

ADS

ADDISON

AIRPORT MASTER PLAN

City Council Briefing

July 14, 2026

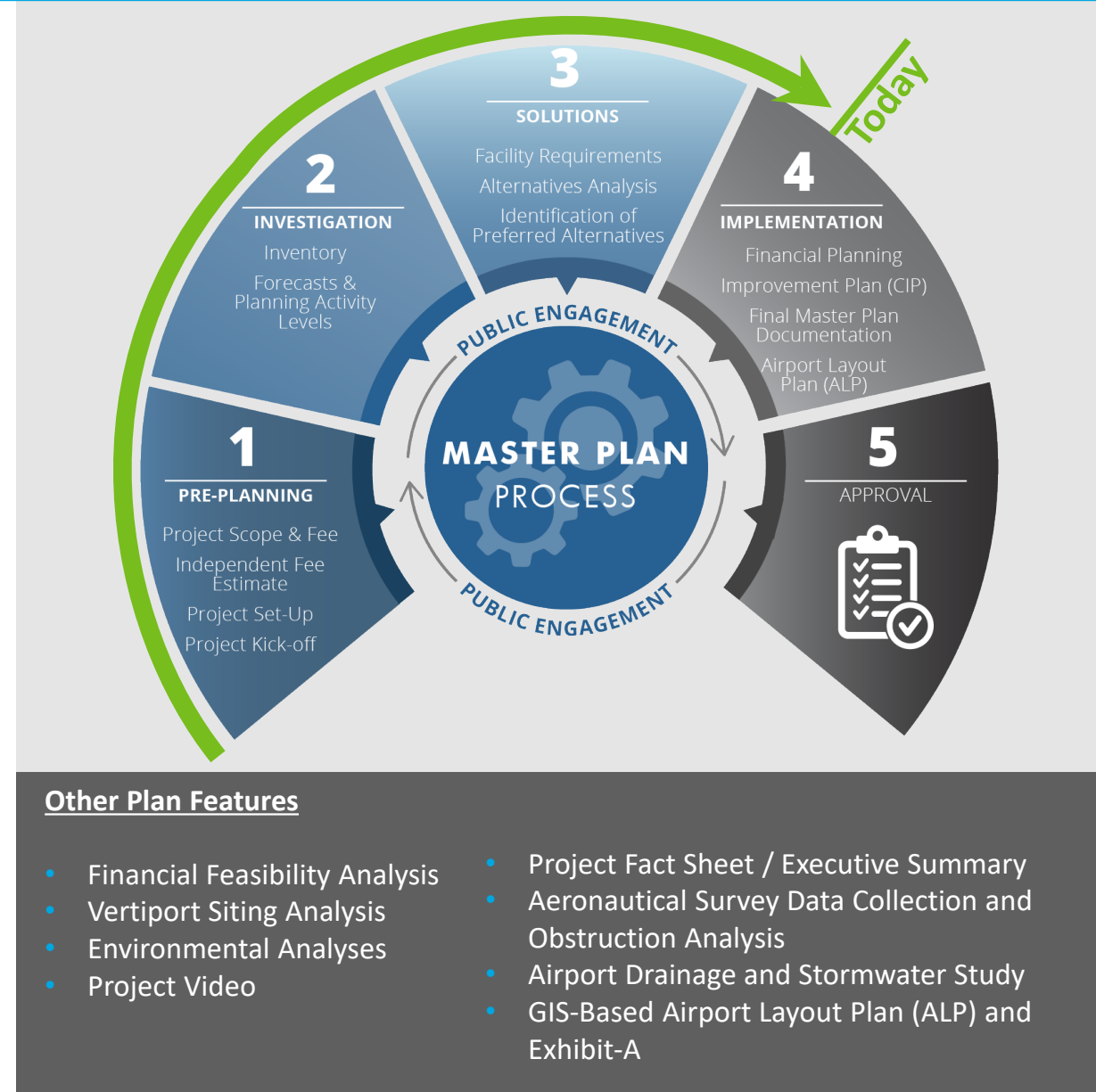
Jaime Edrosa, Addison Airport Director

James Miklas, Woolpert Team Project Manager



2026 Airport Master Plan Status

- The Master Plan is a systematic approach to the Airport's overall maintenance, development, and operations over the next 20 years.
- This planning effort is designed to identify and then plan for current and future airport activity in advance of the actual demand for new facilities.
- An Airport Master Plan must:
 - Help ensure the safe and orderly development of ADS.
 - Be reflective of community values and goals.
 - Include a purposeful, inclusive, and educational process.
- Continuation of the 2013 ADS Airport Strategic Plan.
- Requirements:
 - Texas Department of Transportation (TxDOT) funds but only approves the forecast and the Airport Layout Plan (ALP).
 - All airport development must be consistent with the ALP.
 - TxDOT will conditionally endorse projects (following ALP and during annual CIP process) pending environmental approvals.



Presentation Objectives:

1. Overview of Master Plan Community Engagement Efforts
2. Final Alternatives Analysis & Recommendations (ALP)
3. Addison Voluntary Noise Program
4. Draft Noise Exposure Contours
5. TxDOT Airport Economic Impact Study

Overview of Master Plan Community Engagement Efforts

Enhanced Project Website: including a form for general input and comments.

- Survey Results
 - Nearly 400 Community Survey responses.
 - 76 User Survey responses.

Project Meetings

- Project Steering Committee (PSC) Meeting #6 – July 7, 2026
- Project Executive Committee (PEC) Meeting #5 – July 7, 2026
- TxDOT / Federal Aviation Administration FAA collaboration meetings.

ADS PSC Frequently Asked Questions (FAQs)

DRAFT Noise Exposure Contours

DRAFT Alternatives & Recommendations, ALP, Implementation Chapters

Completed:

- Airport Tours for PSC Members (*Sponsored and hosted by ADS*)
- Project Executive Committee (PEC) Meetings 1, 2, 3, and 4
- Project Steering Committee (PSC) Meetings 1, 2, 3, 4, and 5
- Community Meetings 1 and 2
- City Council Briefing 1 and 2

Upcoming: Final Project Meetings- including an expanded number of PSC meetings.

Addison Airport Alternatives Analysis

1. Airside Facilities
2. Landside Facilities
3. Integration with Other Planning Initiatives
4. Special Topics



[illegible]

ADS Alternatives Analysis – Existing Airside Facilities

Runway 16-34 (7,203' x 100')

Runway 34 Landing Threshold

Runway 16 Landing Threshold

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

Runup Pad

Runway End Identifier Lights (REILS)

Segmented Circle

Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

Runway 16-34 Weight Bearing Capacity
 Single Wheel Gear (SWG) = 60,000 lbs
 Dual Wheel Gear (DWG) = 120,000 lbs

Air Traffic Control Tower (ATCT) & Rotating Beacon

Precision Approach Path Indicator Lights (PAPI)

Glideslope (GS)

Runway 16-34

Runway 34

Runway 16

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

Runup Pad

Runway End Identifier Lights (REILS)

Segmented Circle

Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

Runway 16-34

Runway 34

Runway 16

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

Runup Pad

Runway End Identifier Lights (REILS)

Segmented Circle

Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

Runway 16-34

Runway 34

Runway 16

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

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Runway 16-34

Runway 34

Runway 16

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

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Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

Runway 16-34

Runway 34

Runway 16

Runway Departure End

Localizer (LOC)

Engineered Materials Arresting Systems

Runup Pad

Runway End Identifier Lights (REILS)

