

# DALLAS EXECUTIVE AIRPORT FLIGHT OPERATIONS AND NOISE CONTROL PROGRAM

**Briefing Before The  
Transportation and  
Telecommunications  
Committee  
February 28, 2005**



# FLIGHT OPERATIONS

# AIRCRAFT PERMITTED TO OPERATE AT DALLAS EXECUTIVE AIRPORT

- Dallas City Code – Chapter 5; Sec. 5-55
  - 60,000 lbs. weight limitation
  - Exceptions:
    - Emergencies
    - No cargo or fare-paying passengers

# GRUMMAN GULFSTREAM II 60,000 LBS. WT. LIMITATION



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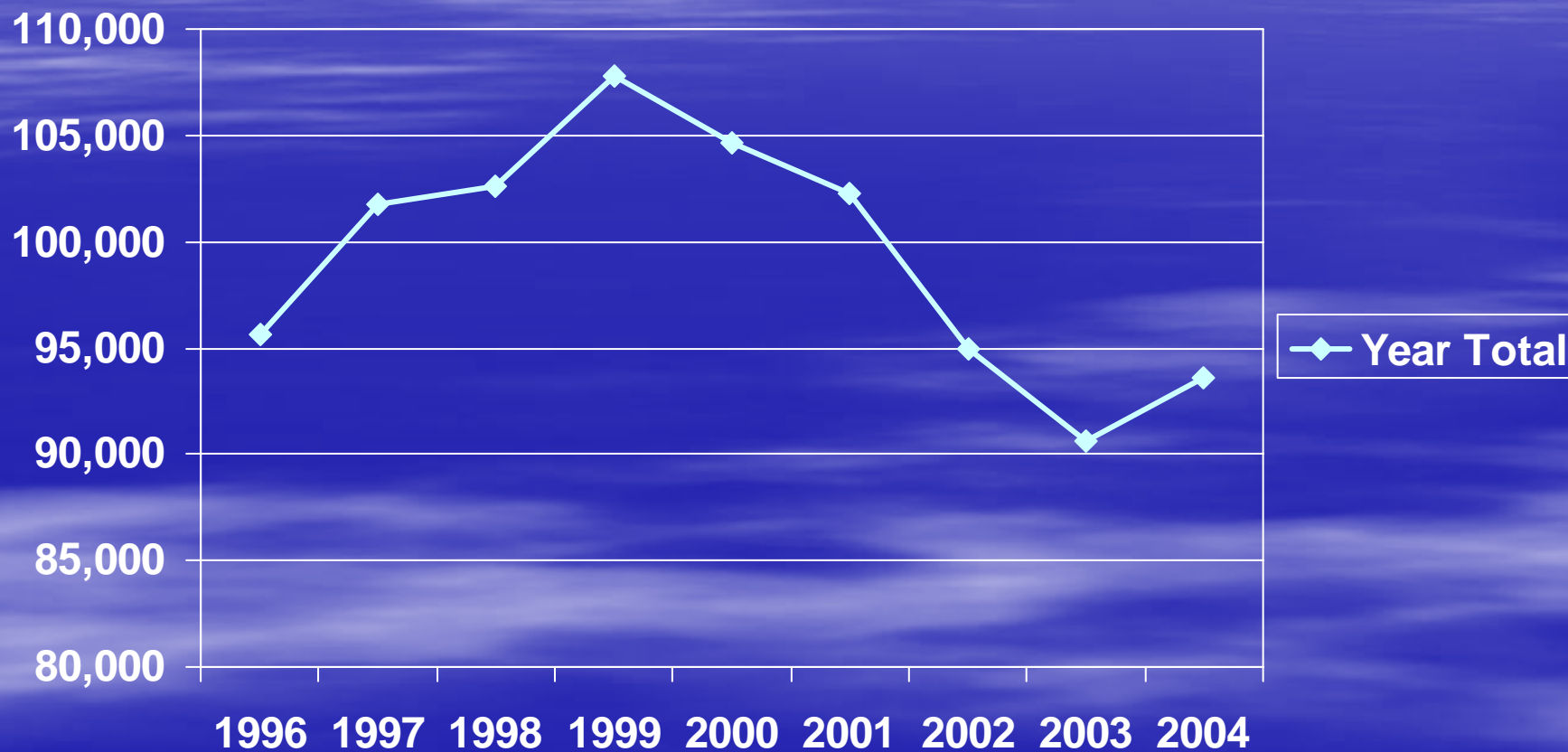
# FLIGHT OPERATIONS STATISTICS

