

Dallas Executive Airport Public Update



Town Hall Meeting
May 29, 2014

Goal

- Establish Airport Public Advisory Committee
- Airport Draft Master Plan
- Runway Reconstruction update

Public Advisory Committee

- Ensure timely discussion of airport and community interests
- Proposed formation of advisory committee
- Quarterly meetings with Airport Staff
- One registered community Association Representative

Draft Master Plan Comparison

- Runway Extension
- 2001 and 2012 Draft Master Plan both consider extending runway 13/31 to over 7000 feet
 - Accommodate existing users
 - Correct deficient Runway Protective Zones and Runway Safety Areas

Runway Length

- 2001 Airport Master Plan
 - “The Runway 13/31 extension under consideration to 7,101 feet would better serve existing and ultimate aircraft operations.” (p. 4-11)
- 2012 Airport Draft Master Plan
 - “Forecast future demand at Dallas Executive Airport indicates that the airport should strive to accommodate all business jet operations up to and including those in ARC D-II. Thus, alternative analysis in the next chapter should consider the possibility of lengthening Runway 13/31 to provide optimal runway length of up to 7000 feet.” (p. 3-16)

Runway Strength

- 2001 Airport Master Plan

- “For Runway 13/31, however, consideration should be given to increasing the pavement strength to 75,000 pounds dual wheel load to accommodate corporate aircraft up to the Gulfstream IV on regular basis.” (p. 3-13)

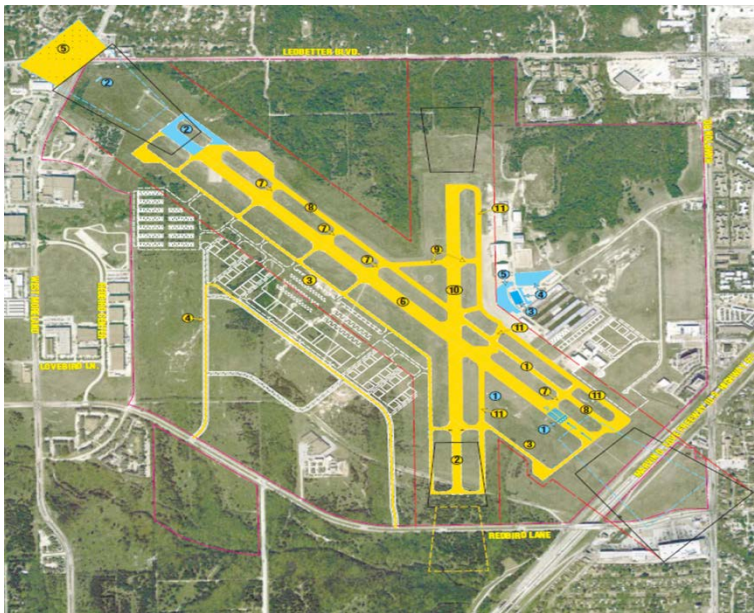
- 2012 Airport Draft Master Plan

- “The current rating on Runway 13-31 is adequate to serve the majority of aircraft operations at the airport; however, the Gulfstream IV can weigh up to 75,000 pounds dual wheel load. In order to support full D-III operations in the future, the runway should be planned for a single wheel load and dual wheel load ratings of at least 60,000 pounds and 95,000 pounds respectively. This will better accommodate aircraft which could operate at the airport on a more frequent basis up to and including the Gulfstream V.” (p. 3-17)

Development Staging Plan

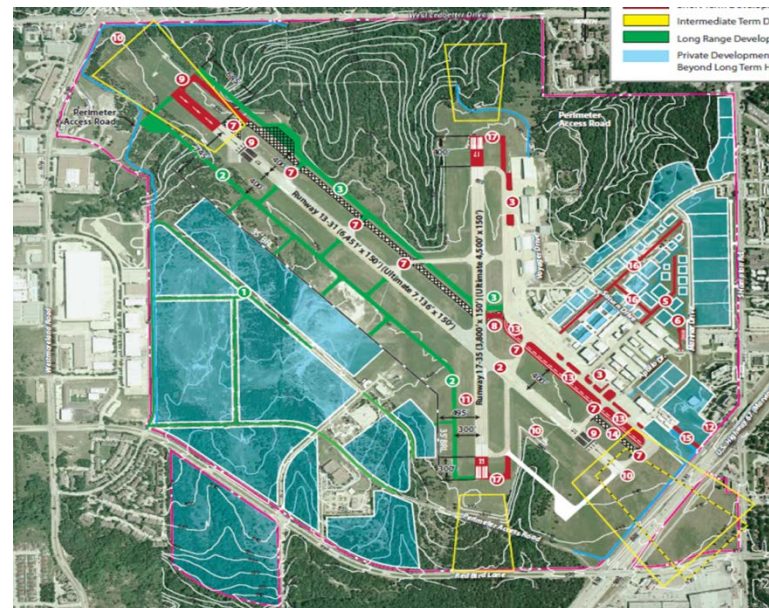
- 2001 and 2012 Airport Draft Master Plan
- Displace threshold 13/31