Segmented Circle

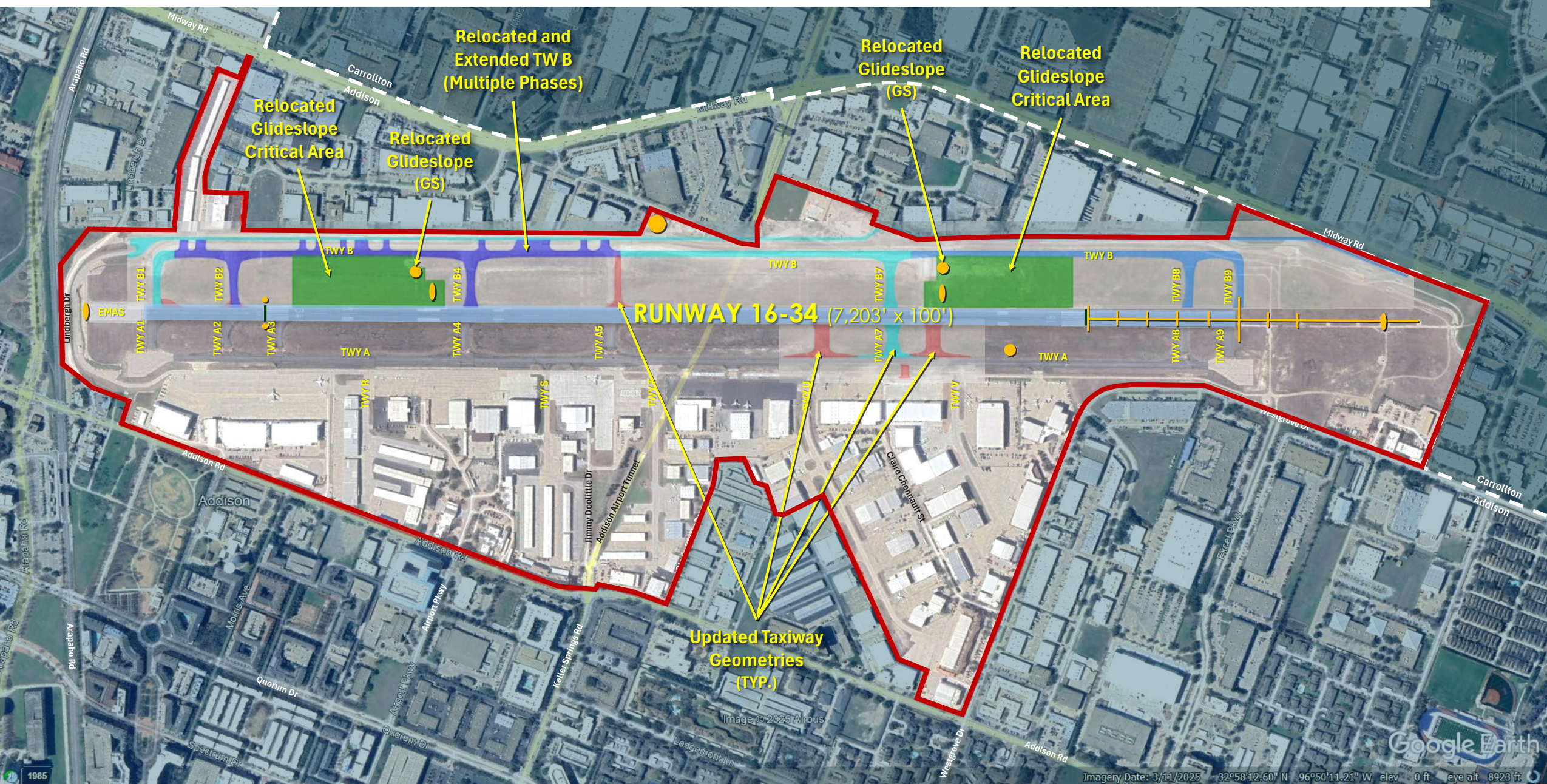
Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)

Runway 16-34

Runway 34

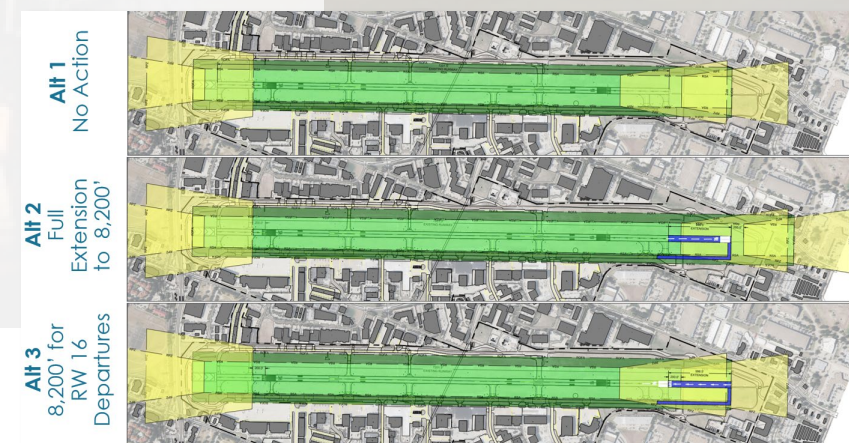
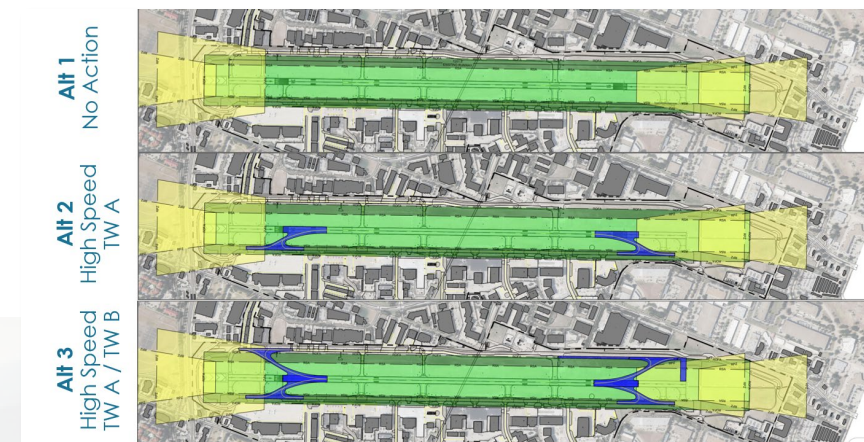
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ADS Alternatives Analysis – Airside Projects In Process

