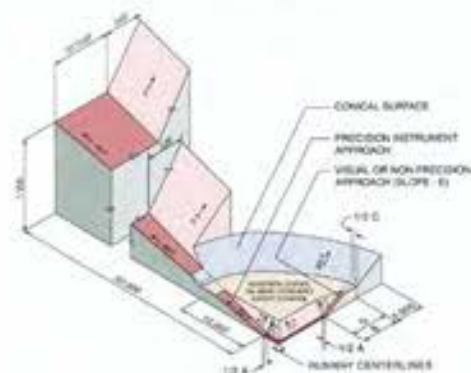
No.	Object Description	Latitude	Longitude	Top Elevation	Ann of penetration	Surface(s) penetrated	Remediation
1	TWO	32°47'16.07" N	97°02'34.87" W	400	10'	HEAVY	REMOVE
4	15' TALL SERVICE ROAD	32°47'15.96" N	97°02'35.46" W	410	7'	GRAVEL/ASPH	DISPLACE THRESHOLD
5	HOUSE	32°47'16.36" N	97°02'35.37" W	420	10'	HEAVY	REMOVE
7	TWO	32°47'16.06" N	97°02'34.87" W	440	10'	HEAVY	REMOVE
9	TWO	32°47'16.04" N	97°02'34.77" W	450	10'	HEAVY	REMOVE
10	TWO	32°47'16.36" N	97°02'35.37" W	460	10'	HEAVY	REMOVE
23	15' TALL SERVICE ROAD	32°47'15.96" N	97°02'35.46" W	470	10'	HEAVY	DISPLACE THRESHOLD
27	15' TALL SERVICE ROAD	32°47'15.96" N	97°02'35.46" W	480	10'	HEAVY	DISPLACE THRESHOLD
104	HOUSE AT	32°47'28.66" N	97°02'33.91" W	490	7'	HEAVY	DISPLACE THRESHOLD
106	HOUSE AT	32°47'21.06" N	97°02'34.97" W	490	7'	HEAVY	DISPLACE THRESHOLD
108	LIGHT POLE	32°47'28.77" N	97°02'34.87" W	470	10'	HEAVY	DISPLACE THRESHOLD
210	TWO	32°47'16.04" N	97°02'35.37" W	480	10'	HEAVY	REMOVE
212	TWO	32°47'15.96" N	97°02'35.37" W	490	10'	HEAVY	REMOVE
401	TOWER	32°47'16.06" N	97°02'34.87" W	1000	10'	HEAVY	TO REMAIN (OBSTRUCTION LIMITED)

* ELEVATIONS LISTED UPWARD 10' FOR PUBLIC RUNWAY, 17' FOR PRIVATE RUNWAY, 27' FOR TAXIWAY



DIM	ITEM	VISUAL APPROACH				PRECISION INSTRUMENT APPROACH			
		A	B	C	D	A	B	C	D
A	WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT 1000' END	200	300	100	500	1,000	1,000		
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000	10,000		
C	APPROACH SURFACE WIDTH AT END	1,000	1,000	1,000	1,000	1,000	1,000		
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000	10,000		
E	APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1	20:1		

A - UTILITY RUNWAYS
B - RUNWAYS LARGER THAN UTILITY
C - VISIBILITY MINIMUM GREATER THAN 3/4 MILE
D - VISIBILITY MINIMUM AS LOW AS 3/4 MILE
E - PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 FOR RUNWAY 10,000 FEET AND 40:1 FOR AN ADDITIONAL 10,000 FEET