2001



- ① Displace Runway 31 520' Feet
- ② Extend Runway 13-31 550' Feet North
- ⑥ Reconstruct Runway 13-31

2012



- ⑨ Extend Runway 13-31 and Associated Parallel Taxiway B 685' Northwest / Displace Runway 13 Threshold 1,085' and Runway 31 Threshold 500'

Displace Threshold

- 2001 Airport Master Plan
 - “Shifting, or displacing the Runway 31 landing threshold to the northwest is the best means available to fully comply with Runway Safety Area and Object Free Area design standards at Redbird Airport.” (p. 4-13)
- 2012 Airport Draft Master Plan
 - “In order to conform to FAA design standards for the Runway Safety Area and Runway Protective Zone deficiencies previously discussed. Runway 13-31 is ultimately planned for displaced thresholds and the implementation of declared distances.” (p. 5-4)

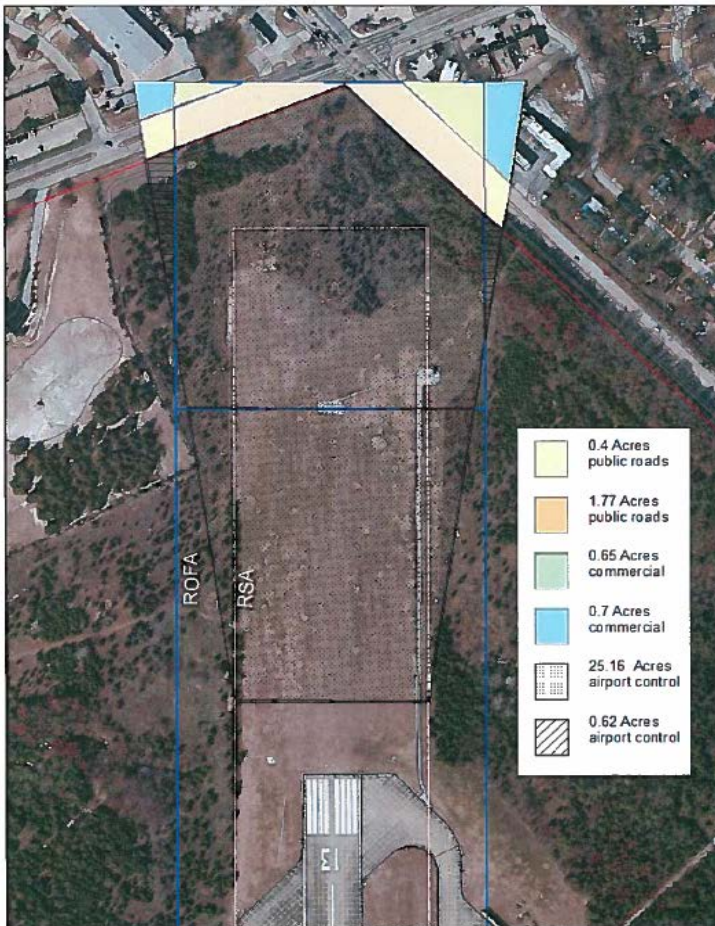
Displace Threshold

- Improve Runway Protection Zone
- What is a Runway Protection Zone?
 - Runway Protection Zone were established by the FAA to provide an area clear of obstructions and incompatible land use in order to enhance the protection of people and property on the ground, as well as, approaching and departing aircraft.
- How will Runway Protection Zone benefit me?
 - Keep aircraft at higher approaches
 - Help reduce noise pollution