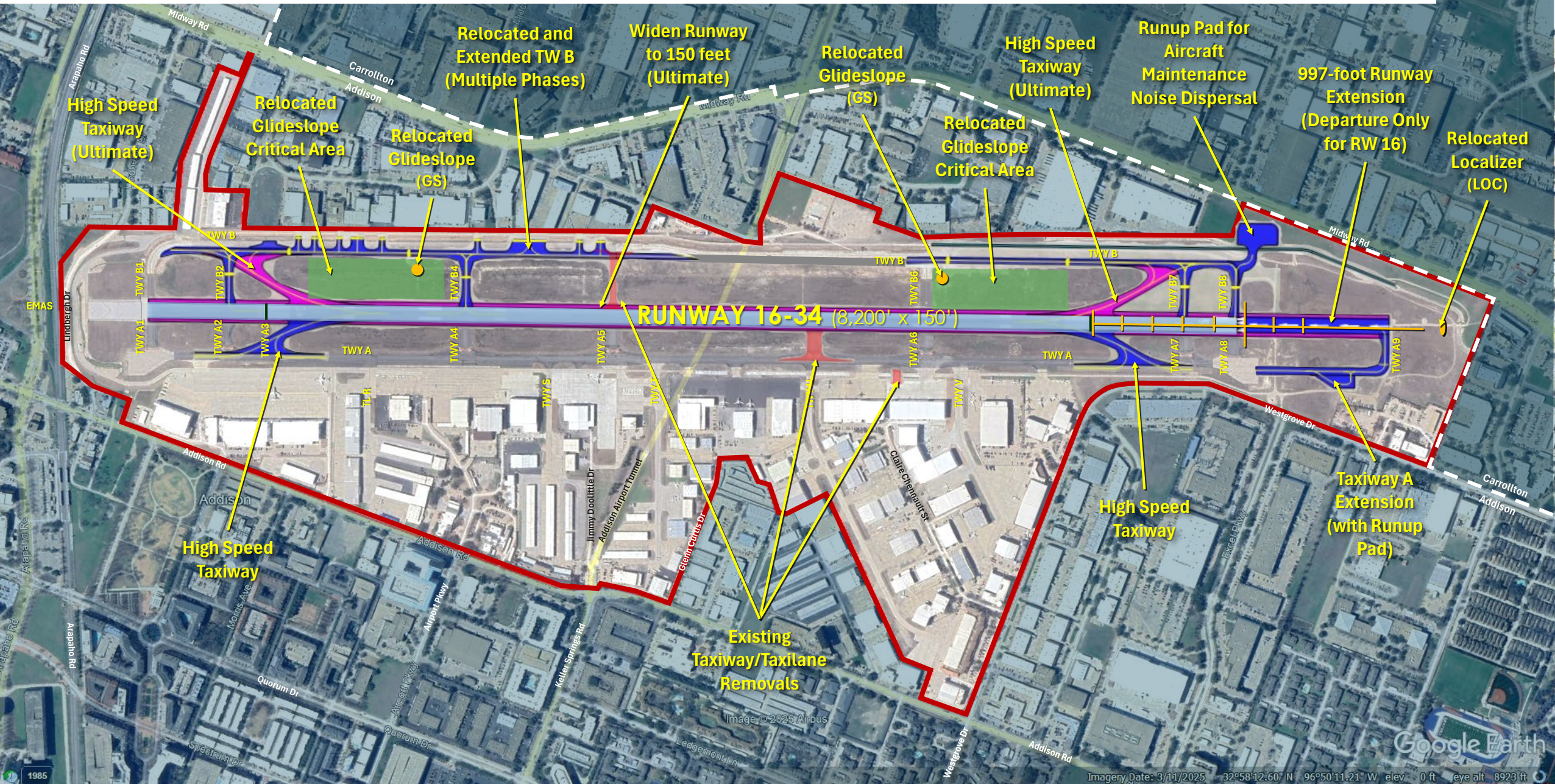


ADS Alternatives Analysis – Airside

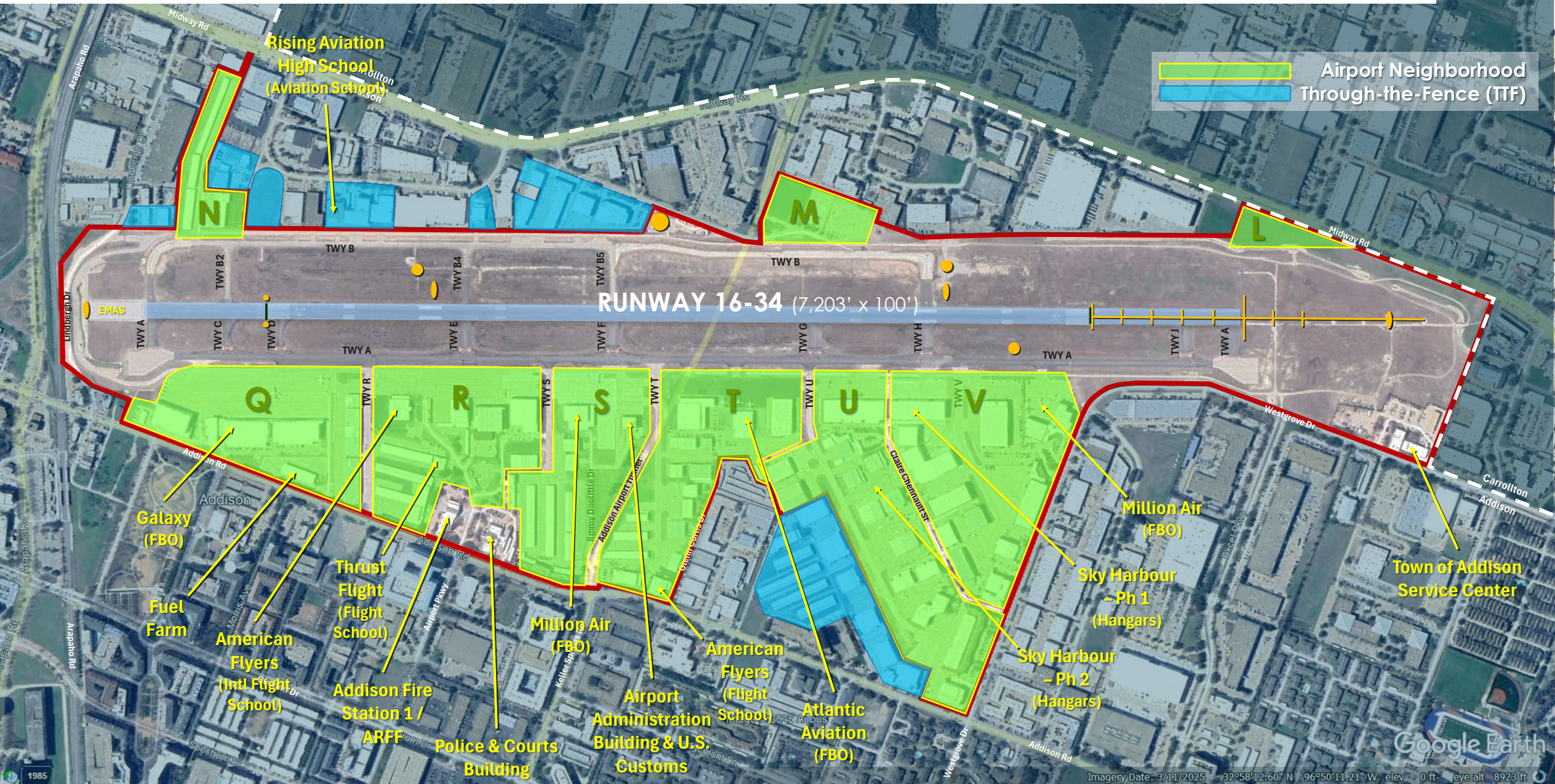
- | | |
|----------------------------------|--------------------------------------|
| 1. Airfield Demand Capacity | → High Speed Taxiways |
| 2. Runway Width | → Widen Runway to 150' |
| 3. RW/TW Separation Compliance | → Extend Existing MOS |
| 4. Runway Protection Zone (RPZs) | → Improve Compliance over Time |
| 5. Runway Length | → Extend Runway for TW 16 Departures |
| 6. Taxiways/Taxilanes | → Geometry Improvements |
| 7. Pavement | → Maintain Pavement |
| 8. NAVAIDS | → Relocate as Required |
| 9. Markings/Lighting | → Full LEDs |
| 10. Obstructions | → Maintain Clear Airspace |

