



■ Undeveloped/Buffer and/or to Remain the Same

■ Aviation Related Development

■ Non-Aviation Development

■ Future Austin Road Relocation

Why is the city updating the Dayton Wright Brothers Airport (DWBA) Plan?

All public-use airports in Ohio, and the US, are required to have a current plan on-file with the FAA to represent both existing and future conditions, to maintain a safe-operating environment for the airport, and to serve as a guide for future grant funding requests.

Why is a runway extension needed now at DWBA?

A number of existing aircraft operators experience limitations when using DWBA as a result of the current runway length and its proximity to Austin Blvd. Most often, these operators limit their takeoff weight to operate efficiently from DWBA. Doing so can have an impact on how far the aircraft can travel, thereby limiting the operators' efficiency and basic ability to conduct business to/from DWBA. Additionally, seasonal weather patterns affect the operational availability of the runway at DWBA. During the winter (when the runway is affected by snow or ice) and during hot summer days (when aircraft require more runway length to depart) some aircraft will simply not utilize DWBA and choose to operate elsewhere.

Does extending the runway mean larger aircraft will come to DWBA?

No. The extension of the runway will support existing business jet aircraft who already make regular use of the facility. The extension is intended to provide more operational utility to those existing operators, at the same time increasing the airport's reliability for such demand. The airfield clearances and setbacks will not be enlarged to accommodate a larger group of design aircraft, other than those that operate at the airport today.

How would the runway and roadway improvements be funded?

The existing location of Austin Blvd. and its proximity to the airfield do not meet FAA design standards. As such, funding to relocate the road would be requested through the FAA's Airport Improvement Program (AIP). These grants are generally 90 percent of the project cost and are matched with a 5 percent share from the State and a 5 percent share from the airport sponsor, the City's Department of Aviation.

What is being done to minimize the runway/roadway improvement project's impact to the surrounding community?

This project provides a unique opportunity to enhance the airport, support the continued development in and around Austin Landing, and improve the Airport's integration within the surrounding community. The runway/road improvements are being proposed to include native grasses surrounding the relocated road and runway end, extending off the airfield (outside of the airport fence line). This sustainable land management method is not only known to improve the airfield through better wildlife control, but is simply a beautiful ("green") initiative, once established. In the future, area residents will enjoy the evolving plants/green buffers while they travel this section of Austin Blvd., north of DWBA.

What other projects are proposed within the airport plan?

In addition to the runway/roadway improvement project, the airport plan also lists the need for additional on-airport safety and lighting improvements, aircraft parking, storage hangars, ground access improvements and easements.