## ANNUAL REPORT SUMMARY

1996	95,636	
1997	101,767	6.41%
1998	102,642	0.86%
1999	107,795	5.02%
2000	104,654	-2.91%
2001	102,227	-2.32%
2002	94,949	-7.12%
2003	90,607	-4.57%
2004	93,604	3.31%

# FLIGHT OPERATIONS STATISTICS

## ANNUAL REPORT SUMMARY



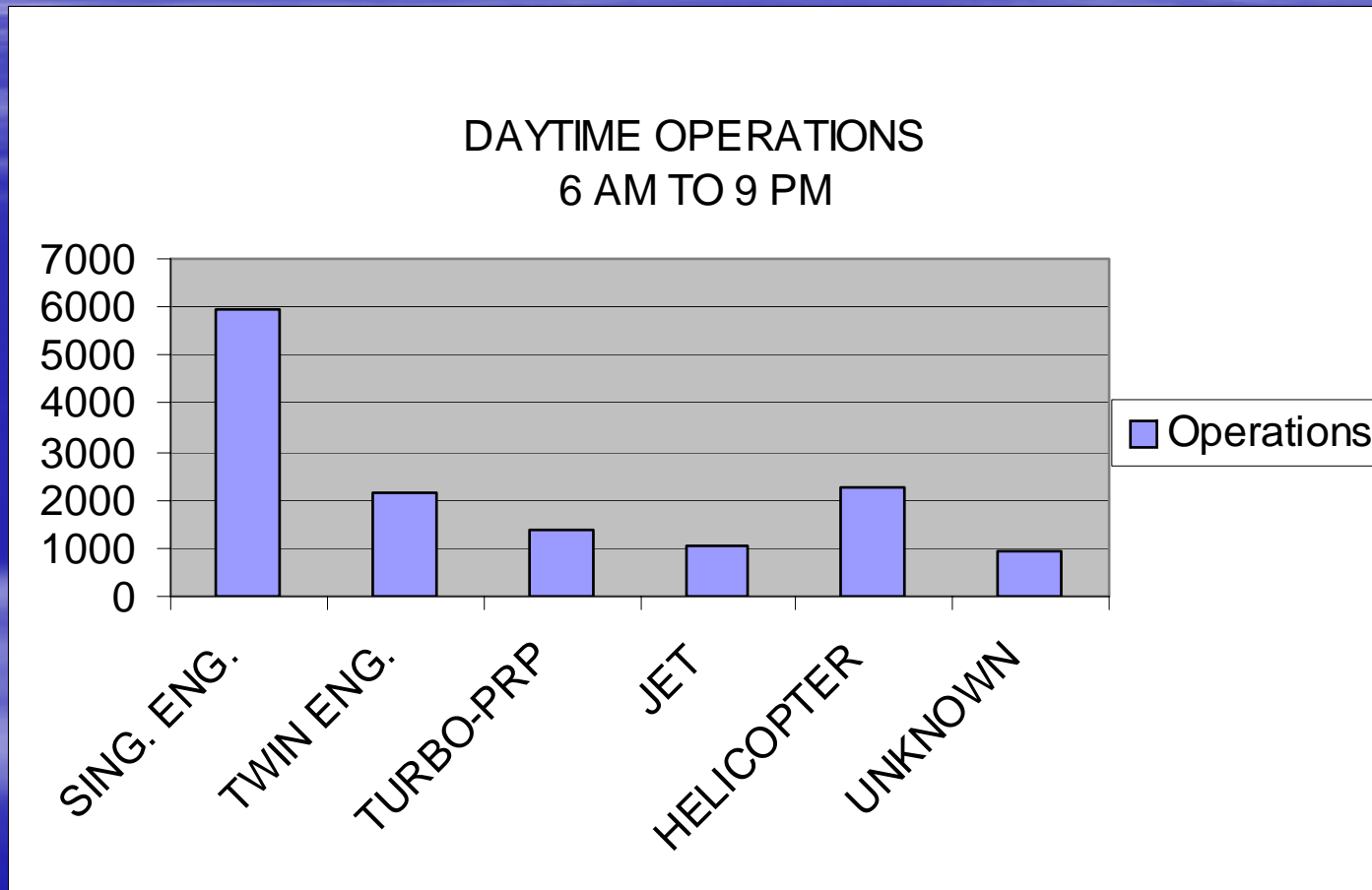
# AVIATION ACTIVITY PLANNING

Historical			Forecasts*			
Category	1999	2004	2005	2010	2020	Ultimate
<b>Annual Operations</b>						
<i>Itinerant</i>						
Air Taxi	16	2	200	200	200	200