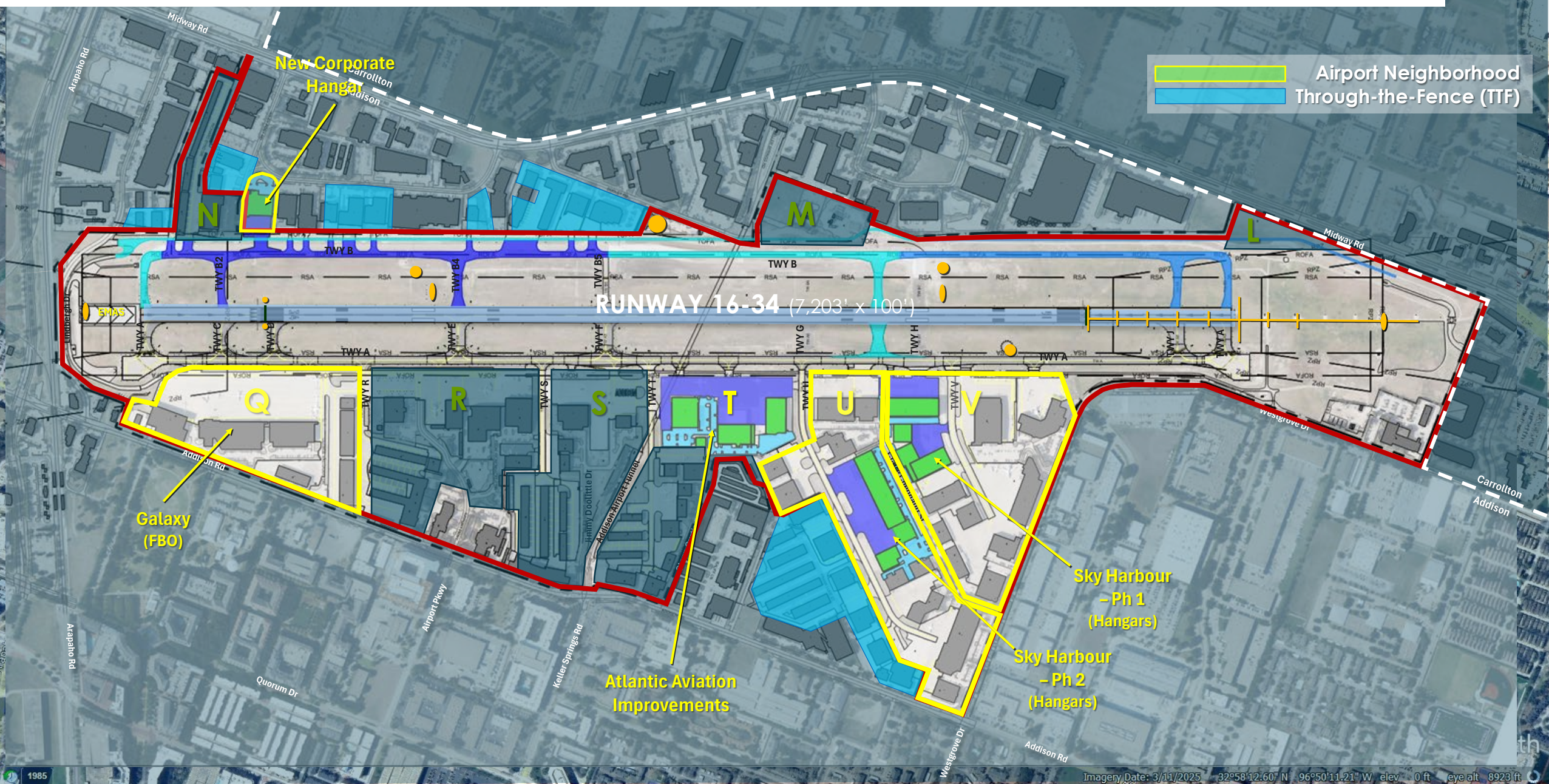


ADS Recommendations – Airside



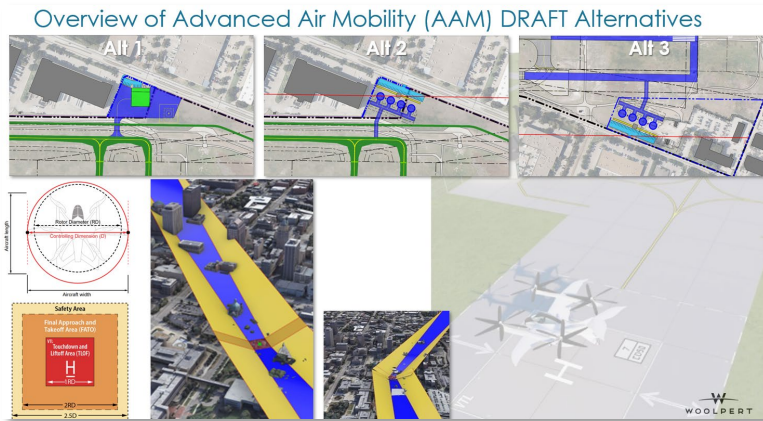
ADS Alternatives Analysis – Existing Landside Facilities



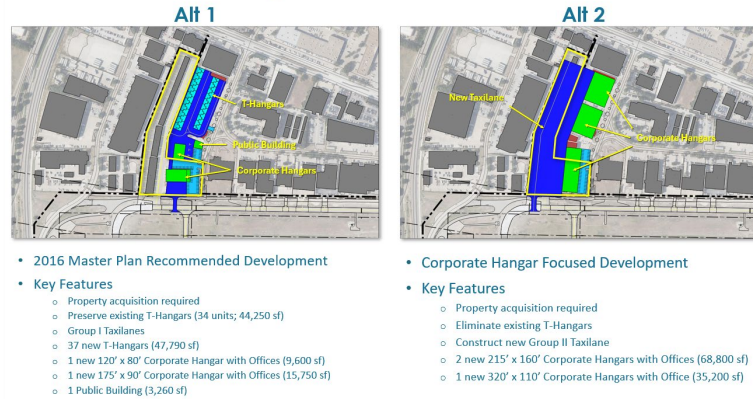


ADS Recommendations – Landside

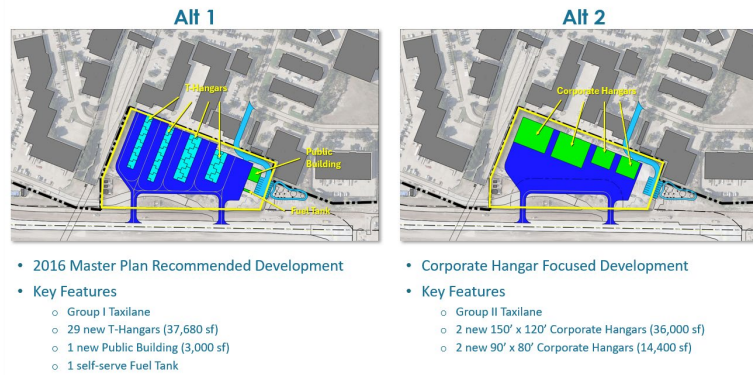
- Range of landside alternatives discussed with PSC on multiple occasions.
- TxDOT/FAA requests ADS show largest potential development options on ALP to ensure airspace protection.
 - This translates to corporate hangar development.
- Final development determination dependent on Town selection of subsequent Neighborhood RFP respondents.



