



# WHERE METAL REALLY SHINES™

## MCM Systems Project 'Aviation' Image at Renovated Dallas Executive Airport

With traffic at Love Field and Dallas/Fort Worth International Airport at an all time high, Dallas' business air travelers are finding a user-friendly alternative to long lines and flight delays in the form of a renovated and expanded Dallas Executive Airport, formerly known as Redbird Airport.

Located just 6.5 miles from the Dallas central business district, the airport had undergone several major expansions since it was built in 1945, but none that rivaled the latest modernization effort completed late last year.

The \$8 million project, spearheaded by the architectural firm of GRW Willis, Inc. of Arlington, Tex., involved the renovation of a new tower and terminal building with sufficient capacity to

serve Dallas-area business travelers well into the next several decades.

### Airport Resembles Giant Bird

Brian Glass, GRW Willis' project architect, designed the spacious 4,000-square-foot complex to resemble a giant bird about to take flight. The control tower forms the bird's head, while an executive lounge, a conference room, business center and a dining area for passengers comprise part of the "wing" section. In addition, pilots can utilize a "Texas-sized" lounge with TV and high-speed Internet access, a WSI weather center, a flight planning

room, an exercise area, a snooze room and showers.

With its radiant metal exterior, the terminal building greets visitors with a palpable air of Texas hospitality. The exterior façade

## CASE HISTORY



*BUILDING: DALLAS EXECUTIVE AIRPORT*

*LOCATION: SOUTHWEST DALLAS*

*OWNER: CITY OF DALLAS (AVIATION DEPARTMENT)*

*ARCHITECT: GRW WILLIS, INC.*

*FABRICATOR: NOW SPECIALTIES, INC.*

*CONTRACTOR: MERIDIAN COMMERCIAL LP*

on the wings of the terminal features some 30,000 square feet of 4 mm aluminum composite panels with a bright silver metallic finish. In addition, some 4,000 square feet of 4 mm of stainless steel composite panels were installed on the exterior wall of the control tower. Finally, some 1,300 square feet of aluminum composite material in a classic bronze finish were used to accent the exterior of the terminal building.



## Originally Specified Wood Fiber

Glass originally specified a 5/8-inch wood fiber cladding with a laminate finish, but later switched to aluminum and steel composite materials because city aviation officials wanted a more contemporary exterior “suggestive of executive flying. They wanted a look that played off the high-grade metallic look of the jets that fly into and out of the airport,” Glass said. Also factored into the selection of an all-metal façade is that these systems are made of recycled material, enabling the city of Dallas to seek LEED certifica-

tion for the airport tower and terminal. And while the city was prepared to pay a premium to obtain the look they wanted, Glass said the bids for metal systems were equal to or lower than those tendered for the wood fiber/recycled plastic system.

## Wide Temperature Swings

Located just 250 miles north of the Gulf of Mexico, the renovated terminal and tower have to withstand wide temperature swings, as well as heavy rains, severe thunderstorms and blowing dust.

To ensure a tight seal, the metal panel systems incorporate open joints with integral gaskets that don't require sealants or weather barriers. This, in turn, is expected to lower maintenance costs resulting from frequent cleaning and re-caulking, and ensure that the airport



## SPECIFICATIONS

PANEL TYPE: ALUMINUM COMPOSITE, STAINLESS STEEL

COMPOSITE

SIZE: 4 MM

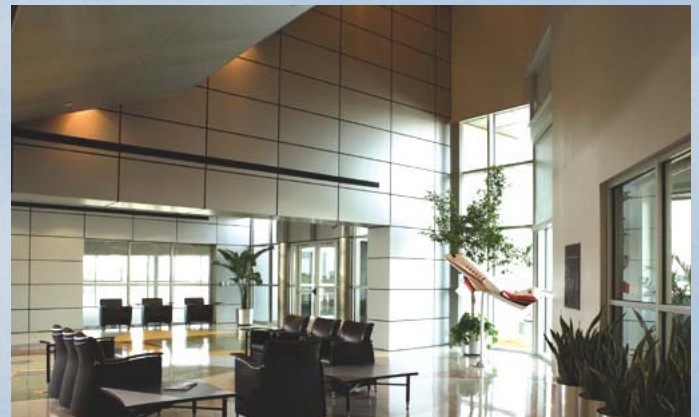
PROFILE: FLAT

COLOR: BRIGHT SILVER METALLIC, CLASSIC GREEN,

CLASSIC BRONZE



won't require additional exterior renovations for generations to come. ■



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