operations. By the long term planning period that figure is forecast to reach approximately 167,000 annual operations.

Runway length analysis determined that operational requirements of many business jets that currently utilize the airport exceed the current runway length available. The short term plan considers the extension of the runway to the south 1,370 feet. This extension will provide the requisite 7,000 feet in runway length in all operational directions.

Based aircraft are forecast to grow significantly at the airport. In the base year of 2004 there were 223 based aircraft. By the long term planning period this figure is anticipated to grow to 330 aircraft. The airport also maintains a waiting list for aircraft storage space. Due to these factors, additional T-hangars are recommended and the allowance for private conventional hangar development is encouraged.

To insure the future viability of the airport, approximately 50 acres of land adjacent the airport should be acquired in order to preserve the runway flight-line for aviation related uses. As the phenomenal growth of the Dallas Metroplex continues to extend eastward, undeveloped land near the airport becomes more desirable for developers, often times with plans for incompatible land use development such as residential uses. Other short term capital needs of the airport include the installation of taxiway lights, some hangar apron construction, a replacement airport entrance sign, and a fuel containment facility for mobile refueling trucks.

The intermediate term improvements address the future need for additional aircraft storage hangars. Construction of an access taxiway for a new set of T-hangars is proposed. On-going pavement maintenance is also addressed.

Long term improvements include projects related to meeting increased FAA standards to serve a larger aircraft on a frequent basis at the airport. This includes the relocation of Taxiway A from a 300-foot to a 400-foot separation from the runway to meet FAA design standards. It is anticipated that the runway will be in need of reconstruction sometime in the long term of the Master Plan. Since concrete deteriorates over time, even with proper repairs and maintenance, a complete reconstruction is considered in the long term.

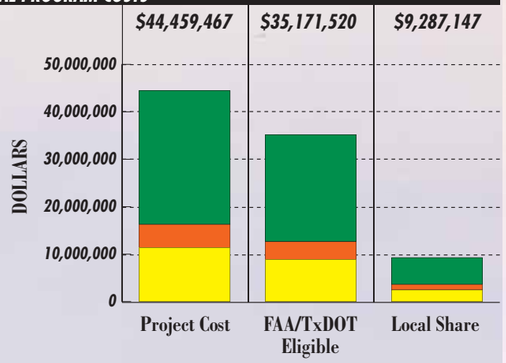
Other long term projects include property acquisition to the west which would allow for expansion of aviation related businesses and well as the introduction of non-aviation related industrial businesses. Additional taxiway and apron pavements are also considered in order to support the addition of more T-hangars and to allow for further conventional hangar development.

Capital Improvement Program

The Master Plan study has identified approximately $44.5 million in capital needs over the planning period. Many projects are eligible for aid from TxDOT and the FAA. More than $35.1 million of the total is eligible for grant funding. Approximately $5.7 million of the total cost will be the responsibility of the City. It should be noted that some of the City's total is for the construction of T-hangars and for infrastructure improvements to support the hangars and the future business park. These costs can be recovered through future leases.

Mesquite Metro Airport is a vital asset to the community as it is a source of economic stimulus and community pride. The continued development of the airport demonstrates the City's commitment to community growth and prosperity.

	Project Cost	FAA/TxDOT Eligible	Local Share
SHORT TERM PROGRAM (0-5 YEARS)			
	$11,337,567	$8,859,810	$2,476,957
INTERMEDIATE TERM PROGRAM (6-10 YEARS)			
	$4,930,000	$3,777,000	$1,153,000
LONG TERM PROGRAM (11-20 YEARS)			
	$28,191,900	$22,534,710	$5,657,190
TOTAL PROGRAM COSTS			
	$44,459,467	*$35,171,520*	*$9,287,147*



For more information, please contact:
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Airport Consultants

Mesquite METRO AIRPORT

AIRPORT MASTER PLAN

Executive Summary

Background

Mesquite Metro Airport (HQZ) is located in the City of Mesquite, approximately 13 miles to the east of the Dallas/Fort Worth Metroplex. The facility is a general aviation reliever airport, as designated by the FAA. General aviation airports include aviation activity ranging from small single engine piston-powered aircraft to business jets to military activity. Only commercial aviation is excluded from general aviation. As a reliever airport, Mesquite Metro serves as an alternative for general aviation activities so that the regional commercial service airports such as Dallas Love Field and Dallas/Fort Worth International do not become capacity constrained.