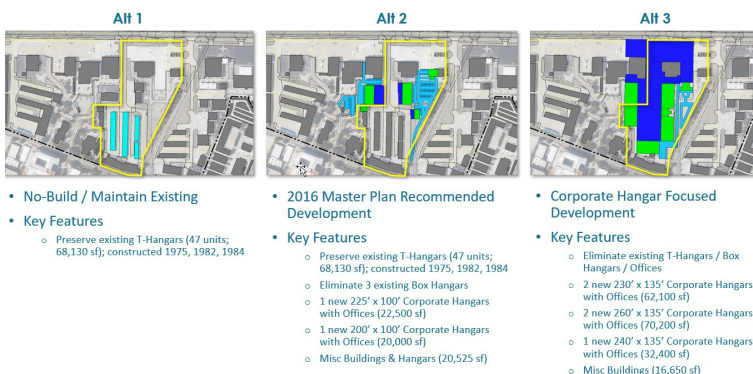
Overview of TW N Neighborhood DRAFT Alternatives



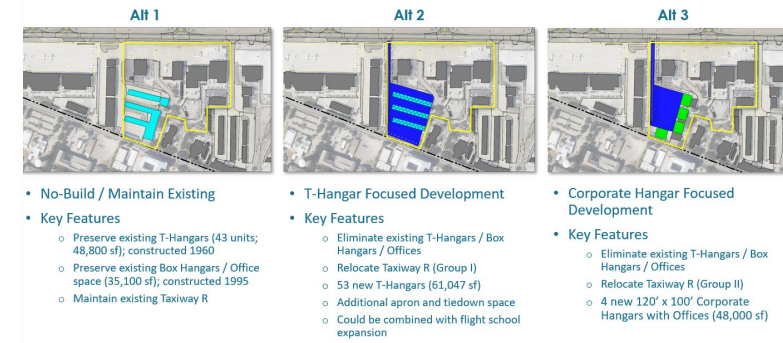
Overview of TW M Neighborhood DRAFT Alternatives



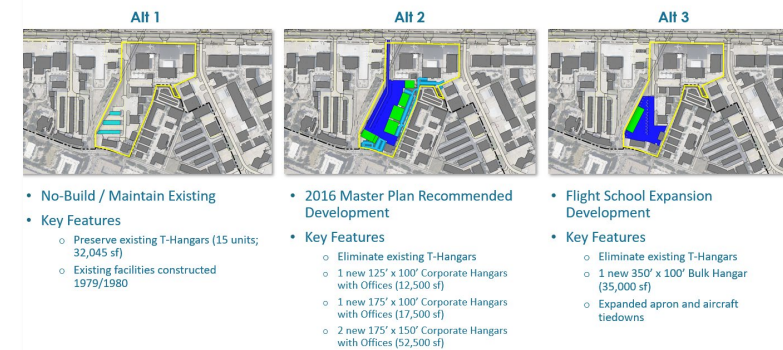
Overview of TW S Neighborhood Alternatives



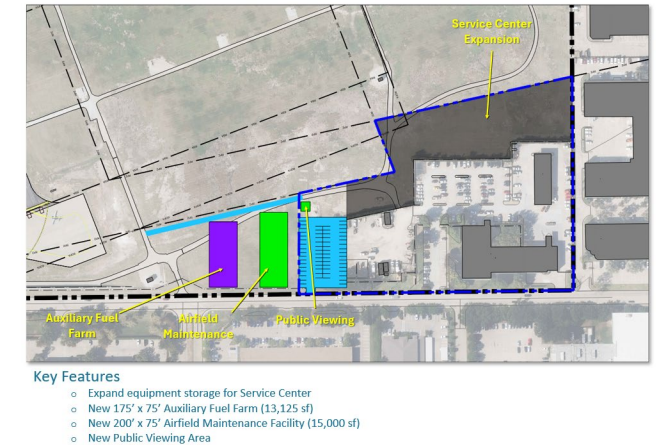
Overview of TW R Neighborhood Alternatives



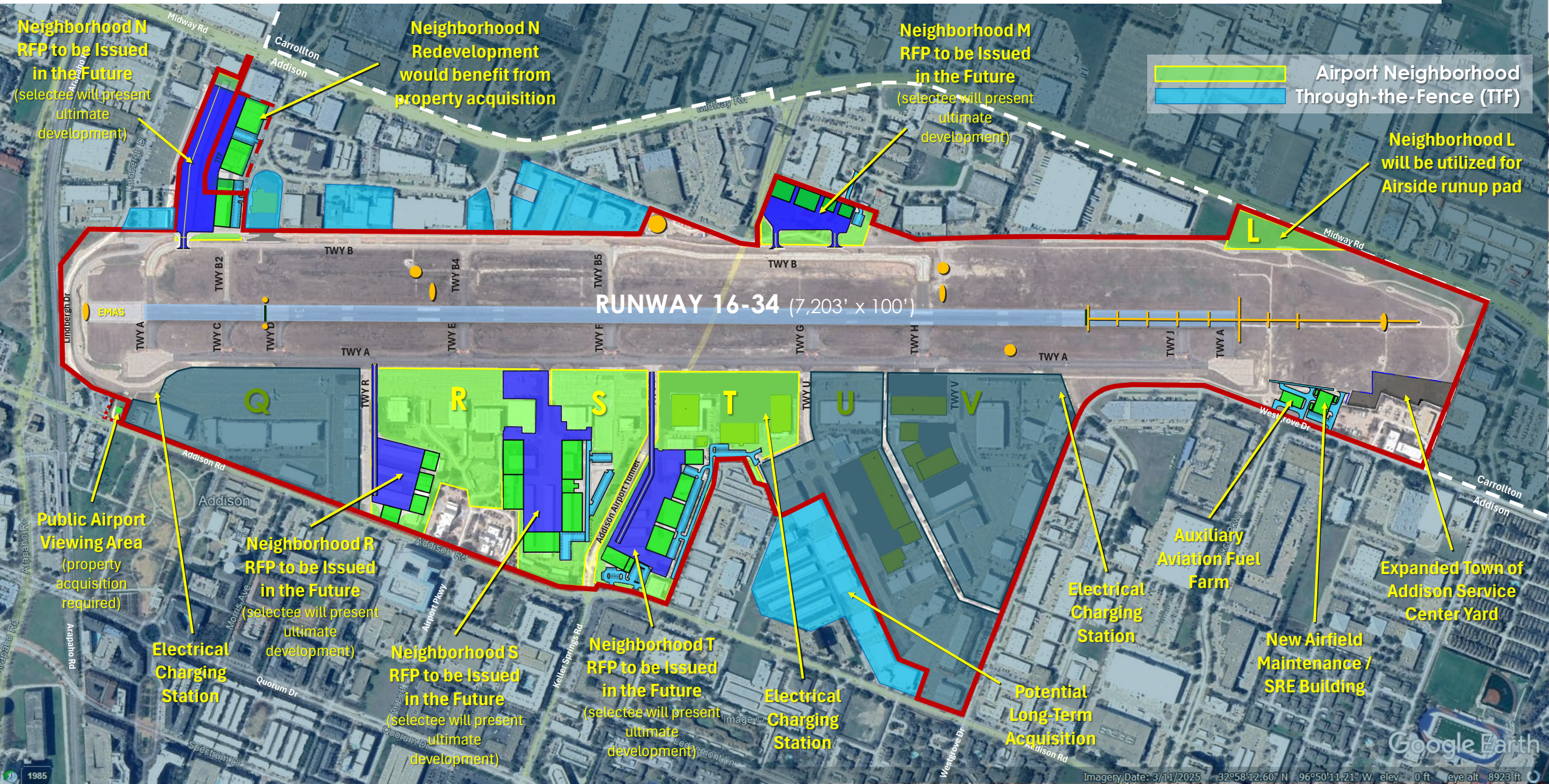
Overview of TW T Neighborhood Alternatives