ISOMETRIC VIEW OF SECTION A-A

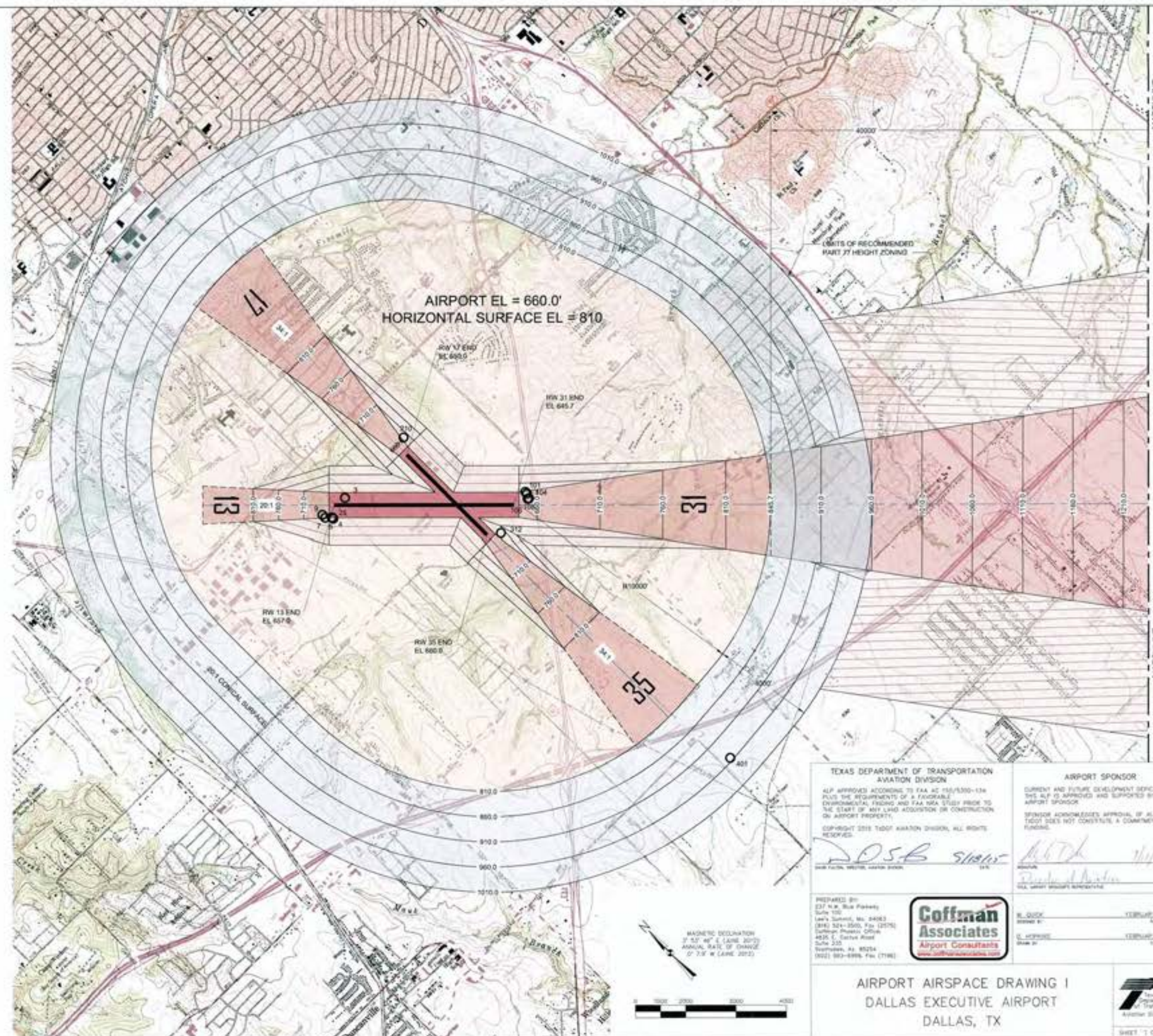
SOURCE: FAA Order JO 1902.22, Figure 4-3-5

GENERAL NOTES:

OBSTRUCTION DATA FROM FAA DIGITAL OBSTACLE FILE RELEASED MARCH 5, 2012

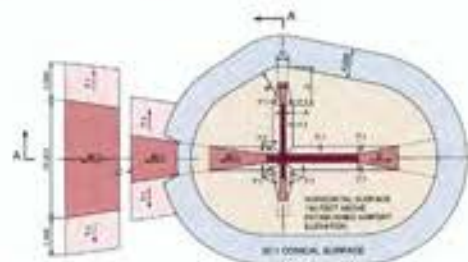
THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR DALLAS EXECUTIVE AIRPORT (H802) RUNWAY 13-31, 8451'15", ZONED 8452' PAUL RUNWAY 17-35, 8607'15", ZONED 8607' NRI AS OF DECEMBER 16, 2010.