Originally, the airport was privately developed at the current site in 1975. In 1983, the City of Mesquite purchased the airport with grant funding from the FAA. Soon thereafter, significant improvements were undertaken including conversion of the runway from asphalt to concrete and extension to 5,000 feet in length. By 1992, increased aviation demand dictated the need for additional runway length and a 1,000-foot extension was completed.

Mesquite Metro Airport is owned and operated by the City of Mesquite. The City employs a full time Airport Director and Executive Secretary as well as eight part-time operations personnel. The Airport Director is charged with maintaining airport safety standards, identifying capital needs and pursuing grant funding from the FAA, building and infrastructure maintenance, hangar development and rental, and airport marketing and promotion. The eight part-time line staff is responsible for aviation fuel delivery.

The airport offers many attractive facilities and services to airport users. A new terminal building, centrally located on the main aircraft parking apron, was completed in 2004. This state-of-the-art facility provides a comfortable atmosphere for airport visitors including a large open lobby space, pilot lounge, flight planning station, pilot shop, conference room, as well as space for a restaurant. In 2005, Mesquite Metro Airport was recognized by the Texas Department of Transportation (TxDOT) – Aviation Division as the Texas Reliever Airport of the Year.

Runway 17-35 provides a 5,999-foot by 100-foot concrete surface. It is served by a full length parallel taxiway with six entrance/exit taxiways. Medium intensity runway lights illuminate the runway at night to allow for 24-hour operations. Both runway ends provide precision approach path indicator (PAPI) lights to aid pilots in maintaining the optimum glide path to the runway. Lead-in-lights are provided on both runway ends to aid aircraft alignment to the runway, especially in poor weather conditions. Runway end identification lights (REIL) provide rapid identification of the runway ends at nighttime. The airport provides instrument approach capability including an instrument landing system (ILS) approach to Runway 17.

The Dallas Metroplex has experienced significant socioeconomic growth over the last two decades. Forecasts indicate that both Dallas County and Kaufman County, the two county jurisdictions adjacent the airport, will grow well above the national averages for most socioeconomic indicators over the 20-year scope of the Airport Master Plan study. Socioeconomic growth typically leads to increased aviation demand for an airport. This Airport Master Plan was undertaken to provide airport management and City administrators with a vision for the airport that will account for future changes in aviation demand at Mesquite Metro Airport.

Planning Process

The purpose the Airport Master Plan is to provide a vision for the potential growth and development of the airport. An airport can be a vital community economic development tool, and with proper planning the City can maximize the return on their investment in the airport. The Airport Master Plan was coordinated with a planning advisory committee (PAC) which included members of the City Council, TxDOT aviation representatives, and City personnel representing planning, economic development, engineering, and administration. The role of the PAC was to review the plan as it was developed and to offer comments and suggestions. The process included presentation of three phase reports to the PAC as the study progressed. The findings and recommendations of the planning process were also shared in a series of public workshops where input was solicited from local citizens.

The Master Plan proposes a development schedule which is demand-based rather than time-based. Planning horizon milestones have been established for certain levels of activity that will call for consideration of implementing the next step of the Master Plan. Although the planning horizon milestones cover approximately the next 20 years, the key benefit to this method of planning is the ability to either accelerate or slow facility development according to actual demand, rather than specific dates. As a result, the plan will provide the City with a fiscally responsible schedule in achieving development goals. The planning horizon milestones and highlights of the capital improvement program are outlined here.

Recommended Plan

The recommended plan is structured into short (0-5 years), intermediate (6-10 years), and long term (11-20 years) planning horizons. The short term projects address the immediate need for an airport traffic control tower (ATCT), a longer runway, and additional aircraft storage space. The airport currently realized approximately 100,000 annual

Activity Summary

	2004	Short Term	Intermediate Term	Long Term
BASED AIRCRAFT FORECASTS				
Single Engine	182	205	223	256
Multi-Engine	38	38	36	35
Turboprop	0	4	8	15
Jet	1	5	10	20
Helicopters	2	3	3	4
Total Based Aircraft	**223**	**255**	**280**	**330**
OPERATIONS FORECASTS				
Itinerant	40,000	51,0000	56,000	66,000
Local	60,000	76,500	84,000	99,000
Total GA Operations	**100,000**	**127,500**	**140,000**	**165,000**
Air Taxi	225	400	600	1,500
Total Annual Operations	**100,225**	**127,900**	**140,600**	**166,500**
PEAK OPERATIONS				
Peak Month	12,027	15,348	16,872	19,880
Busy Day	561	716	787	932
Design Day	401	512	562	666
Design Hour	70	90	98	117
ANNUAL INSTRUMENT APPROACHES				
AIA's	101	1,028	1,132	1,350

Development Staging