Overview of Addison Service Center DRAFT Alternative



ADS Recommendations – Landside



LEGEND

LEGEND ITEM	EXISTING	FUTURE	LEGEND ITEM	EXISTING	FUTURE
AIRPORT PROPERTY BOUNDARY	[Symbol]	[Symbol]	AIRPORT REFERENCE POINT	[Symbol]	[Symbol]
AIRPORT PAVEMENT MARKINGS	[Symbol]	[Symbol]	LOCATER	[Symbol]	[Symbol]
AIRPORT PAVEMENT TO BE REMOVED	[Symbol]	[Symbol]	ROTATING BEACON	[Symbol]	[Symbol]
ROAD	[Symbol]	[Symbol]	RUNWAY END LIGHT	[Symbol]	[Symbol]
PARKING AREA	[Symbol]	[Symbol]	AVOIDANCES	[Symbol]	[Symbol]
ON-AIRPORT BUILDING	[Symbol]	[Symbol]	PAVE	[Symbol]	[Symbol]
WATER FEATURE	[Symbol]	[Symbol]	RAIL	[Symbol]	[Symbol]
FOREST AREA	[Symbol]	[Symbol]	MAJOR	[Symbol]	[Symbol]
UNPAVED CRITICAL AREA	[Symbol]	[Symbol]	AIR TRAFFIC CONTROL TOWER (ATCT)	[Symbol]	[Symbol]
SEGMENTED CIRCLE	[Symbol]	[Symbol]	RADIO TOWER	[Symbol]	[Symbol]

TABLE 1: AIRPORT FACILITIES LIST

BUILDING ID	DESCRIPTION	HIGHEST ELEVATION	BUILDING ID	DESCRIPTION	HIGHEST ELEVATION	BUILDING ID	DESCRIPTION	HIGHEST ELEVATION
1	BUILDING	615.0'	29	BUILDING	643.2'	57	BUILDING	641.2'
2	BUILDING	618.0'	30	BUILDING	644.7'	58	BUILDING	640.5'
3	BUILDING	620.0'	31	BUILDING	645.5'	59	BUILDING	643.4'
4	BUILDING	622.0'	32	BUILDING	649.9'	60	BUILDING	641.0'
5	BUILDING	651.0'	33	BUILDING	659.3'	61	BUILDING	638.3'
6	BUILDING	644.0'	34	BUILDING	639.4'	62	BUILDING	637.4'
7	BUILDING	640.5'	35	BUILDING	641.8'	63	BUILDING	637.0'
8	BUILDING	635.0'	36	BUILDING	645.0'	64	BUILDING	636.7'
9	BUILDING	635.0'	37	BUILDING	645.2'	65	BUILDING	632.3'
10	BUILDING	645.0'	38	BUILDING	642.0'	66	BUILDING	637.4'
11	BUILDING	638.1'	39	BUILDING	642.3'	67	BUILDING	639.0'
12	BUILDING	635.0'	40	BUILDING	649.0'	68	BUILDING	638.7'
13	BUILDING	635.0'	41	BUILDING	649.0'	69	BUILDING	635.1'
14	BUILDING	638.0'	42	BUILDING	649.0'	70	BUILDING	639.4'
15	BUILDING	631.0'	43	BUILDING	643.0'	71	BUILDING	640.0'
16	BUILDING	632.0'	44	BUILDING	643.0'	72	BUILDING	640.0'
17	BUILDING	643.0'	45	BUILDING	641.1'	73	BUILDING	640.0'
18	BUILDING	637.0'	46	BUILDING	644.1'	74	BUILDING	640.0'
19	BUILDING	634.0'	47	BUILDING	642.7'	75	BUILDING	644.1'
20	BUILDING	633.0'	48	BUILDING	642.0'	76	BUILDING	642.0'
21	BUILDING	633.0'	49	BUILDING	639.0'	77	BUILDING	643.0'
22	BUILDING	632.0'	50	BUILDING	640.0'	78	BUILDING	640.0'
23	BUILDING	633.0'	51	BUILDING	640.0'	79	BUILDING	642.4'
24	BUILDING	634.0'	52	BUILDING	639.0'	80	BUILDING	640.0'
25	BUILDING	636.0'	53	BUILDING	637.0'	81	BUILDING	640.1'
26	BUILDING	637.0'	54	BUILDING	638.0'	82	BUILDING	639.0'
27	BUILDING	637.0'	55	BUILDING	639.0'	83	BUILDING	637.0'
28	BUILDING	635.0'	56	BUILDING	639.0'	84	BUILDING	639.4'

TABLE 2: FUTURE AIRPORT FACILITIES LIST

BUILDING ID	HIGHEST ELEVATION	BUILDING ID	HIGHEST ELEVATION
1	0	15	0
2	0	37	0
3	0	16	0
4	0	38	0
5	643.254	20	0
6	643.254	31	0
7	643.254	22	0
8	643.254	23	0
9	0	24	0
10	0	25	651.789
11	0	26	651.789
12	0	27	651.789
13	0	28	651.789
14	0	29	639.884

SOURCES

- THE SITE PLAN AND LINE WORK IS BASED ON THE PLANIMETRIC MAPING INFORMATION COLLECTED BY WOODWARD, 02/2014

NOTES

- EXISTING CONDITIONS SHOWN AS IS
- ALL PUBLIC ROAD (PR) ELEVATIONS INCLUDE TRANSVERSE ADJUSTMENTS OF 2% FOR RAILROADS, 1% FOR INTERSTATE HIGHWAYS, 1% FOR OTHER PUBLIC ROADS AND 0% FOR PRIVATE ROADS
- ALL VERTICAL ELEVATIONS NAVD83 AND MEAN SEA LEVEL (MSL)
- ALL HORIZONTAL COORDINATES - NAD83 (2011) TEXAS NORTH-CENTRAL US FEET
- UNLESS OTHERWISE STIPULATED, ALL AIRPORT DESIGN STANDARDS AND SURFACES REFLECT FAA AC 150/5300-108
- BUILDING RESTRICTION LINE (BRL) PROTECTS APPLICABLE OPERATIONAL SURFACES INCLUDING OFPA, OFAL, RWY, TAXIWAY, CRITICAL AREAS, RWY, AND PART 77 TRANSDRILL SURFACES (ESTABLISHED AT 35')

Other ADS Recommendations

- Ensure integration with other planning initiatives:
 - Advance Addison 2050, 2016 Transportation Plan, 2013 ADS Strategic Plan, 2016 ADS Airport Master Plan, & 2025 TASP.
- Enhance ADS integration with community.
 - Transparency, access, outreach, promotion, etc.
- Enhance ADS integration with Town departmental operations such as:
 - GIS tools and Economic Development initiatives
- Explore opportunities for targeted acquisition of Through-the-Fence (TTF) operations.
- Ensure integration with multimodal initiatives
 - AAM, electrification, etc.
- Refine and enhance the ADS Noise Program
 - Voluntary Noise Abatement, education, transparency, etc.

ADS Voluntary Noise Program

Refresh & FAA & Town Regulations



FAA Airport Facility Director Remarks

NOISE: Noise sensitive areas surround airport. Pilots required to use NBAA std noise procedures.
AD AIRPORT REMARKS: Attended 1200-0400Z+. Birds on and in vicinity of airport. No touch and go landings without airport manager approval

Airport Rules and Regulations

Section 2-8. Aircraft Noise Abatement Procedures.

When departing from the Airport, all aircraft should follow NBAA standards unless otherwise directed by ATC.

Section 2-6. Aircraft Engine Run-ups.

All aircraft maintenance engine run-ups shall be conducted between the hours of 6:00 a.m. and 10:00 p.m. at the run-up areas located at the north and south ends of Taxiway Alpha or as advised by the Addison control tower. Under certain circumstances, run-ups may be permitted at other locations as authorized by the Airport Director on a case-by-case basis.



1. Public Education Program

- Noise Comments Portal / Reports
- Local education presentations to civic groups

2. Pilot Education Program

- Fly Friendly Tools
- Voluntary Noise Abatement Procedures
- Supporting pilot publications
- Whispertrack

3. ATCT/Tenant Engagement Program

- Weekly performance reports
- Monthly/quarterly meetings

4. Aircraft Tracking Applications / Reports

- Weekly performance reports

5. Updated Noise Contours

ADDISON AIRPORT

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What are you looking for?

