

Memorandum



CITY OF DALLAS

DATE November 13, 2015

TO Members of the Economic Development Committee:
Rickey D. Callahan (Chair), Casey Thomas, II (Vice Chair), Lee M. Kleinman,
Adam Medrano, Carolyn King Arnold, B. Adam McGough

SUBJECT **Dallas Executive Airport Master Plan**

On Monday, November 16, 2015, the Economic Development Committee will be briefed on the Dallas Executive Airport Master Plan. Briefing material is attached.

Should you have any questions, please contact me at (214) 670-3296.

A handwritten signature in blue ink, appearing to read 'Ry - S. E'.

Ryan S. Evans
First Assistant City Manager

C: The Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Eric D. Campbell, Assistant City Manager

Jill A. Jordan, P.E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

DALLAS EXECUTIVE AIRPORT

Economic Development Committee
November 16, 2015



DALLAS EXECUTIVE AIRPORT

Airport Master Plan



DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- Purpose
 - Update Committee on Dallas Executive Airport Master Plan process
 - Summarize key components of Master Plan
 - Brief Committee on recommendations from Public Advisory Committee
 - Inform Committee on design alternatives
 - Next steps

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

EXHIBIT 2B
SERVICE AREA



DALLAS EXECUTIVE AIRPORT

Airport Master Plan

MASTER PLAN GUIDANCE

- **FAA Advisory Circular 150/5070 - 6B,
Airport Master Plans**
- **Other Advisory Circulars and FAA Orders
(i.e. AC 150/5300-13A, Airport Design)**

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- What is an Airport Master Plan?
 - Comprehensive study of the airport
 - Evaluation of current conditions including facilities, air space and aircraft traffic activity, land use, and aerial photography and mapping
 - Forecasts of future activity
 - Identifies airfield improvement alternatives
 - Capital needs and recommendations

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- Goals of an Airport Master Plan
 - Establishing development goals and objectives
 - Provide short, medium, and long range planning horizons
 - Serve as a strategic tool for establishing improvement priorities to assist in obtaining funding

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- One critical purpose of the Master Plan is to forecast future activity at the airport to provide guidance on prioritizing development
- This includes:
 - Based aircraft and fleet mix
 - Annual aircraft operations
 - Critical/design aircraft
 - Peak activity characteristics

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- Forecasts also help the airport think strategically when planning:
 - Airfield capacity
 - Aircraft physical planning criteria
 - Airside and landside facility requirements
- Forecasts include general aviation growth trends as well as airport specific activity levels

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- The Master Plan also identifies alternatives to current conditions
 - Identified development issues
 - Looks at airfield design standards
 - Evaluated development considerations
- Plan included financial/capital improvement plan
 - Airfield development schedule and cost estimates
 - Recommended capital improvement program

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- The Dallas Executive Master Plan was begun in 2011
- Texas Department of Transportation provided grant funding and selected Coffman & Associates to complete the plan
- Consultant gathered operational data from the airport and FAA

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- One key component of the Master Plan Process was creation and involvement of a Public Advisory Committee (PAC)
- City held PAC meetings, however not enough effort was given to solicit involvement from neighboring citizens
- Airport received criticism for the lack of citizen involvement and held two town hall meetings in early 2014

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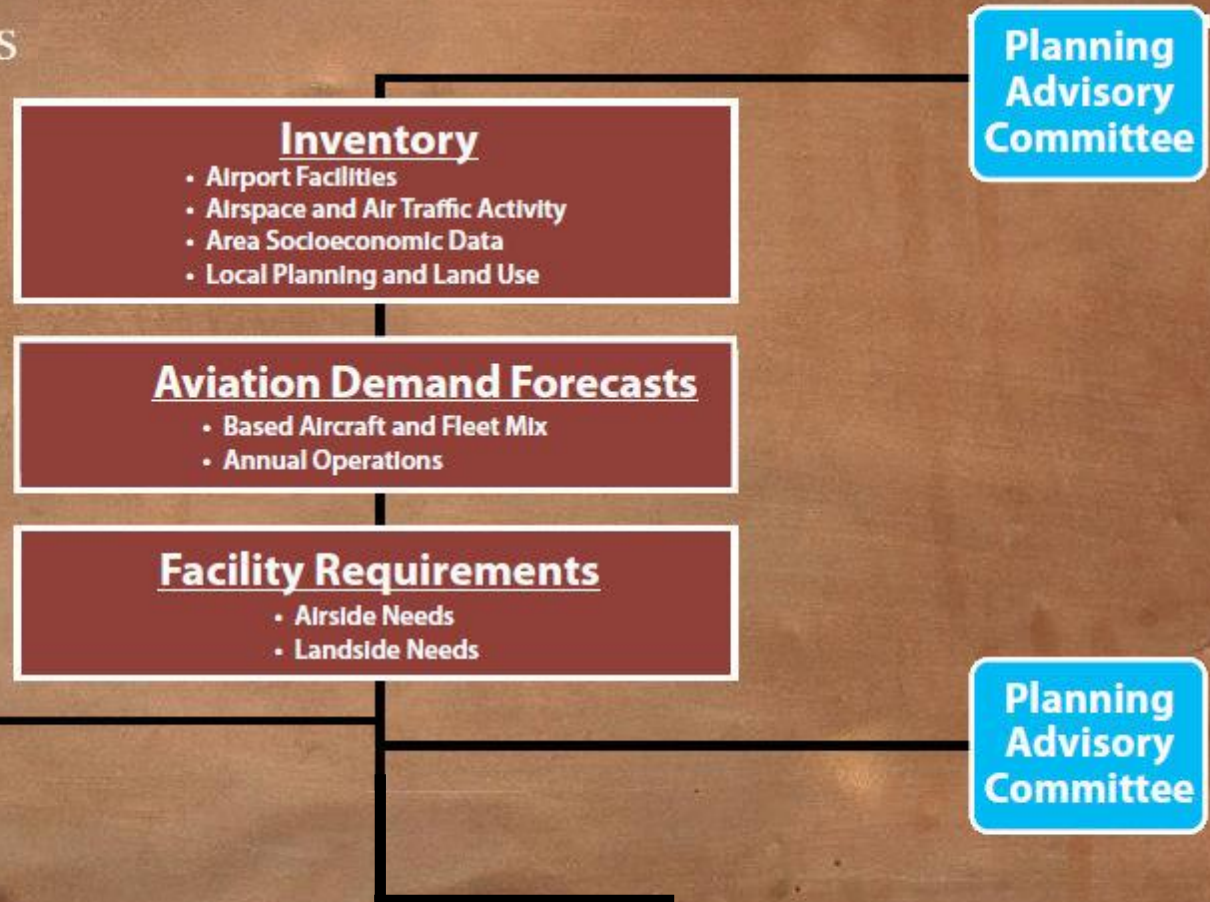
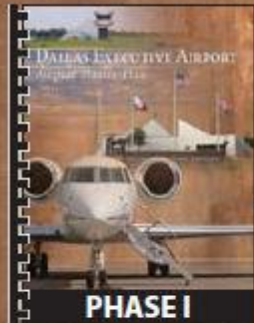
Airport Master Plan

