

**Frequently Asked Questions on the Indianapolis Executive Airport
Runway Extension
Town of Zionsville | Hamilton County Airport Authority
September 2020**

1. Does the Land Use Plan propose new airport improvements?

No. The current Master Plan/Airport Layout Plan for the airport includes the current runway extension under construction and was approved by the FAA in 2008. The recommended options as defined in the 2008 Master Plan are included in the Strategic Land Use Plan.

2. Is the airport completing a runway extension?

Yes. The airport master plan includes a Phase One 1,500-foot runway extension to Runway 18/36. This has been in development for many years, has gone through several rounds of public input, and has passed all required Federal Aviation Administration (FAA) requirements including the environmental assessment process. Land acquisition, tree removal and design are completed, and construction has begun on the extension.

3. Are other runway improvements being planned?

The 2008 airport master plan includes two other long-term runway projects, including (1) a Phase Two runway extension to Runway 18/36 and (2) a crosswind runway. No action is being considered at this time for either project, and each would be subject to FAA approval, environmental clearance, justification, funding and future public participation or local approvals before proceeding.

4. Will larger aircraft, such as 737s, be permitted at the airport after the runway extension?

The runway extension under construction now at TYQ is not designed for heavier aircraft than are allowed now because the load bearing capacity of the runway will not increase.

5. Why is the runway being extended?

The runway extension will provide an increased margin of safety for both take-offs and landings for the current mix of aircraft using the airport. This is important during inclement weather conditions such as rain, snow or ice, as well as during hot summer months when aircraft need more runway length for take-off.

6. Will the airport provide commercial airline service?

No. The airport is not certified by the FAA to provide scheduled airline passenger service. The airport is classified by the FAA as a General Aviation airport, and thus is restricted from providing such service.

7. What about the impacts of noise?

The environmental assessment (EA) completed for the Phase One runway extension included noise models for the existing runway and the Phase One runway extension. Results of these model show that noise levels remain within the accepted federal parameters for noise exposure, per the FAA standards. The Environmental Assessment and public presentation can be viewed at the Hamilton County Recorder's Office.