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Questions About My Account

Events/Notices/Reports

Addison Airport Noise Concern

Addison Airport is located in a highly populated urban area. Residents in the North Texas area will experience overflights and aircraft noise. The airspace over the DFW area is controlled by the Federal Aviation Administration, with DFW, Love Field, and 11 general aviation airports.

Among these airports, there is an average of more than 5,700 flight operations per day. This is a very large amount of air traffic and all of it must be coordinated carefully in order to keep it moving safely and efficiently. It is expected to see and hear aircraft anywhere within the metropolis. Low clouds may increase noise levels by reflecting it back to the ground. Pilots may be directed to fly around severe weather, taking them outside of normal arrival and departure procedures. The FAA carefully designed a complex system that maps out and plans flight patterns needed in order to keep the air traffic separated and moving safely. This is why the airport is unable to adjust flight paths.

FAA has an office dedicated to assisting the public with noise related issues:

FAA Noise Complaint Portal

For more information, click here: DFW Area Airspace and Air Traffic Patterns.pdf

All aircraft departing ADS between 6:00am and 10:00pm daily are operating according to instructions issued by the Addison Air Traffic Control Tower. (Overnight, from 10:00pm to 6:00am, the aircraft are in contact with DFW Approach Control.) Generally, all departures will make a turn out to the east

Challenging / Tight Left Turn North of Belt Line Road to Avoid NSA

Request longer Upwind with ATC to the South (over Inwood Road) to avoid NSA

Noise Sensitive Area

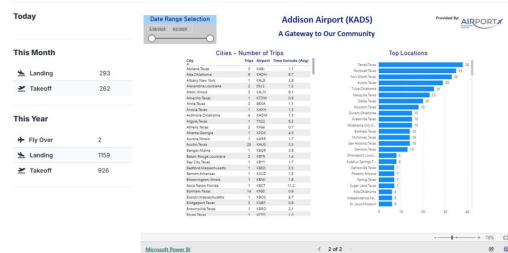
Easier Left Turn to Avoid NSA

Stay north of LBJ to avoid Class Bravo Airspace

ADDISON AIRPORT

Reporting & Continued Engagement

Top 10 KADS - Addison Airport



Date and Time	Tail Number	Owner	Aircraft	Engine	Flight Rules	Ground Speed (kts)	Altitude (ft)
6/14/2026 23:32	NB151F	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	84	1543
6/14/2026 12:50	N662TF	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	75	1505
6/14/2026 12:41	N621TF	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	75	1480
6/13/2026 15:49	N621TF	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	86	1635
6/13/2026 13:34	N680TF	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	96	1630
6/13/2026 13:31	NB151F	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	91	1705
6/13/2026 9:31	NB151F	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	89	1655
6/13/2026 8:04	NB32TF	AIR FLEET HOLDINGS LLC	PIPER PA-28	Proton	VFR	109	1480
6/13/2026 6:12	N247TF	VISIONARY HOLDINGS LLC	PIPER PA-44	Proton	VFR	106	1700

NSA Data For Freedom Jets- Sunday 6/14/2026			
Day Of Week	Date	Tail Number	Operations
Day Of Week	Date	Tail Number	Operations
Sunday	6/14/2026	N991SC	None
Sunday	6/14/2026	N995SC	None

Continue to Promote Voluntary Noise Program

- Promotional Materials - Slogan
- FBOs (Galaxy, Million Air, Atlantic)
- Additional Tenants
- NBAA *Airports In Focus* Inclusion

ADS Voluntary Noise Recommendations

- Voluntary Noise Program: Good Neighbor Initiative
- Facility Enhancement
 - Relocation of the aircraft run-up area.
 - Runway extension.
- Lease language

Community Noise Concerns and Options

The FAA uses a standardized national methodology to evaluate noise. Noise exposure is modeled using FAA-approved tools (e.g., AEDT) to produce noise contours, which depict generalized levels of noise across an area.

- AEDT provides a planning-level understanding of long-term noise patterns, not a representation of specific daily or single-event noise experiences.
- Noise is measured using DNL (Day-Night Average Level), an annualized 24-hour average, not single events.
- Noise contours represent generalized noise exposure, not specific locations or moments.
- The 65 DNL contour is the primary federal threshold for land use compatibility and potential mitigation actions.

DRAFT Noise Exposure Contours

Day Night Average Noise Level (DNL)

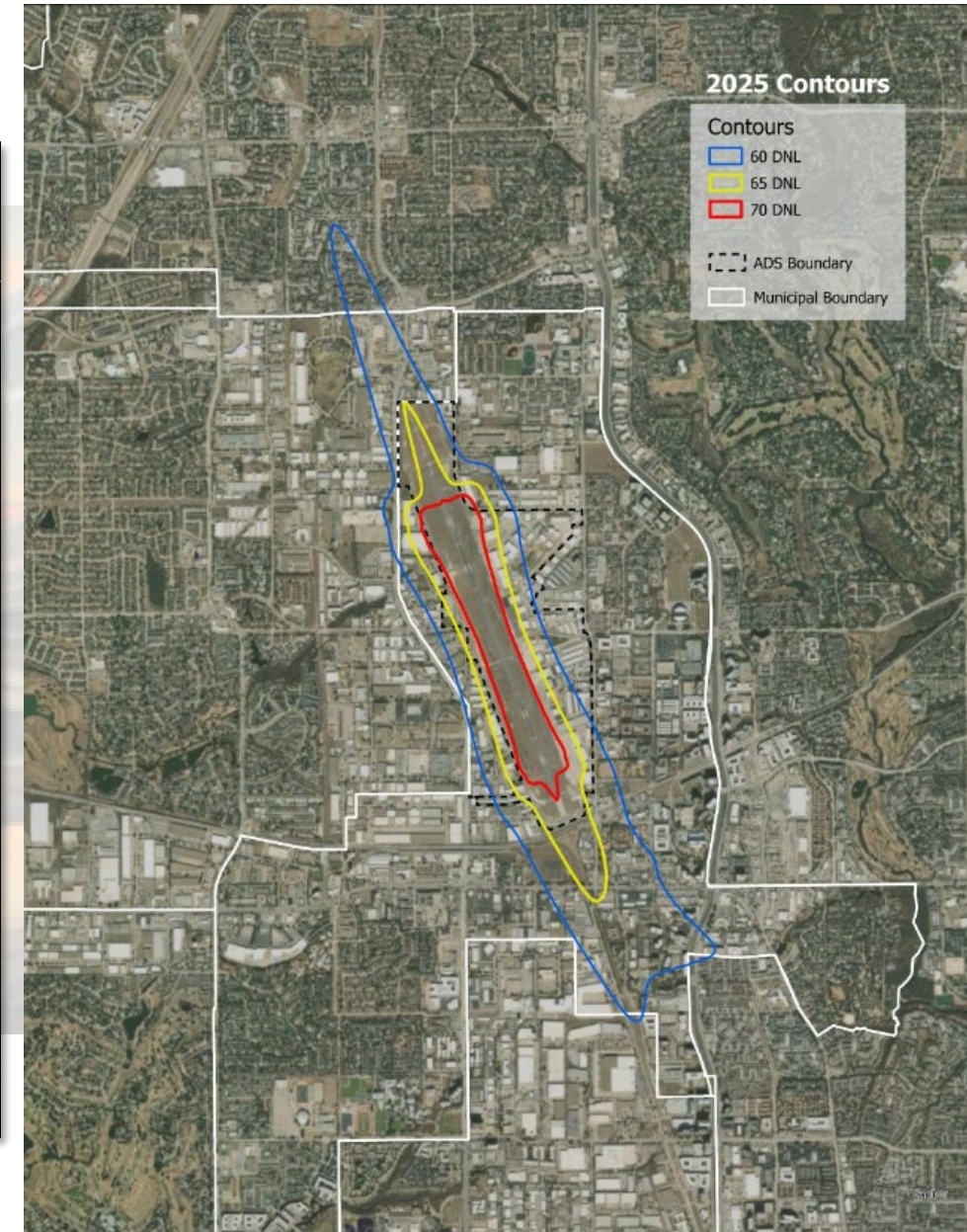
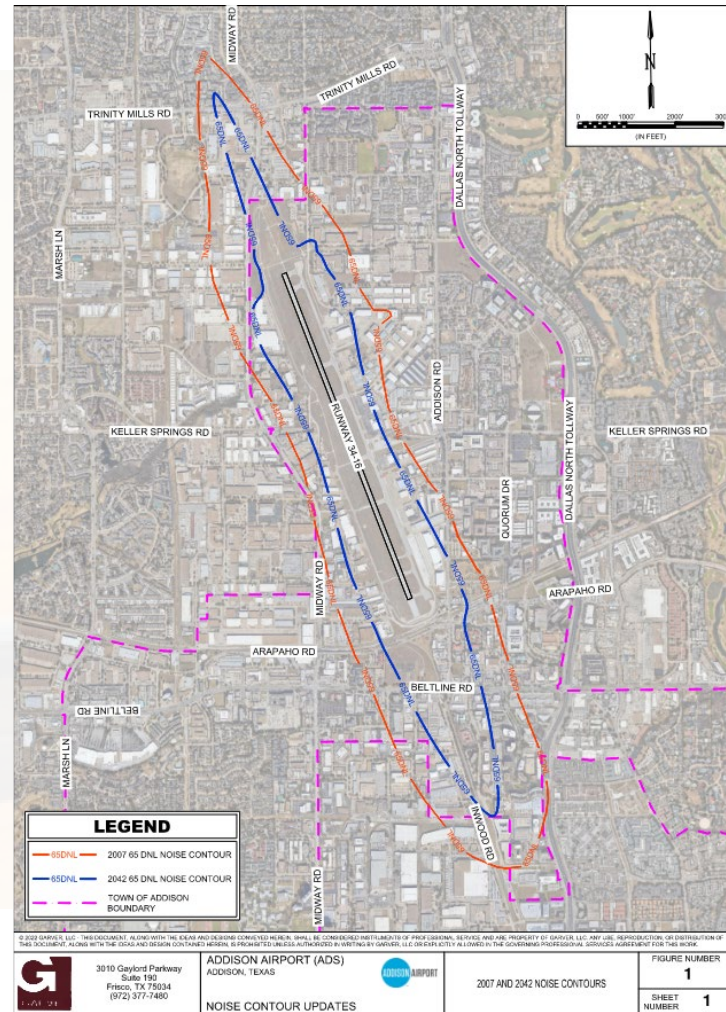
- Average exposure over 24-hour period on basis of annual aircraft operations.
- Existing ADS Noise Contours from 2022 compared to 2007 (INM) with 2042 (AEDT).