Runway 13 Protection Zone

Existing

RW 13 - Existing RPZ
April 28, 2014
TxDOT AVN



Proposed

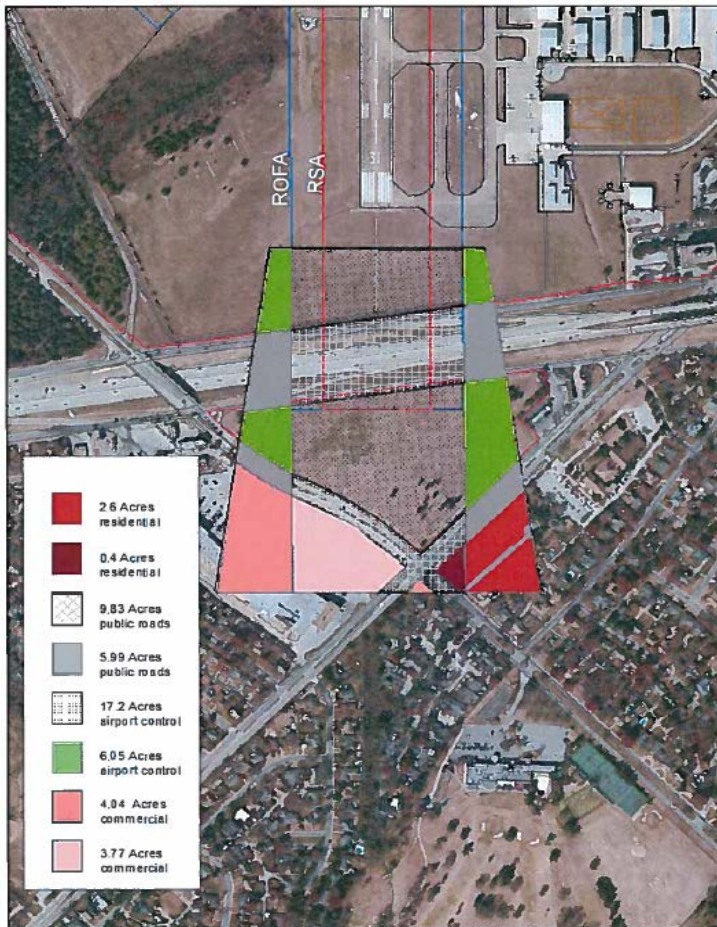
RW 13 - Proposed RPZ
April 28, 2014
TxDOT AVN