General Aviation	34,695	31,107	38,600	42,300	50,300	80,000
Military	193	99	200	200	200	200
<i>Total Itinerant</i>	34,904	31,208	39,00	42,700	50,700	80,400
<i>Local</i>						
General Aviation	72,671	62,181	78,400	86,000	102,000	130,00
Military	220	215	200	200	200	200
Total Local	72891	62,639	78,600	86,200	102,200	130,200
<b><i>Total Operations</i></b>	<b>107,795</b>	<b>93,604</b>	<b>117,600</b>	<b>128,900</b>	<b>152,900</b>	<b>210,600</b>

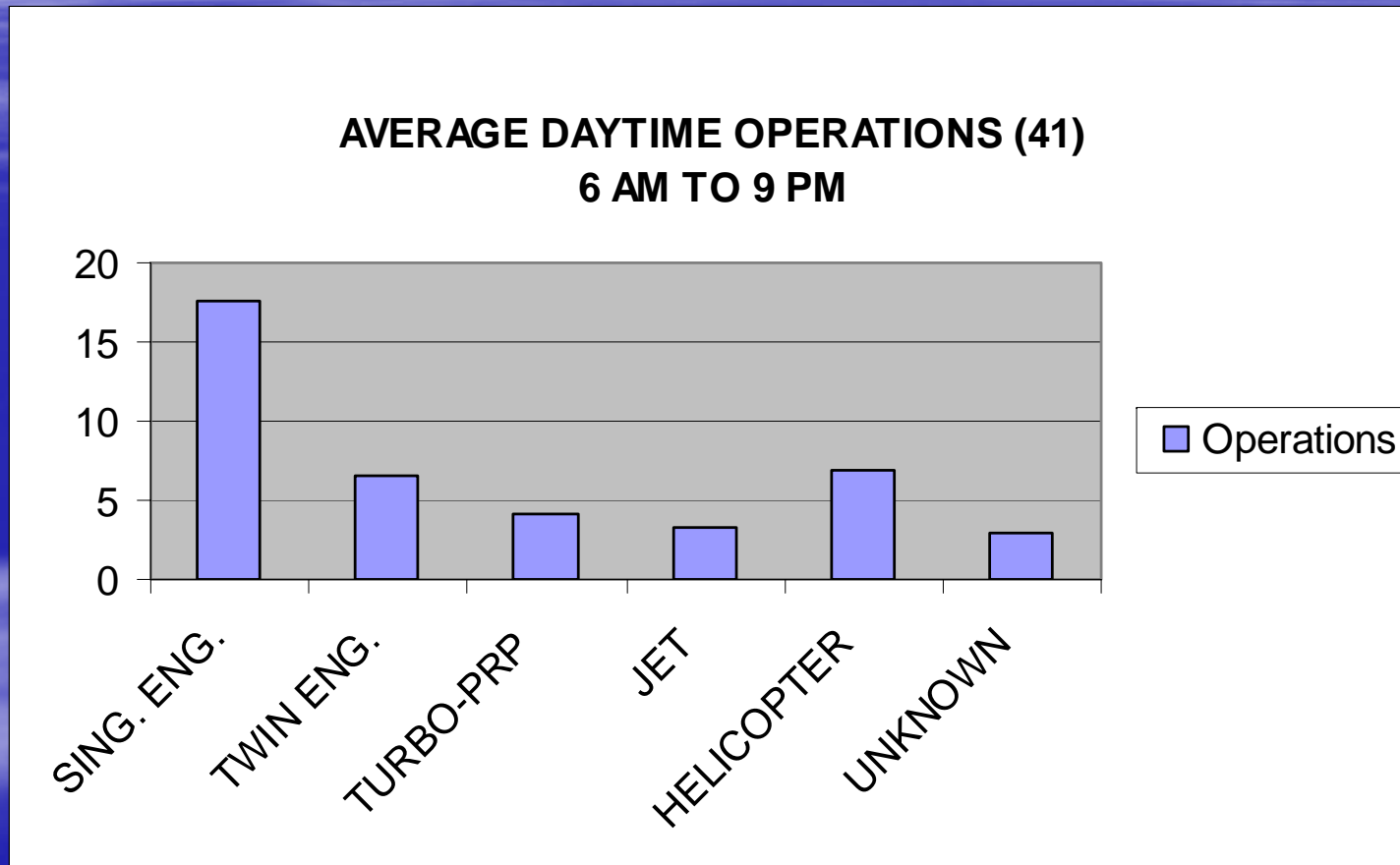
\*Source: Redbird Airport Master Plan 2001