- After the town hall meetings, a new PAC was formed including representatives from all the surrounding homeowner and neighborhood association representatives
- A series of PAC meetings were held to review the draft Master Plan and make changes based on the recommendations from the new PAC

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Airport Master Plan

EXHIBIT A MASTER PLAN PROCESS



DALLAS EXECUTIVE AIRPORT

Airport Master Plan



Development Alternatives

- Evaluate Development Needs

Airport Plans

- Computerized Airport Plans

Environmental Overview

- Evaluate current conditions and identify development that may require further study

Financial Management & Development Program

- Airport Development Schedule & Cost Estimates
- Financial Analysis of Recommended Development
- Management Evaluations

Planning Advisory Committee

Public Information Workshop



Planning Advisory Committee

Public Information Workshop

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Airport Master Plan

Public Input

- 2 Town Hall Meetings
- 12 Public Advisory Committee (PAC)

Town Hall Meeting	April 3, 2014
Town Hall Meeting	May 29, 2014
PAC	August 21, 2014
PAC	August 26, 2014
PAC	September 25, 2014
PAC	November 13, 2014
PAC	December 11, 2014
PAC	February 19, 2015
PAC	March 26, 2015
PAC	April 14, 2015
PAC	May 7, 2015
PAC	July 8, 2015
PAC	August 18, 2015
PAC Master Plan Briefing	November 5, 2015

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Airport Master Plan

- Public Advisory Committee Requests:
 - Runway 13/31 remain a DII category
 - Preserve green space noise buffer at north end of airport
 - Relocate maintenance run-up area to central airport
 - Establish noise monitors to provide data of airport operations
 - Stay informed on future development and events

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Airport Master Plan

- One area of concern expressed by the PAC and neighbors is the impact of noise from the airport
- The Master Plan contains a complete environmental evaluation
 - It obtained information regarding environmental sensitivities on or near the airport
 - Identified potential environmental concerns that must be addressed prior to any project implementation

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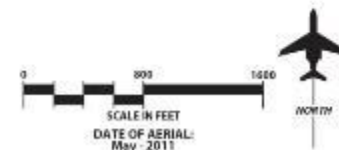
Airport Master Plan

Exhibit B1

EXISTING NOISE CONTOURS

LEGEND

- Airport Property Line
- DNL Noise Contour
- 65-70 DNL Noise Exposure
- 70-75 DNL Noise Exposure
- 75+ DNL Noise Exposure



DALLAS EXECUTIVE AIRPORT

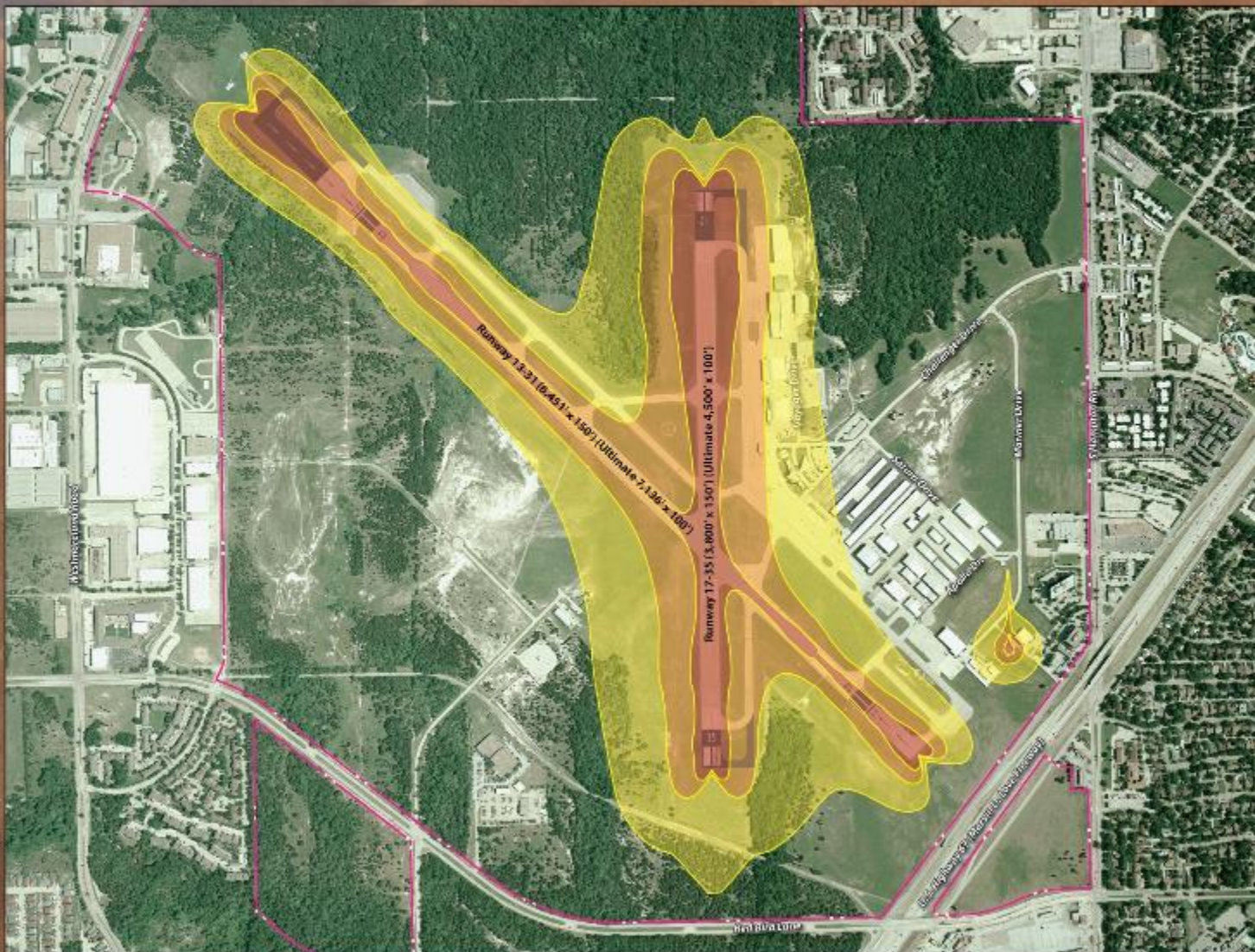
Airport Master Plan

Exhibit B2

ULTIMATE NOISE CONTOURS

LEGEND

- Airport Property Line
- DNL Noise Contour
- 65-70 DNL Noise Exposure
- 70-75 DNL Noise Exposure
- 75+ DNL Noise Exposure



