

An aerial photograph of the Dallas Executive Airport, showing its runways, taxiways, and terminal buildings. The airport is surrounded by green fields and some residential areas. The text "Town Hall Meeting" is overlaid in white.

Town Hall Meeting

Dallas Executive Airport
Town Hall Meeting
April 3, 2014

Background

- 1,040 acre general aviation facility owned and operated by the City of Dallas
- 150 based aircraft including business jets and helicopters, Dallas Executive is an important link to the National Air Transportation System and is designated a reliever airport for Dallas Love Field as well as DFW International Airport
- Two full service Fixed Based Operators (FBO's)
- Fully equipped with:
 - Air traffic control tower, staffed 7 a.m. – 9 p.m.
 - Full instrument landing system, with numerous instrument approaches
 - Full service restaurant
 - Business Conference Facilities

Capital Improvements to Date

Capital Improvement projects completed in the last decade:

- New terminal building
 - New business conference room facilities
 - Aircraft apron improvements
 - New Air Traffic Control Tower
 - New electrical vault
 - New full service restaurant
 - Upgraded access control systems
 - Upgraded airfield lighting and signage
 - New perimeter road and perimeter fencing
 - New taxiway construction
-
- There have also been upgrades for Dallas Fire Department #49, including a new Aircraft Rescue and Fire Fighting (ARFF) Vehicle.

Master plan

- Initiated in 2011 to re-evaluate and adjust future development plans, the Airport's capabilities, and forecast future aviation demand.
- Objective:
 - Develop and maintain long term development program which will satisfy aviation demand
 - Be compatible with community development
 - Support other transportation modes
 - Be environmentally sensitive
- Goal:
 - Provide systematic guidelines for the Airport's overall maintenance, development, and operation in an environmentally and fiscally responsible manner.
- Submitted to the FAA for approval February 2013.
- The ***final draft version*** can be found at:

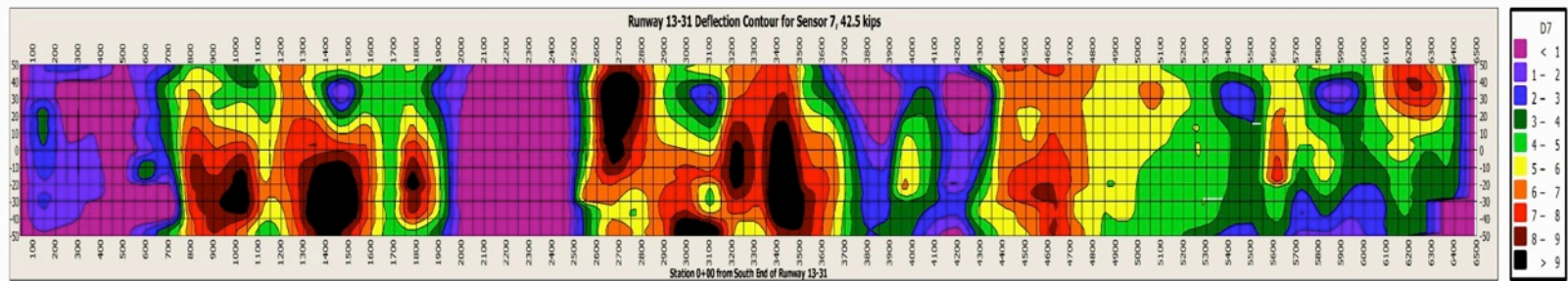
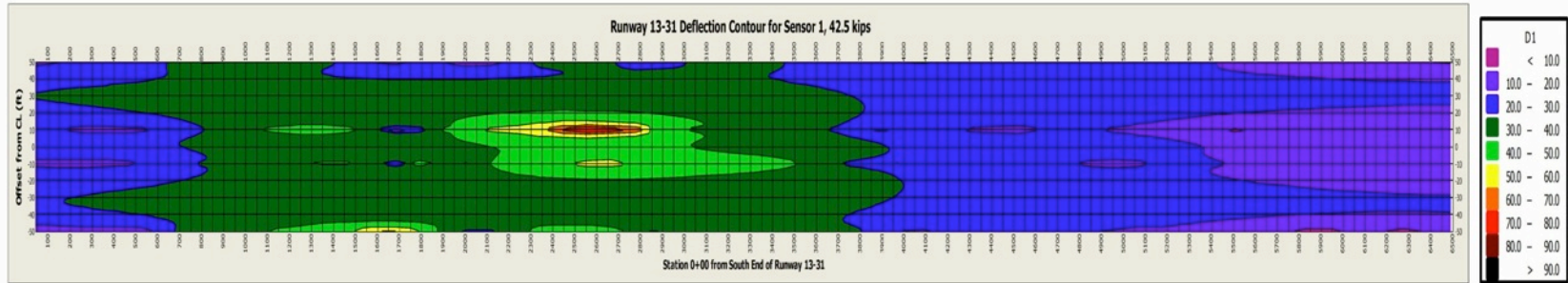
<http://dallasexec.airportstudy.com/>