# DAYTIME FLIGHT OPERATIONS

03/15/04 TO 02/09/05

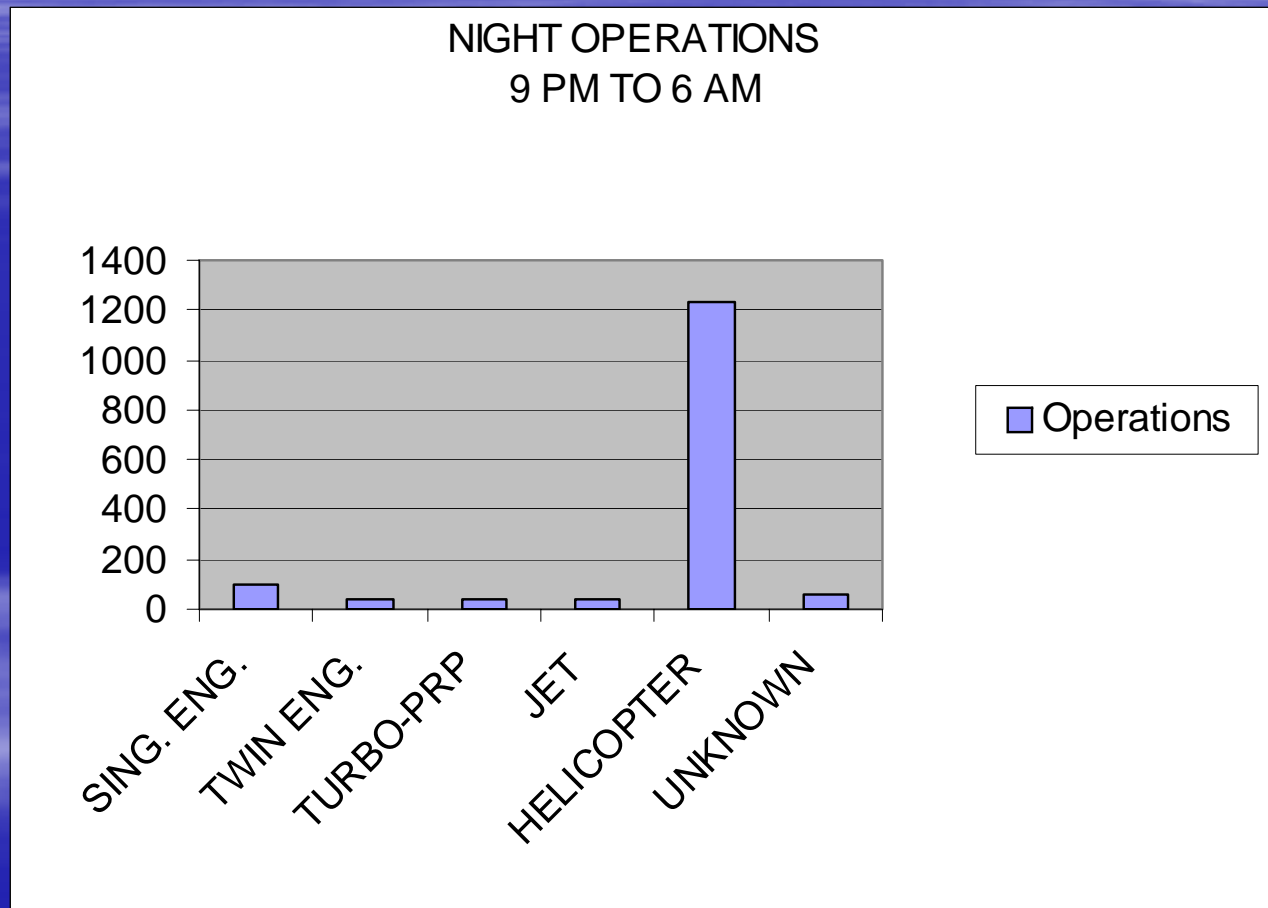


# AVERAGE DAYTIME FLIGHT OPERATIONS



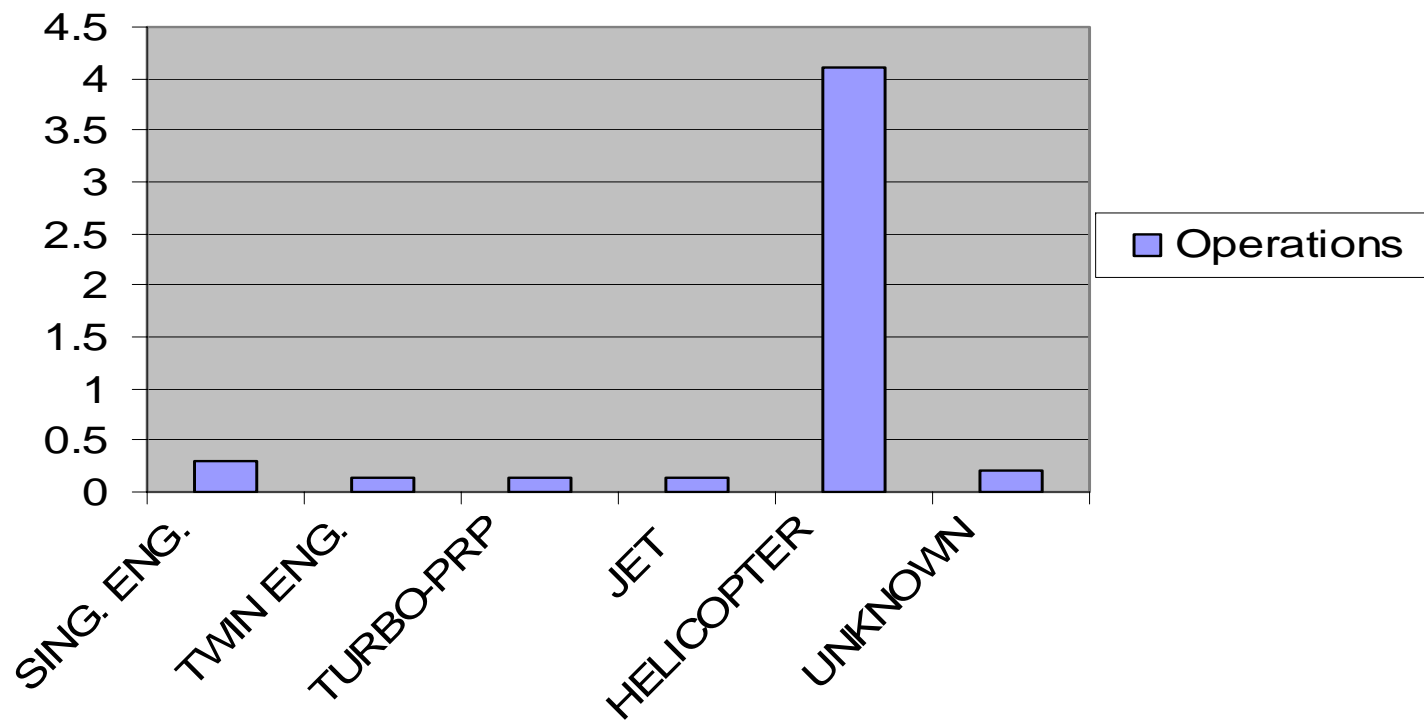
# NIGHTTIME FLIGHT OPERATIONS

03/15/04 TO 02/09/05



# AVERAGE NIGHTTIME OPERATIONS

**AVERAGE NIGHT OPERATIONS (5)  
9 PM TO 6 AM**



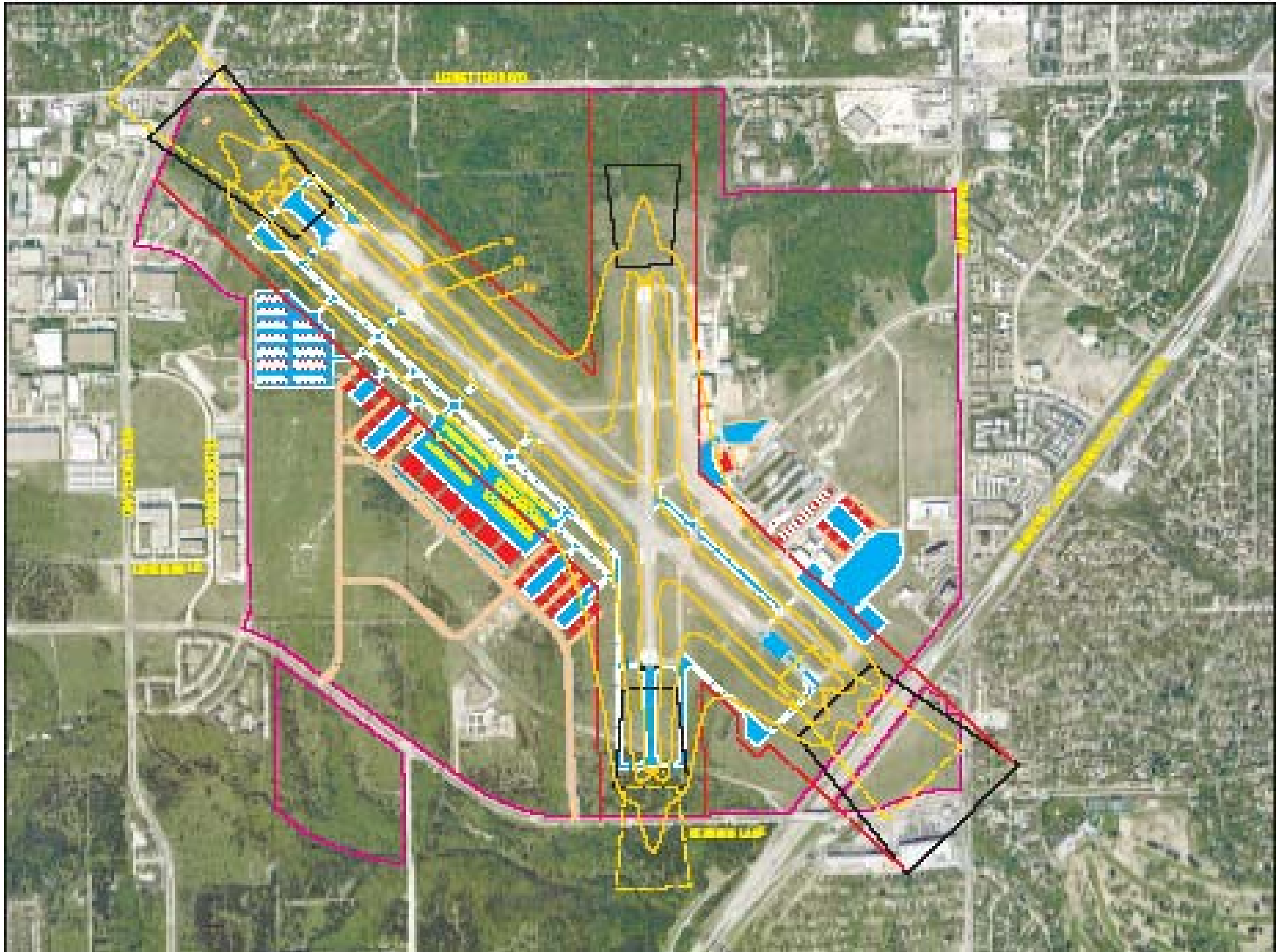
# MASTER PLAN

# MASTER PLAN

- Planning process began in June 1999.
- Involved input from all stakeholders through creation of an Advisory Committee and public meetings.
- Master Plan was briefed to Council on February 21, 2001
- Plan was unanimously approved on February 28, 2001

# MASTER PLAN

- Environmental Issues