AIRSIDE CONSIDERATIONS

Runway 13-31

- Evaluate improvements necessary for the runway to meet ultimate Airport Reference Code (ARC) D-II design standards
- Determine the most practicable solution to meeting runway safety area (RSA) standards off the southeast end of the runway
- Consider providing up to 7,000 feet of runway length
- Consider improving and strengthening runway pavement



Runway 17-35

- Consider runway extension opportunities
- Evaluate improvements necessary for the runway to meet ultimate ARC C/D-II design standards

Taxiways/Marking Aids/Environmental

- Evaluate the existing and ultimate taxiway system in order to improve circulation, efficiency, and safety while meeting appropriate FAA design standards
- Evaluate a west side taxiway on Runway 13-31
- Provide an environmentally sensitive plan



LANDSIDE CONSIDERATIONS

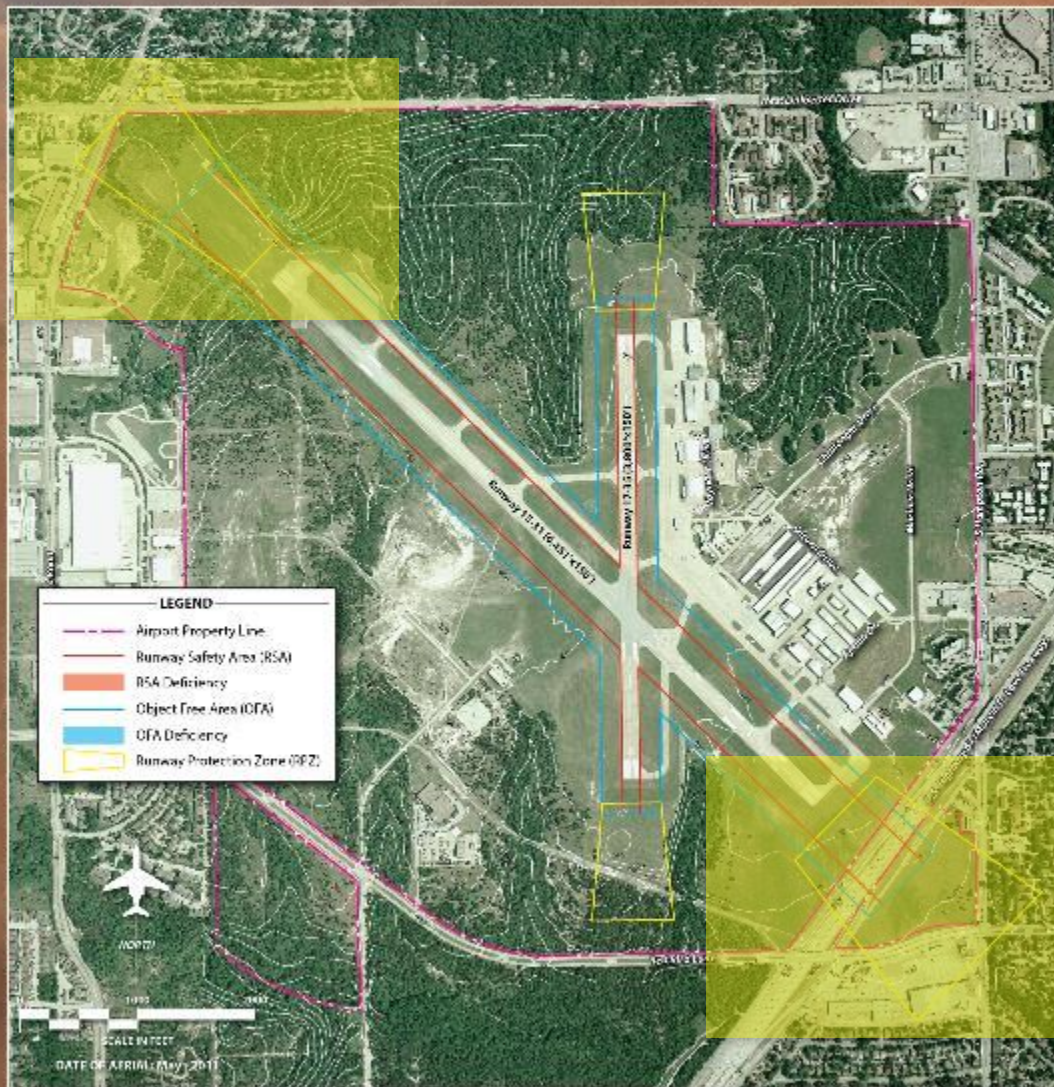
- Identify locations for potential hangar development
- Analyze property on the east and west sides of the airport for future development
- Identify potential revenue support parcels to include both airfield access and non-airfield access areas
- Maximize revenue production of land to include non-aviation uses



