

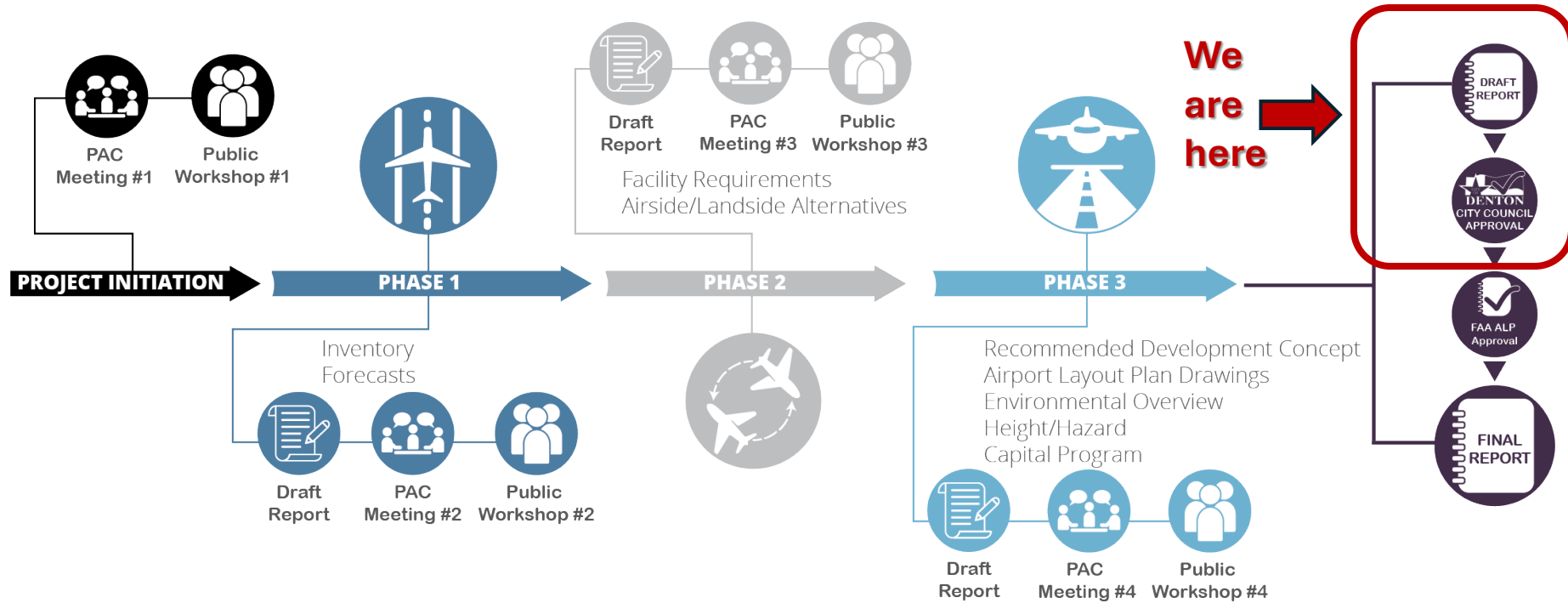


DENTON ENTERPRISE AIRPORT

AIRPORT MASTER PLAN



MASTER PLAN PROCESS





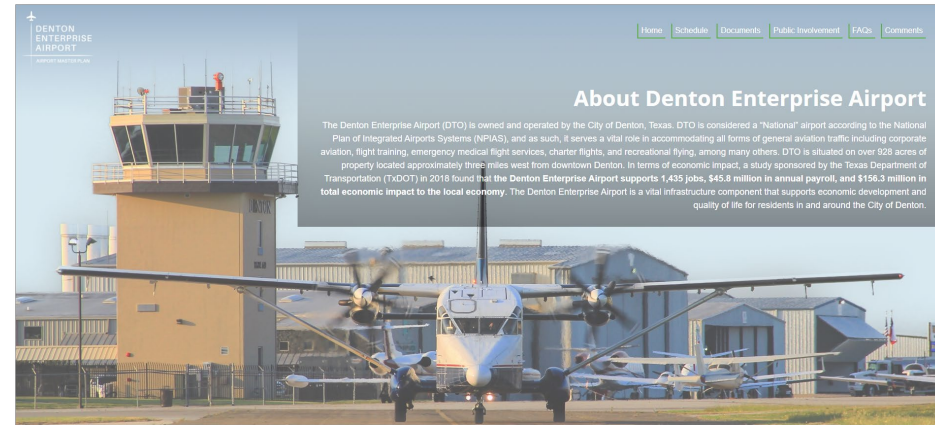
Stakeholder Feedback

Planning Advisory Committee

- **Airport Staff**
- **Airport Advisory Board**
- **Department of Economic Development**
- **Department of Development Services**
- **Department of Engineering**
- **TxDOT - Aviation**
- **NCTCOG**
- **Aircraft Owners and Pilot's Association (AOPA)**
- **Airport Traffic Control (Robinson Aviation)**
- **Airport Tenants (Sheltair & Med Trans)**
- **Community/Airport Stakeholders (5)**
 - **University of North Texas**
 - **Texas Woman's University**