Runway 31 Protection Zone

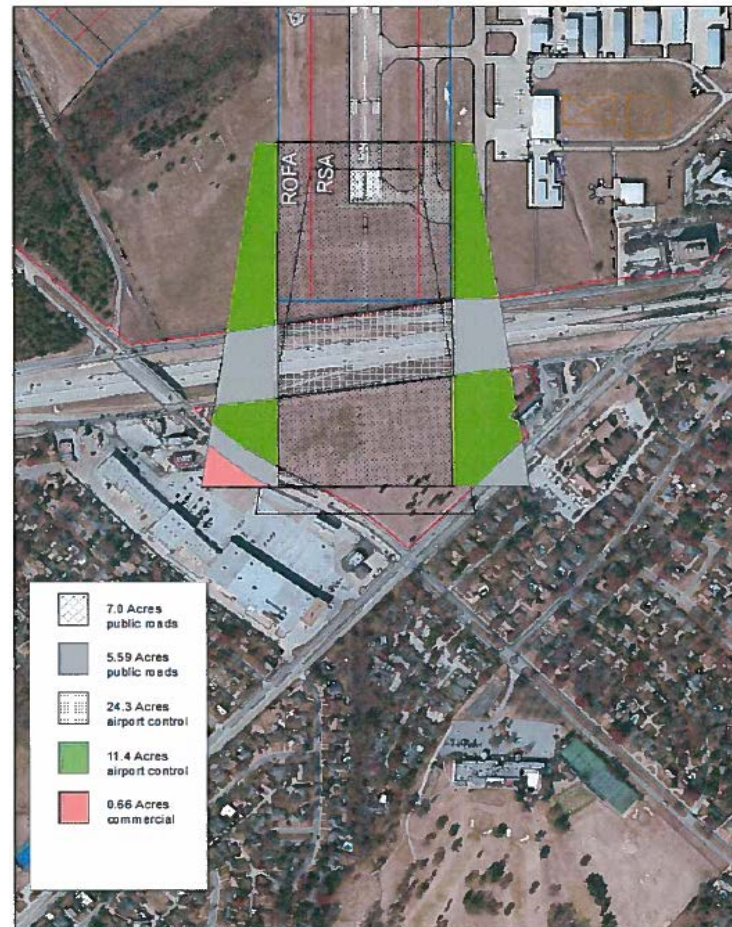
Existing

RW 31 - Existing RPZ
April 28, 2014
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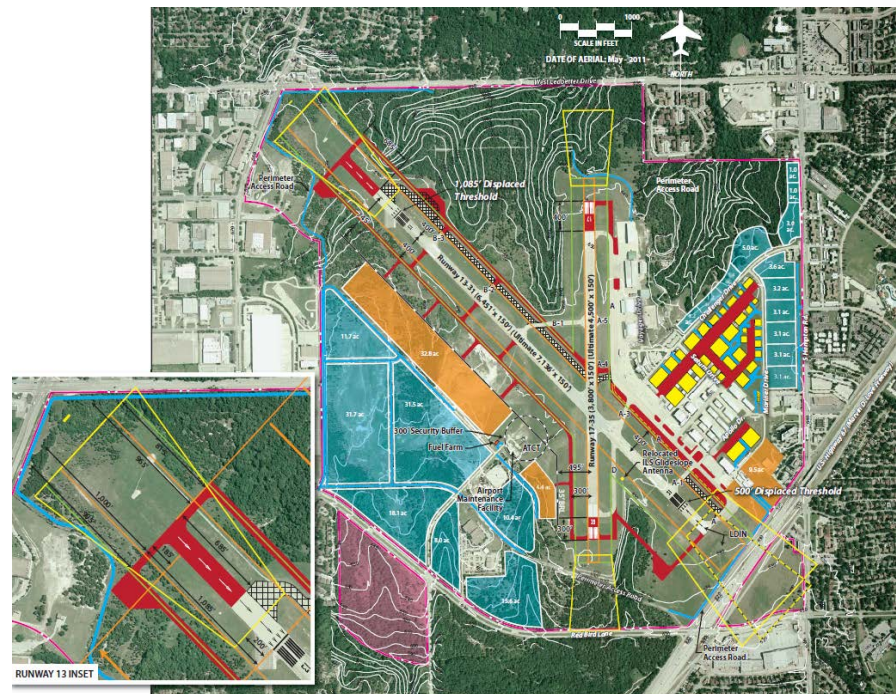
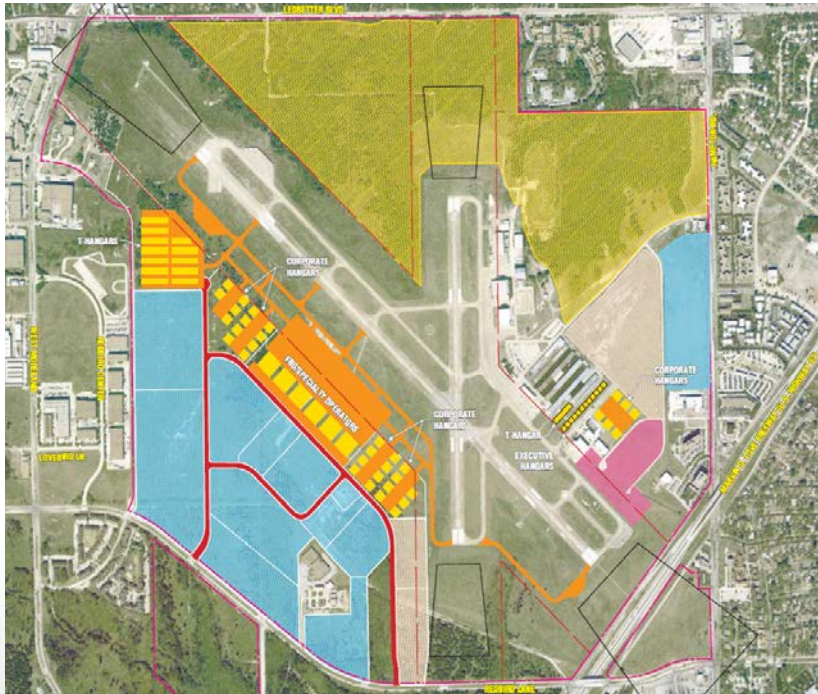
Proposed

RW 31 - Proposed RPZ
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Landside Development Comparison

- Land use development
- 2001 and 2012 Airport Draft Master Plan
 - Aviation and non-aviation remain on airport property



Draft Master Plan Available

- Provide public input next 60-days via,
dallasexecutive@dallascityhall.com
- 2001 and 2012 Draft Master Plan at,
<http://dallasexec.airportstudy.com/master-plan/>
- Deliver tabulations and results at August 2014 quarterly meeting