Runway Construction Project Background

- The City of Dallas in partnership with TxDOT Aviation received a grant to conduct an airfield pavement analysis to determine the load bearing weight and structural integrity of the airport's runways and taxiways.
- In order to determine the structural condition and material properties below pavement surface, a dual approach of Heavy Weight Deflectometer (HWD) and Rolling Dynamic Deflectometer (RDD) testing was performed on all airfield pavements at Dallas Executive Airport between July 2012 and August 2012.
- The data derived from these two evaluations was thoroughly analyzed and a prioritized pavement rehabilitation schedule was populated. The results determined that Runway 13/31 requires nearly full-length reconstruction which involves removing and replacing existing pavement with a new pavement section.

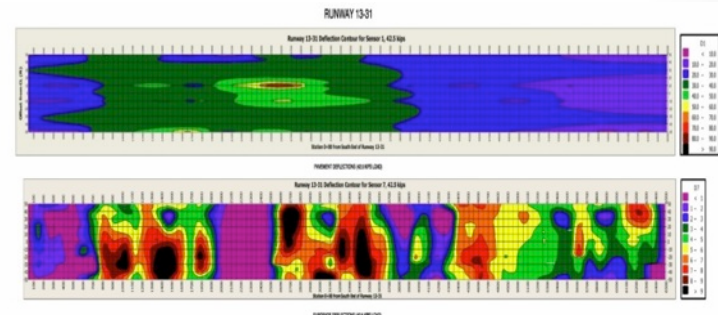
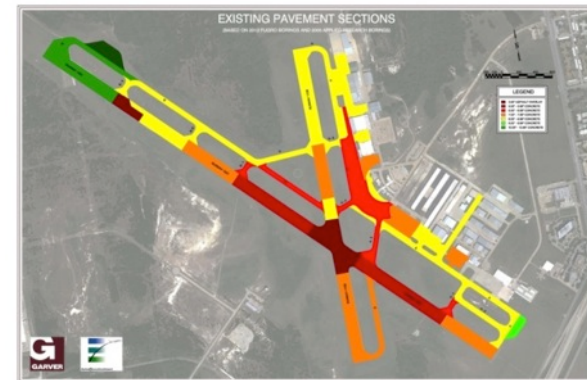
Non-destructive Testing Data