THE FOLLOWING COAST & GEORGE QUAD MAPS WERE APPLIED AS BACKGROUND: DUNCANVILLE, TEXAS; MICHIGAN, LANCASTER AND DAK. CITY.



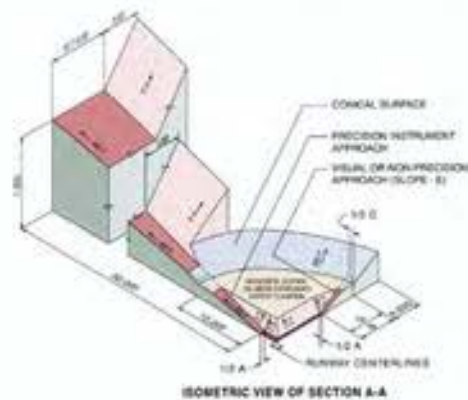
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AIRPORT AIRSPACE DRAWING I
DALLAS EXECUTIVE AIRPORT
DALLAS, TX



DIM	ITEM	DIMENSIONAL STANDARDS (FEET)				
		VISUAL APPROACH		NON-PRECISION INSTRUMENT APPROACH		PRECISION INSTRUMENT APPROACH
A	WIDTH OF FRAGMENT SURFACE AND APPROACH SURFACE WIDTH AT 1000' FROM END	300	300	300	300	1,000
B	RADIUS OF HORIZONTAL SURFACE	5,000	5,000	5,000	10,000	10,000
C	APPROACH SURFACE WIDTH AT 100'	1,000	1,000	3,000	3,000	10,000
D	APPROACH SURFACE LENGTH	5,000	5,000	5,000	10,000	10,000
E	APPROACH SLOPE	20:1	20:1	20:1	20:1	20:1

A-UTILITY RUNWAYS
B-RUNWAYS LARGER THAN UTILITY
C-VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
D-VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
E-PRECISION INSTRUMENT APPROACH SLOPE IS 20:1 FOR RUNWAY 10,000 FEET AND 40:1 FOR AN ADDITIONAL 45,000 FEET



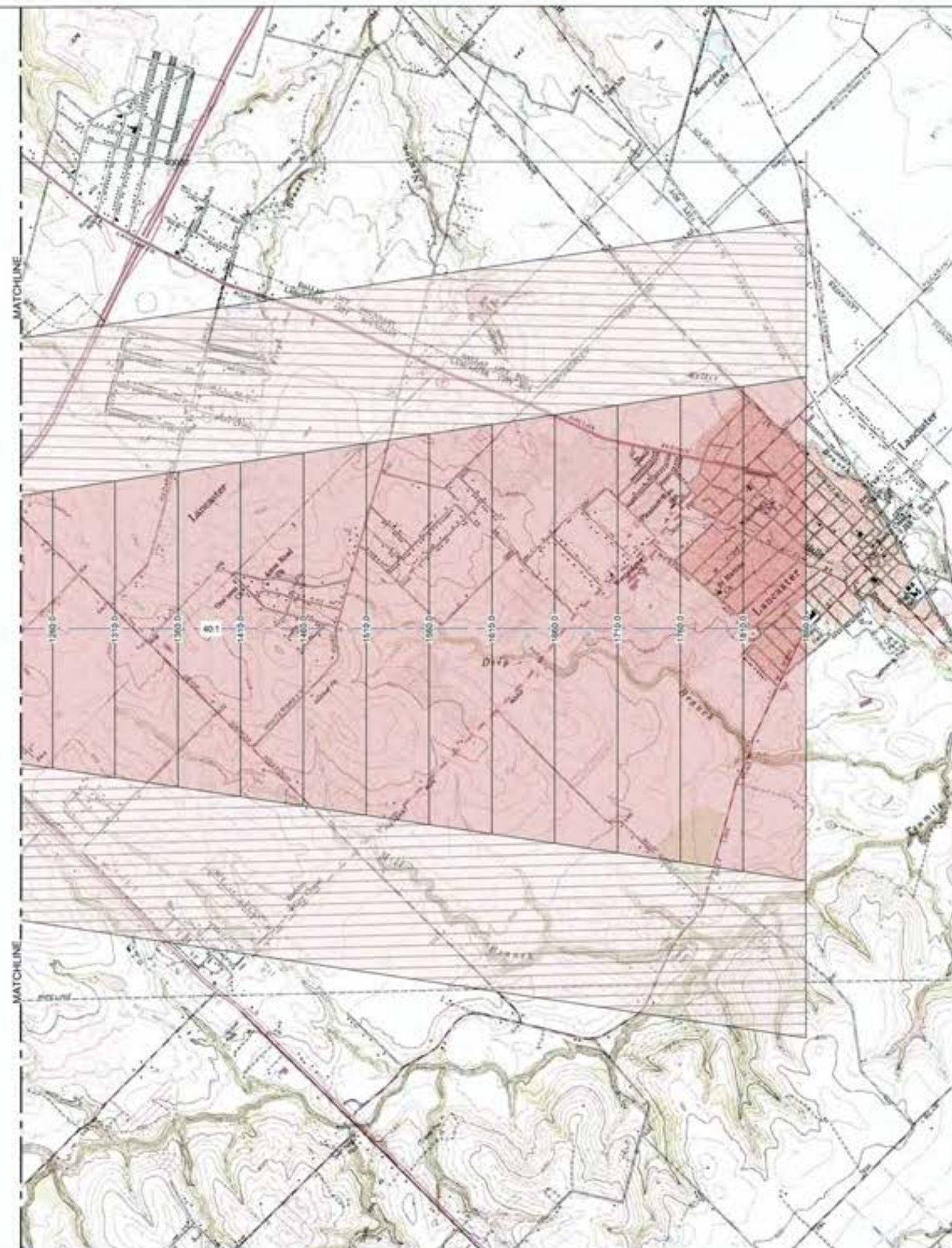
SOURCE: FAA Order JO 7400.21, Figure 6-5-5