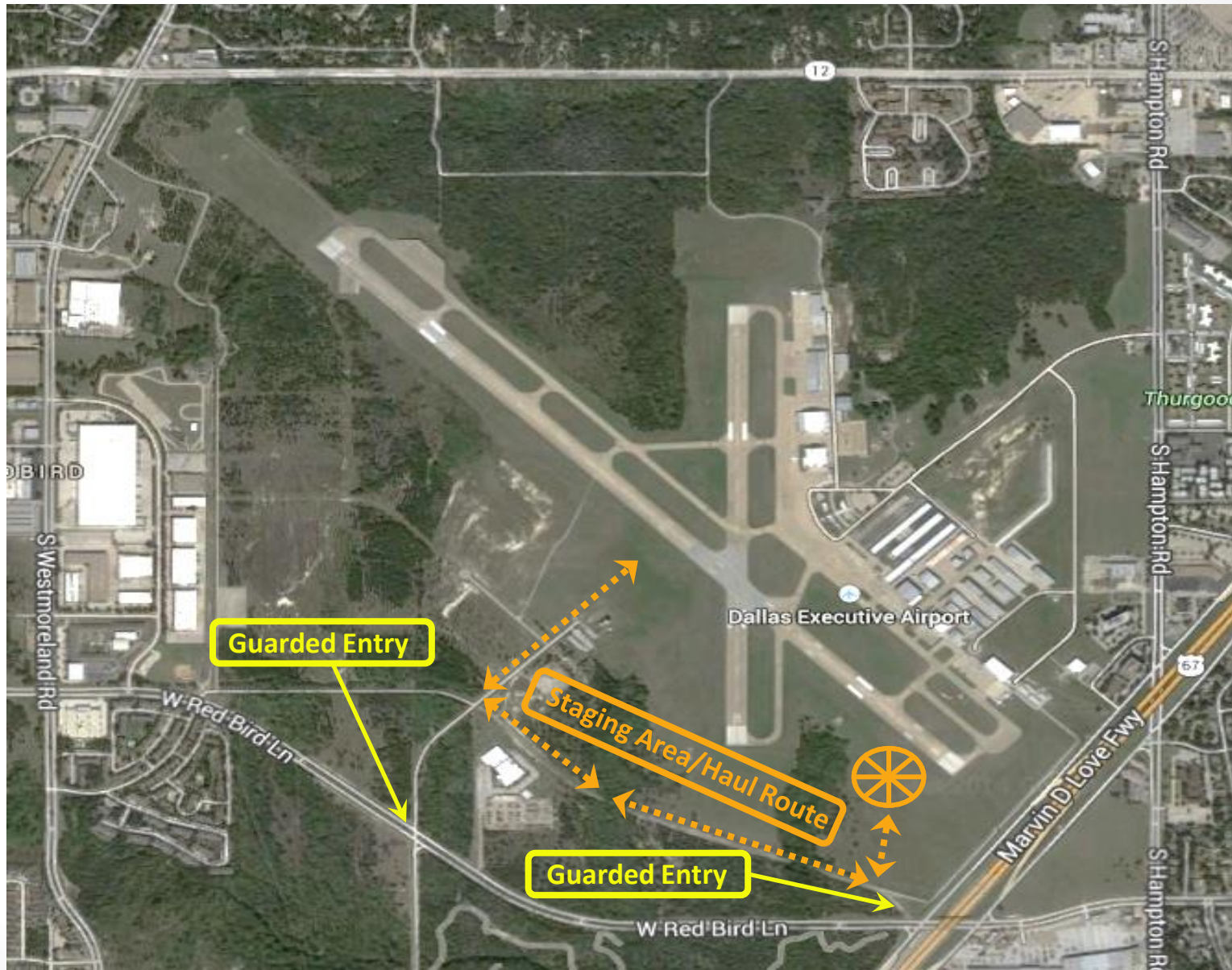
Draft Master Plan Comparison

- Reconstruct the runway
- Displace the thresholds on 13/31
- Allow Runway Protection Zone relocation
- Develop land use

Runway Reconstruction Project Update

- Start date to be announced
- Construction routes
- Security and Police patrols
- Access gate entrance

Access & Haul Route



Summary

- Reconstruction of 13/31 to improve pavement strength
- Displaced thresholds will realign Runway Protection Zones for necessary corrections
- Residential areas will benefit from a higher altitude landing point

Questions

Dallas Executive Airport

www.dallasexecairport.com

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