RUNWAY 13-31

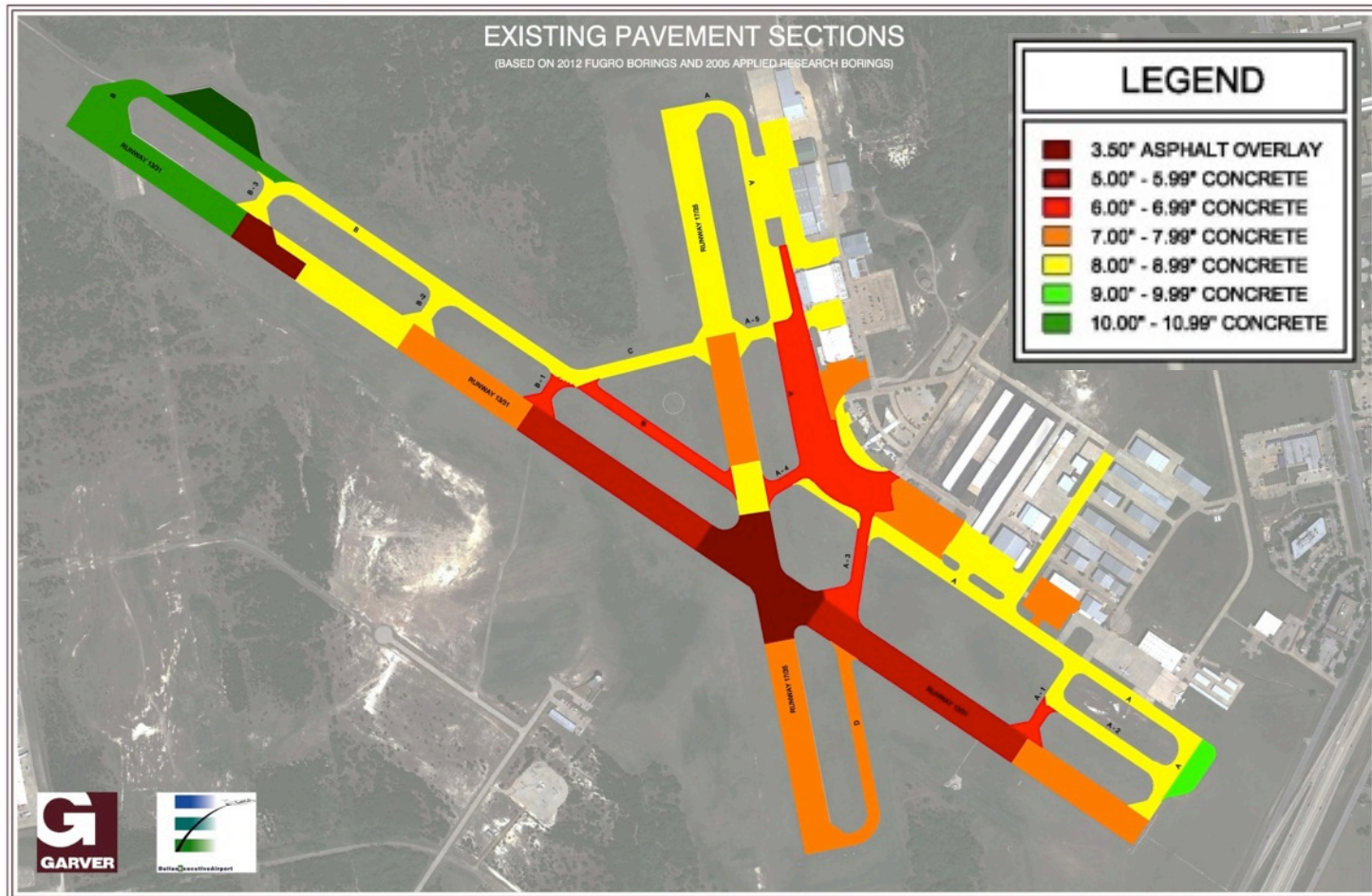


Pavement Evaluation Results

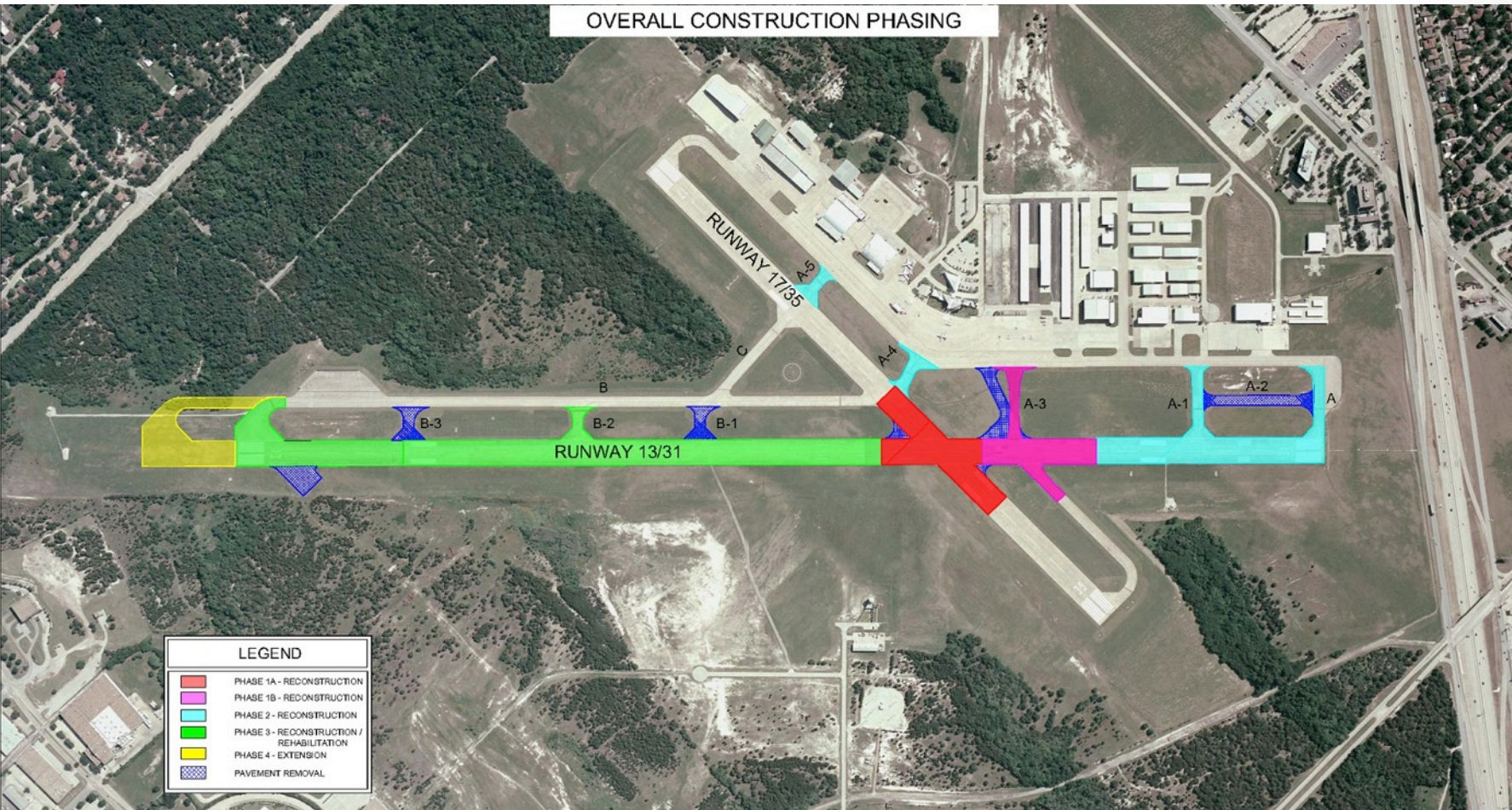
- High deflection values for pavement and subgrade
- Deficient pavement strength on Runway 13/31
- Existing pavement thickness as little as 5-inches
- Remaining pavement life = 0 to 5 years