GENERAL NOTES

OBSTRUCTION DATA FROM FAA DIGITAL OBSTACLE FILE RELEASED MARCH 5, 2012.

THE EXISTING HEIGHT HAZARD ZONING ORDINANCE FOR DALLAS EXECUTIVE AIRPORT (RBD) RUNWAY 13-31, 645°/110', ZONED 6452' PAV; RUNWAY 17-35, 360°/150', ZONED 5000' HPI, AS OF DECEMBER 10, 2010.

THE FOLLOWING USGS 7.5 MINUTE QUAD MAPS WERE APPLIED AS BACKGROUND: DURACVILLE, TEXAS; HUTTONS, LANCASTER AND DAY CLIFF.



Obstruction Table					
No.	Object Description	Latitude	Longitude	Top Elevation	Surface(s) penetrated
100					

* ELEVATIONS ADJUSTED UPWARD 10' FOR PUBLIC NORMAL, 17' FOR INTERIOR NORMAL, 22' FOR RAISED.



TEXAS DEPARTMENT OF TRANSPORTATION AVIATION DIVISION

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[Signature] 9/18/12
DATE

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STILL AIRPORT PROPERTY RESPONSIBILITY

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M. QUINN FEBRUARY 27, 2012
DATE
B. HOPKINS FEBRUARY 27, 2012
DATE

AIRPORT AIRSPACE DRAWING II
DALLAS EXECUTIVE AIRPORT
DALLAS, TX



SHEET 2 OF 2



LEGEND

- Airfield Operations
- Aviation Related Development
- Mixed Use Aviation/Non-Aviation Development
- Non-Aviation Related Development
- Open Space/Recreational
- Public/Institutional
- Existing Airport Property Line
- Existing 65 DNL Contour
- Ultimate 65 DNL Contour



MAGNETIC DECLINATION
3° 57' 46" E (JUNE 2012)
ANNUAL RATE OF CHANGE
0° 7.8" W (JUNE 2012)



TEXAS DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION
ALP APPROVED ACCORDING TO FAA AC 150/5300-13A
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[Signature] 9/18/15
DATE: 9/18/15

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[Signature] 9/18/15
DATE: 9/18/15
NAME: AIRPORT SPONSOR'S REPRESENTATIVE

M. QUINN FEBRUARY 23, 2015
DATE: 2/23/15
E. HOPKINS FEBRUARY 23, 2015
DATE: 2/23/15

AIRPORT LAND USE DRAWING
DALLAS EXECUTIVE AIRPORT
DALLAS, TX