DALLAS EXECUTIVE AIRPORT

Airport Master Plan

Exhibit 4B
EXISTING RPZ, RSA, OFA

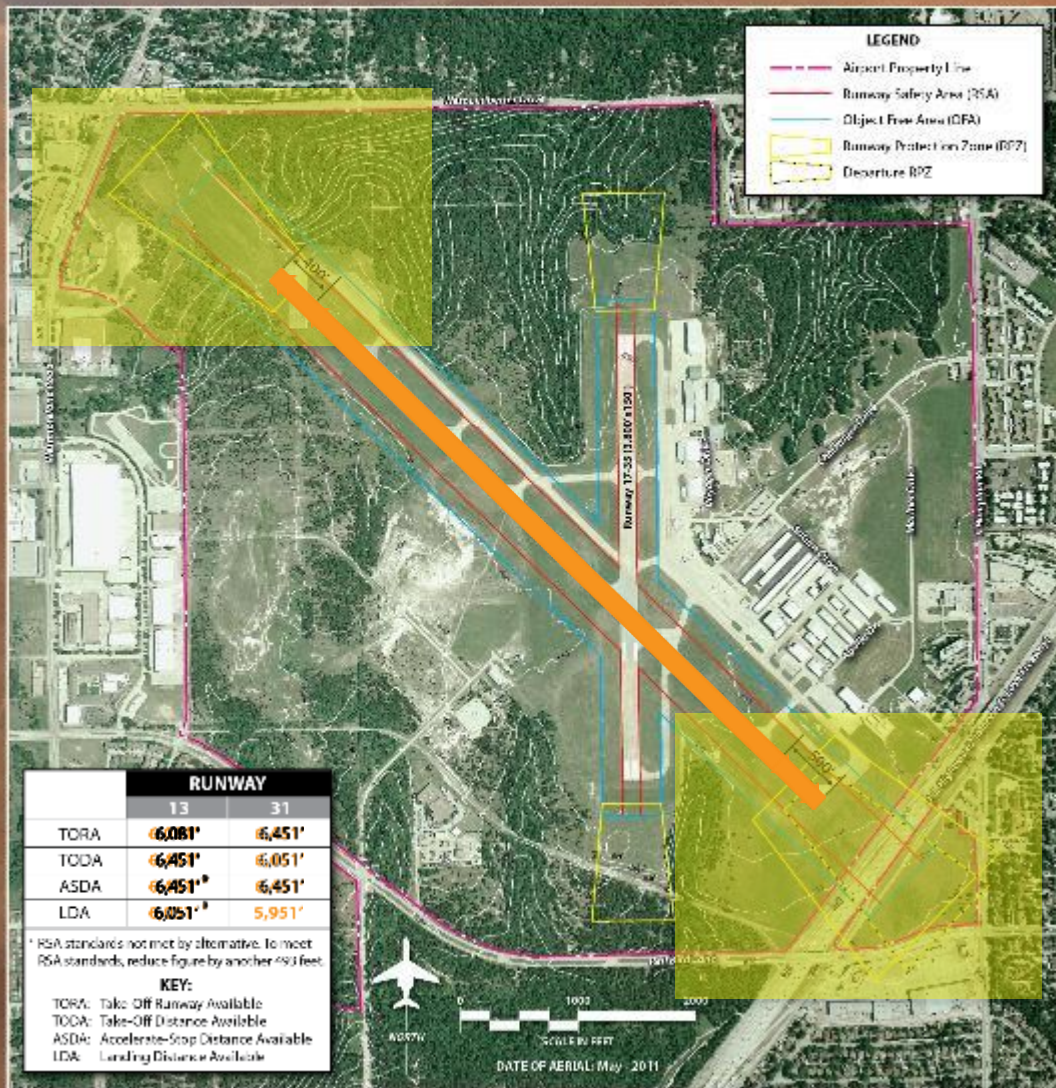


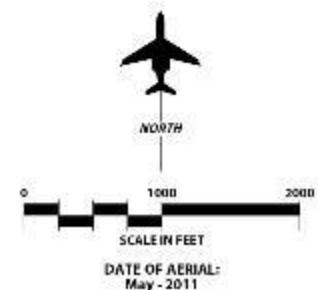
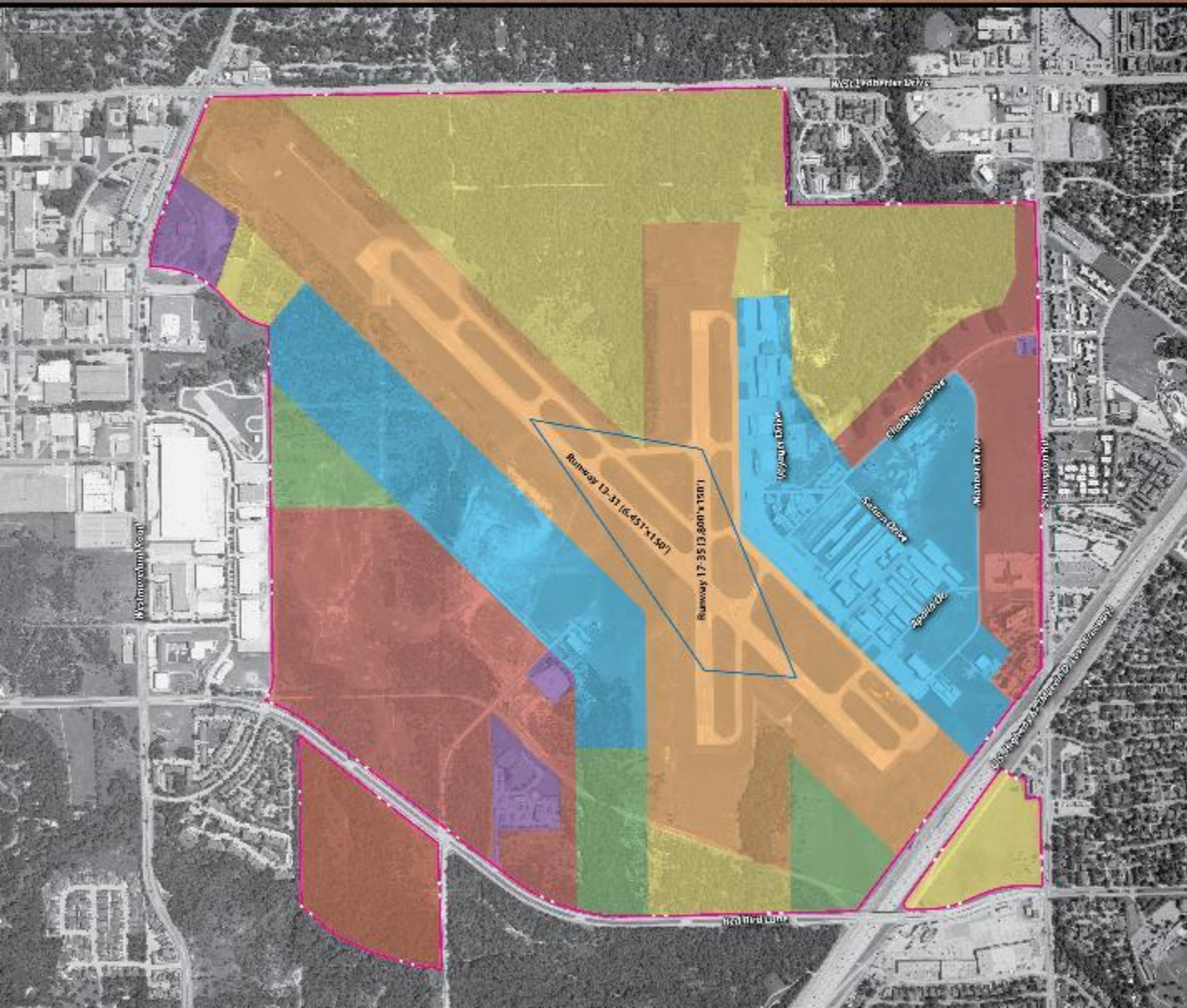
DALLAS EXECUTIVE AIRPORT