Existing Pavement Thickness



Runway 13/31 Reconstruction Phasing



Runway 13/31 Final Layout



Runway 13/31 Reconstruction

Phasing Summary

Runway 13/31 Construction Phasing Summary								
Description	Phase	Estimated Construction Start Date	Estimated Construction Time	Estimated Construction End Date	Runway 17/35 Availability	Runway 13/31 Availability	Largest Type of Aircraft Using Airport	Estimated Construction Cost
Runway 17/35 & Runway 13/31 Intersection Reconstruction	1A	July 2014	90 Calendar days	October 2014	Closed	3,200'	Multi-Engine Turboprop	\$9,340,000 (Phase 1A & 1B)
Runway 17/35 & Runway 13/31 Intersection Reconstruction	1B	July 2014	120 Calendar Days	November 2014	Open (After Phase 1A)	3,200'	Multi-Engine Turboprop	\$9,340,000 (Phase 1A & 1B)
Runway 31 End Reconstruction (South)	2	December 2014	200 Calendar Days	June 2015	Open	4,500'	Medium Jets	\$7,348,000
Runway 13 End Reconstruction (North)	3	July 2015	275 Calendar Days	March 2016	Open	Closed	Small Jets	\$9,961,000
Runway 13 Extension (685 feet)	4	April 2016	250 Calendar Days	December 2016	Open	5,503'	All Currently Based Aircraft	\$8,700,000
Total Construction Time			845 Calendar Days (28 Months)			Total Construction Cost		
						\$35,349,000		

Dallas Executive Based Aircraft Data

Dallas Executive Based Aircraft	
Type	Total
Single Engine	95
Multi Engine	26
Jet	22
Helicopter	7
Total	150

Examples of Aircraft by Engine Type:

Single Engine: Cessna 172 Skyhawk, Cessna 182 Skylane, Piper Cherokee, Cirrus SR20 & SR22, Beechcraft Bonanza, Piper Saratoga

Multi-Engine: Beechcraft Baron, Piper Seneca, Cessna 421 Golden Eagle

Jet: Cessna 500, 525 & 560 Citation, Falcon 900, Gulfstream, Hawker, Challenger, Beech Jet, Lear Jet, Israel Jet Commander 1124

Non ARC D-II Aircraft

- The project does not change Dallas Executive Airport's aircraft fleet mix.
- The airport is currently classified as an Airport Reference Code D-II.
- Aircraft larger than
 - Gulfstream G150
 - Gulfstream II
 - Gulfstream IV
 - and commercial flights

Will not operate at Dallas Executive Airport.

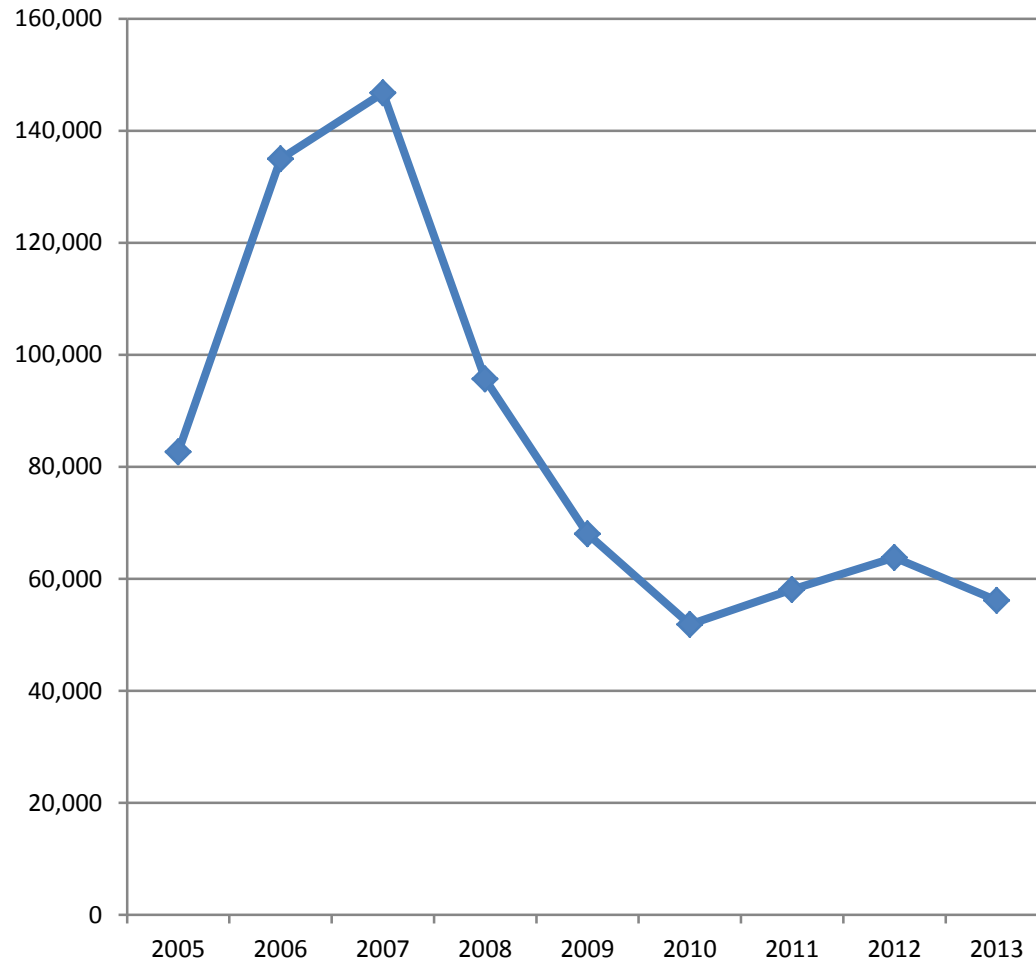
- The airport will remain as an ARC D-II.