  - Existing Noise Contours and forecast contours remain on existing property.
  - All required environmental agencies contacted regarding issues of air and water quality, endangered flora and fauna, historic places, floodplains, social impacts, induced socioeconomic impacts, wetlands, and section 4(f) lands.
  - No known significant environmental consequences associated with recommended concept.



# **VOLUNTARY NOISE CONTROL PROGRAM**

# VOLUNTARY NOISE CONTROL PROGRAM

- Purpose:

Minimize noise impacts on surrounding neighborhoods without unduly restricting use of the airport.

# VOLUNTARY NOISE CONTROL PROGRAM

- Program Elements:
  - Departure Procedures (turbo-jet & propeller)
  - Approach and Landing Procedures (turbo-jet & propeller)
  - Helicopter Operations
  - Maintenance Run-Up Curfew
  - Noise Complaint Program
    - Telephone Report
    - Internet Report

# TEXAS ARMY NATIONAL GUARD (TANG)

# CH-47 CHINOOK HELICOPTER



# TEXAS ARMY NATIONAL GUARD

- Issue:
  - Dallas Executive is the closest airport with an ILS to Hensley Field
  - Practice ILS approaches are necessary for safety
  - Low altitude CH-47 flight operations are noisy
  - Airport Sponsors Assurances require that Dallas Executive be available to U.S. Govt. aircraft

# TEXAS ARMY NATIONAL GUARD

- Current Status:
  - TANG Agreement to limit use of Dallas Executive
    - Restrict the number of ILS approaches to levels necessary to ensure safety proficiency
    - All approaches will be flown prior to 9:00 pm
    - All planned approaches require CO's approval
    - When possible, airport mgmt. will be notified prior to the commencement of practice approaches
    - Emergency and actual IMC approaches are exempt from the agreement.

# TEXAS ARMY NATIONAL GUARD

- Future:

In approximately one year, an ILS is planned to be installed at Hensley Field. At that time, Hensley Field will be the primary recovery destination for TANG and Republic of Singapore Air Force.