Airport Master Plan

Exhibit 4C

RPZ ALTERNATIVE USING DECLARED DISTANCES



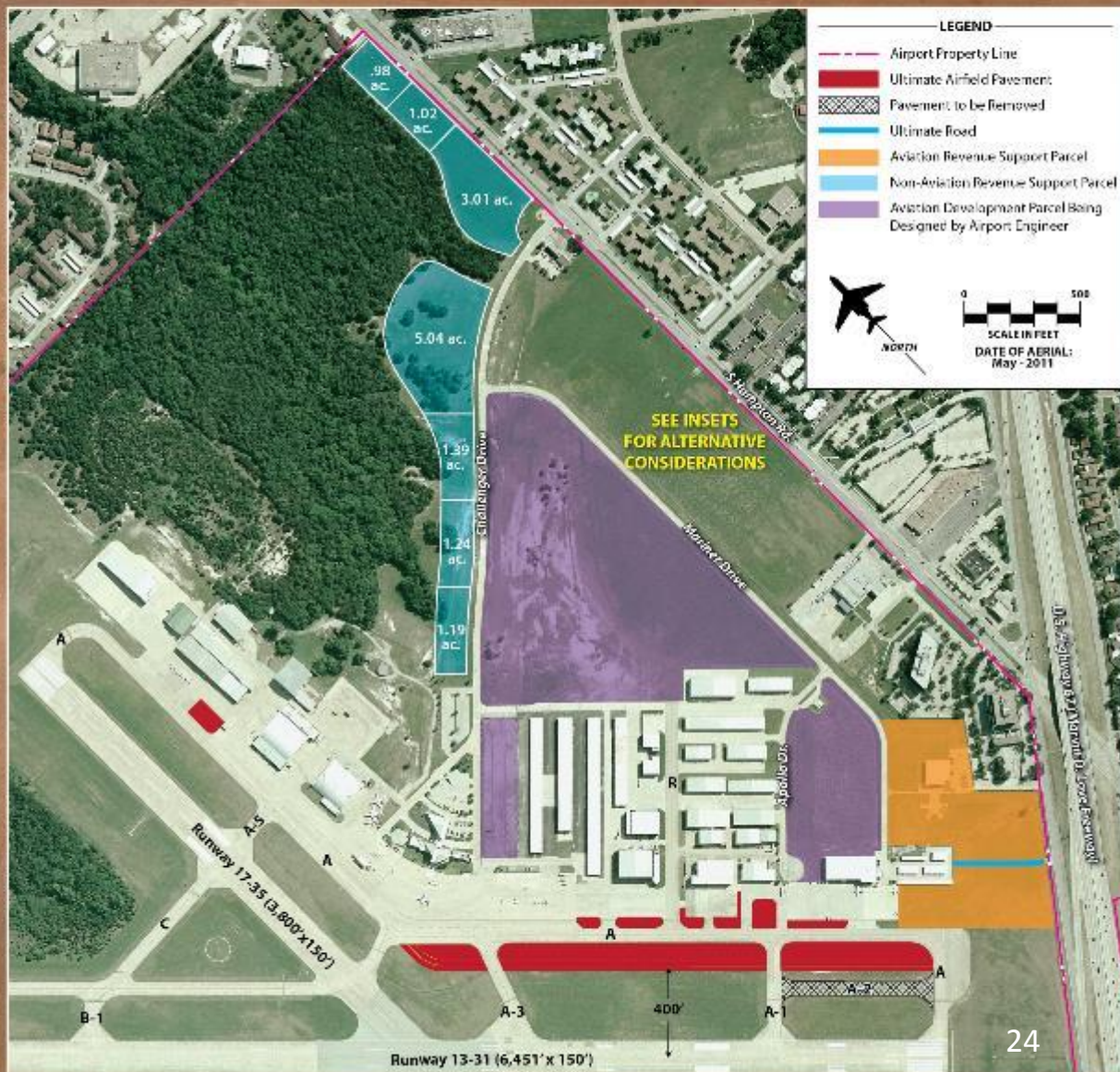


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Airport Master Plan

Exhibit 4T

EAST LANDSIDE CONSIDERATIONS

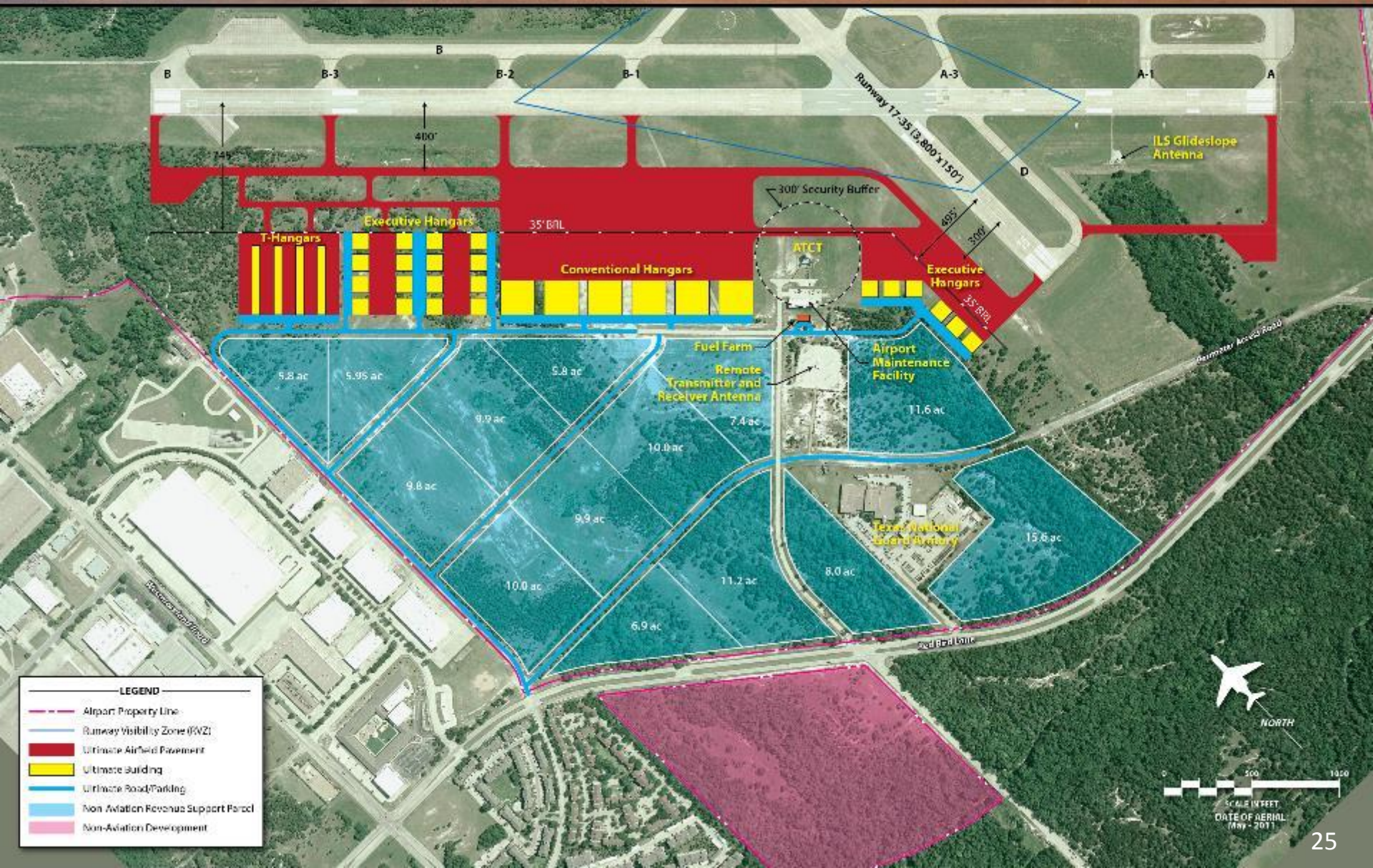


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Airport Master Plan

Exhibit 4U

WEST LANDSIDE ALTERNATIVE 1



LEGEND	
	Airport Property Line
	Runway Visibility Zone (RVZ)
	Ultimate Airfield Pavement
	Ultimate Building
	Ultimate Road/Parking
	Non-Aviation Revenue Support Parcel
	Non-Aviation Development