2025 Noise Contours

- Master Plan Forecasts
- FAA Flight Tracks
- ADS-B Operations Data
- No overflights

General Results:

- 50% increase in operations from 2025 to 2044.
- 38.1% increase in 65 DNL area from 2025 to 2044.
- Limited incompatible uses per federal standards – five residences, one hotel, & one private children's learning center.
- 60 DNL reflects flight tracks.



DRAFT TxDOT Airport Economic Impact Study

ADDISON AIRPORT (ADS) ANNUAL ECONOMIC IMPACTS

2,553

TOTAL
JOBS

\$181M

TOTAL
PAYROLL

\$594M

TOTAL
OUTPUT



The Texas A&M Transportation Institute (TTI) and the Texas Department of Transportation's (TxDOT) Aviation Division partnered to undertake an analysis and research project to identify annual economic impacts for airports in the Texas Airport System.

289 AIRPORTS | **264** GENERAL AVIATION | **25** COMMERCIAL SERVICE

The study's analysis produced estimates of economic impact for 279 of the Texas airports, while annual impacts for 10 other airports were obtained from other sources/reports.



GENERAL AVIATION AIRPORTS

Significant contributions to the state's economy. When the Texas Airport System are considered, the study estimates that general aviation airports contribute \$1.8 billion to the state's economy annually. As shown here, the economic impacts from general aviation airports are substantial.



CATEGORIES OF ECONOMIC IMPACT



2018 Study Results = \$467 million total.

2026 results represent a 27.2% increase over 2018.



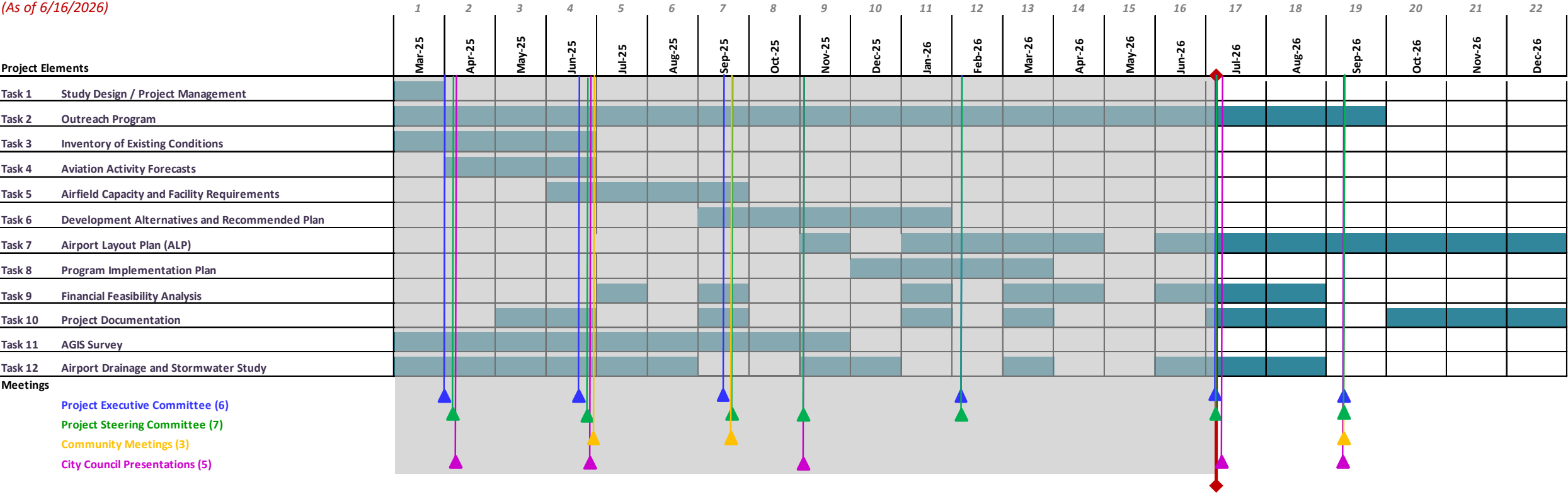
Next Steps in the Master Plan

- Finalize Recommendations
- Finalize Airport Layout Plan (ALP)
- Finalize Implementation Plan
- Finalize Aircraft Noise Exposure Contours – Technical Report
- Finalize Airport Drainage & Stormwater Study
- Finalize Financial Feasibility Analysis
- Final PEC, PSC, Community Meeting, and City Council Briefing
- Anticipated Project Completion: December 2026

Project Status / Schedule

Addision Airport
Airport Master Plan

Project Schedule
(As of 6/16/2026)



Questions?