Aircraft Affected by Runway 13/31 Reconstruction Project

	Total # of Aircraft Unable to Land	Total # of Aircraft Able to Land	Percentage of Aircraft Negatively Affected
Phase 1	34	116	22.7%
Phase 2	23	127	15.3%
Phase 3	30	120	20.0%
Phase 4	0	150	0.0%

* By Fall of 2016 all currently based aircraft will be able to use Runway 13/31.

Total Aircraft Operations from 2005 - 2013



—◆— Total Operations 2005 - 2013

Total Operations 2005 - 2013

2005	82,655
2006	134,960
2007	146,738
2008	95,666
2009	68,047
2010	51,870
2011	58,121
2012	63,797
2013	56,165

Runway Reconstruction Summary

- Re-Construction:
 - Runway 13/31 pavement is failing and requires full-length reconstruction which involves removing and replacing existing pavement with new pavement section.
 - The life expectancy of the current pavement is 0-5 years with deficient pavement strength.
 - Scheduled to begin Summer 2014 and be completed Winter 2016, pending inclement weather changes.

Runway Reconstruction Summary

- Proposed Extension:
 - Phase 4 of the project has not yet been approved.
 - Is necessary to correct a deficiency in the Runway Safety Area (RSA) and the Runway Protection Zone (RPZ).
 - Will provide enough space on the Runway 31 (near US Highway 67) to obtain the 1,000 foot safety area required by the FAA.
 - Although the runway is being extended, the runway threshold, or landing point on the runway, will be shifted away from the neighborhoods along Ledbetter and Westmoreland to protect these structures from landing aircraft.
 - The fleet mix for the airport will remain the same.

Noise Abatement Program

- All Aircraft utilizing Dallas Executive airport are expected to refer to their aircraft manufacturer's performance manual and utilize the standard noise abatement procedures listed for the specific aircraft.
- The airport has posted signs to ask pilots to use their aircraft's best rate of climb. We ask they gain altitude as quickly and as safely as possible when taking off and to be a good neighbor over surrounding neighborhoods.
- Please submit noise concerns or complaints through the PublicVue module located on the Dallas Executive Airport website.
 - Go to www.dallasexecairport.com, click on the "Community" tab and then click the "Being a Good Neighbor" link.
 - All complaints will be received and investigated for proper procedures and flight patterns.