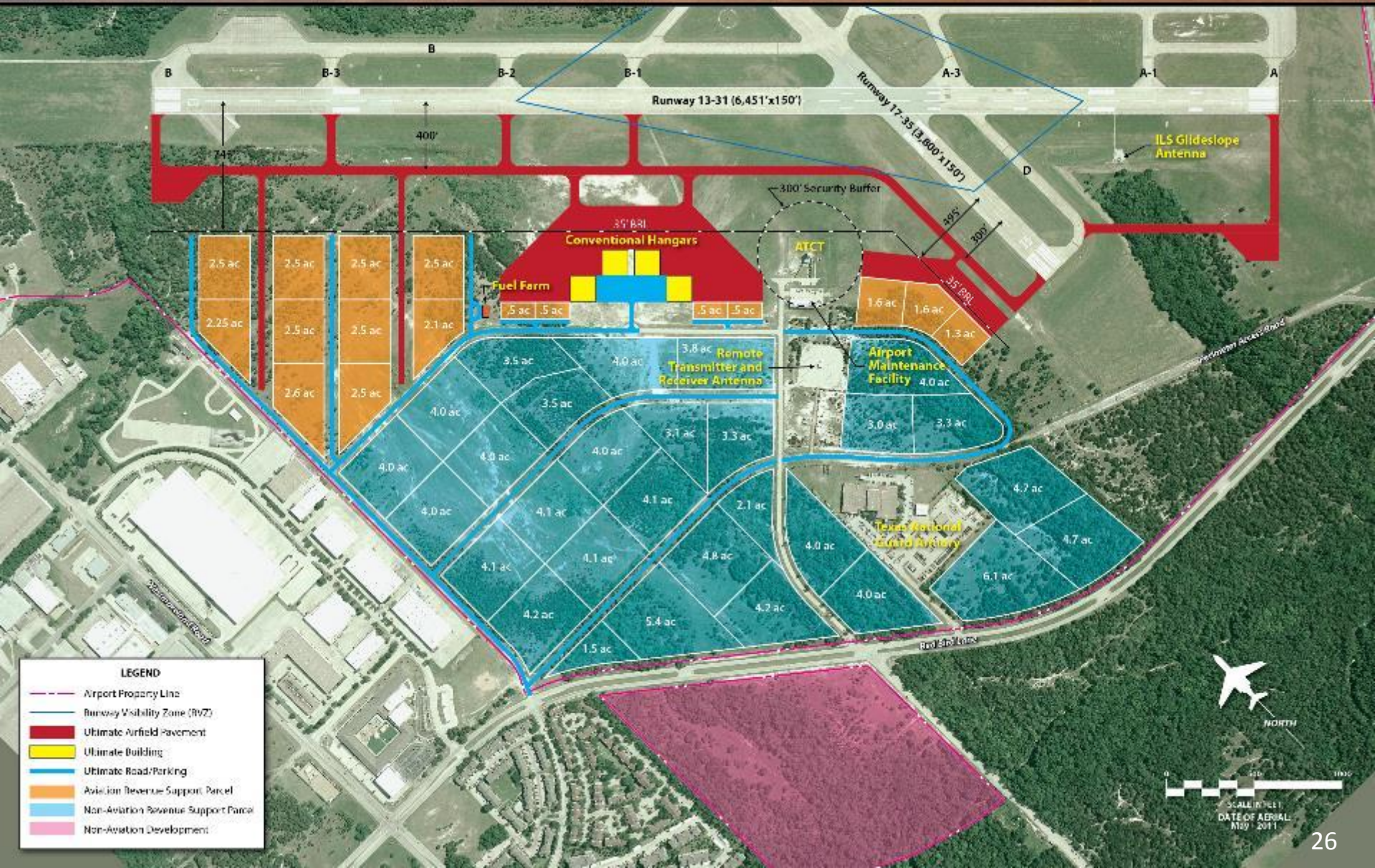


DALLAS EXECUTIVE AIRPORT

Airport Master Plan

Exhibit 4V

WEST LANDSIDE ALTERNATIVE 2



LEGEND

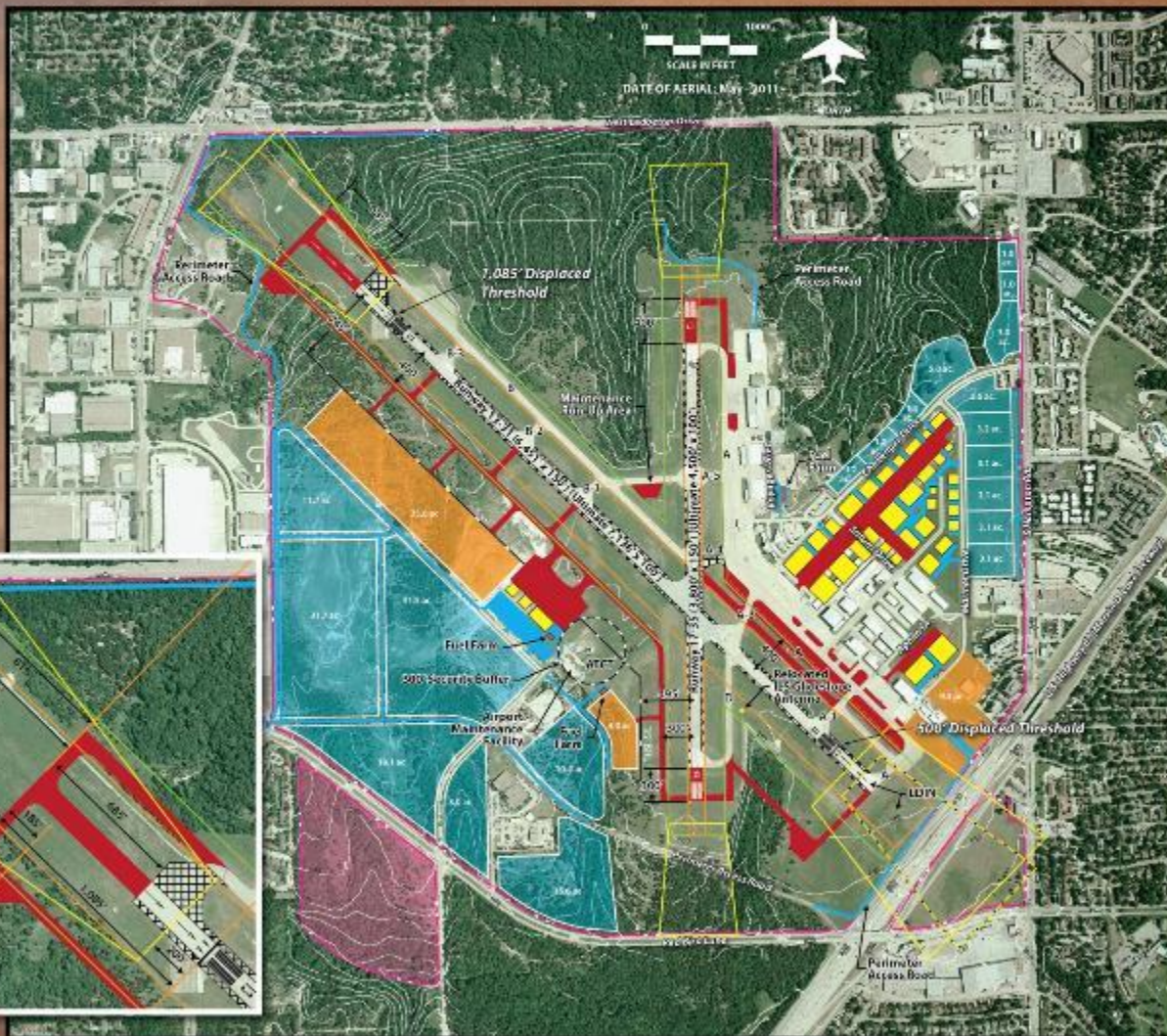
- Airport Property Line
- Runway Visibility Zone (RVZ)
- Ultimate Airfield Pavement
- Ultimate Building
- Ultimate Road/Parking
- Aviation Revenue Support Parcel
- Non-Aviation Revenue Support Parcel
- Non-Aviation Development



DALLAS EXECUTIVE AIRPORT

Airport Master Plan

Exhibit 5A MASTER PLAN CONCEPT



LEGEND

- Airport Property Line
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Approach Runway Protection Zone (RPZ)
- Departure RPZ
- Ultimate Airfield Pavement
- ▨ Pavement to be Removed
- Ultimate Building
- Ultimate Road/Parking
- Aviation Revenue Support Parcel
- Non-Aviation Revenue Support Parcel
- Non-Aviation Development

	RUNWAY	
	13	31
TORA	6,765'	6,051'
TODA	6,766'	6,051'
ASDA	6,622'	6,951'
LDA	5,537'	6,451'

KEY:

- TORA: Take-Off Run Available
- TODA: Take-Off Distance Available
- ASDA: Accelerate-Stop Distance Available
- LDA: Landing Distance Available
- LS: Instrument Landing System
- LDIN: Lead-In Lights

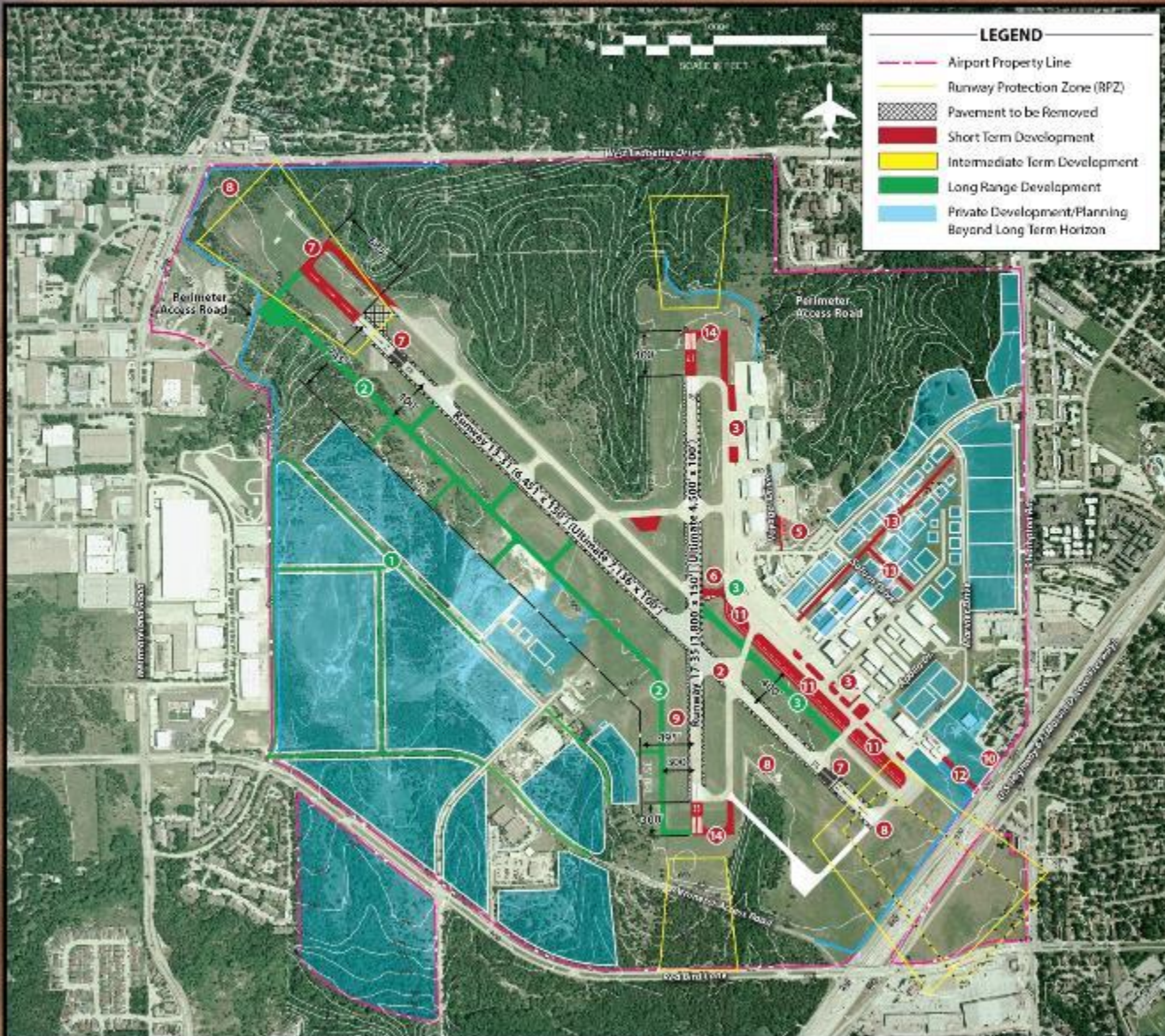
RUNWAY 31 INSET

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

Exhibit 6B

DEVELOPMENT STAGING



FOCUSED TERM PROJECTS (1-10 YEARS)

- 1 Airfield Pavement Rehabilitation (not pictured)
- 2 Increase Pavement Strength on Runway 13-31 to 60,000 Pounds SWL and 95,000 Pounds DWL
- 3 In-Fill Apron Areas on East Side of Airport
- 4 LED Lighting Upgrades for Runways and Taxiways (not pictured)
- 5 Construct Consolidated Fuel Farm Adjacent to Voyager Drive
- 6 Reconfigure Taxiway A-4
- 7 Extend Runway 13-31 and Associated Parallel Taxiway B 685' Northwest / Displace Runway 13 Threshold 1,085' and Runway 31 Threshold 500'
- 8 Relocate ILS Localizer, Glideslope Antenna, Lead-in Lights, and Runway Edge Lights
- 9 Install PAPI-4 on Runway 35
- 10 Improve Drainage on East Side of Airport
- 11 Expand Parking Apron Space / Relocate Portions of Parallel Taxiway A to 400' North of Runway 13-31
- 12 Construct New Vehicle Entrance/Exit Road Extending to U.S. Highway 67 Outer Service Road
- 13 Construct Taxiway North of Existing Parking Apron to Support Aviation Development Parcels
- 14 Extend Runway 17-35 and Associated Parallel Taxiways A and D (400' on North End/ 300' on South End)
- 15 Miscellaneous Annual RAMP Projects (not pictured)

ULTIMATE TERM PROJECTS (11-20 YEARS)

- 1 Improve Roadway Access and Utility Infrastructure to Support Aviation and Non-Aviation Development on West Side of Airport
- 2 Construct West Side Taxiways to Support Aviation Development Parcels
- 3 Extend Parallel Taxiway B Southeast/Remove Taxiway A-4
- 4 Miscellaneous Annual RAMP Projects (not pictured)

DATE OF AERIAL: May - 2011

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

- Next steps:
 - Deliver Final Master Plan Report
 - Approval/ adoption of Dallas Executive Master Plan by Dallas City Council on December 9th, Agenda
 - Create Master Plan Summary Brochure
 - Gain approval of the Airport Layout Plan by the FAA and TxDOT-Aviation Division

DOCUMENTATION / APPROVALS

- Final Master Plan Report
- Master Plan Summary Brochure
- Approval/adoption of Master Plan through the Dallas City Council
- ALP approval by the FAA and TxDOT - Aviation Division

DALLAS EXECUTIVE AIRPORT

Airport Master Plan

RECOMMENDED MASTER PLAN CONCEPT

- Prepare a detailed program for the development and use of airport facilities
- Based upon coordination with Airport Staff, FAA, TxDOT - Aviation Division, and other entities

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Airport Master Plan

- Jet Center of Dallas Termination of Lease Hold



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Airport Master Plan

- Early Termination of Leasehold (Jet Center of Dallas)
 - Follow up briefing from August 18th, 2015
 - City staff will enter into a letter of agreement (LOA) & Early Termination Agreement with Jet Center of Dallas
 - City proposes to buy out Jet Center of Dallas' two leaseholds assets in an Early Termination Payment equal to the appraised value as determined by appraisals obtained by the City and Jet Center of Dallas
 - City staff will payout to Jet Center of Dallas an early termination payment of \$1.9 million within 15 days of City Council approval based on appraisal of the value of the remaining leasehold

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Airport Master Plan

- Early Termination of Leasehold (Jet Center of Dallas)
 - City shall acquire two independent aviation appraisals of Lease 1 & 2, including fuel farms and FBO operations
 - Jet Center of Dallas shall acquire its own two independent appraisals
 - The highest and lowest appraisals of the four will be discarded and the average of the two remaining appraisals will be used to determine final Early Termination Payment Amount
 - Jet Center of Dallas has agreed to allow Commemorative Air Force Headquarters to remain on the property during Early Termination of Leasehold process
 - Jet Center of Dallas has committed to begin negotiations for new FBO development on the west side of the airfield