Study Website

DTO.airportstudy.net





Critical Aircraft Summary

TABLE 2W | Airport and Runway Classifications

	Runway 18L-36R		Runway 18R-36L
	Existing	Ultimate	Existing/Ultimate
Airport Reference Code (ARC)	C-II	C/D-III	B-II
Critical Aircraft (Typ.)	Bombardier Challenger 600	Gulfstream G550/G650	Beechcraft King Air 90/200/300/350
Runway Design Code (RDC)	C-II-2400	C/D-III/2400	B-II-4000
Taxiway Design Code (TDG)	3	3	2A

Source: FAA AC 150/5300-13B, Airport Design, Change 1

Challenger 600



Gulfstream G650



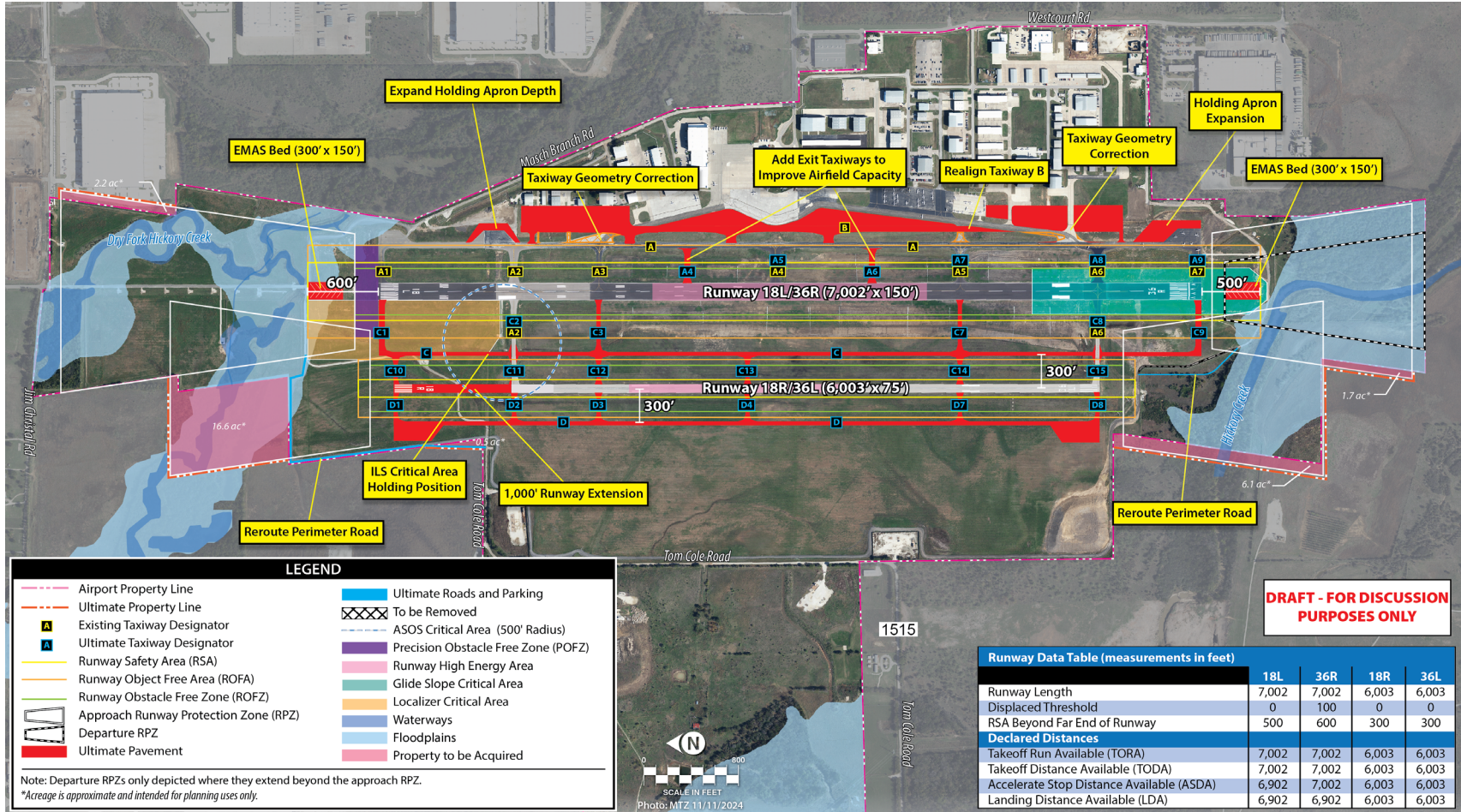


Commercial Service and Air Cargo at DTO

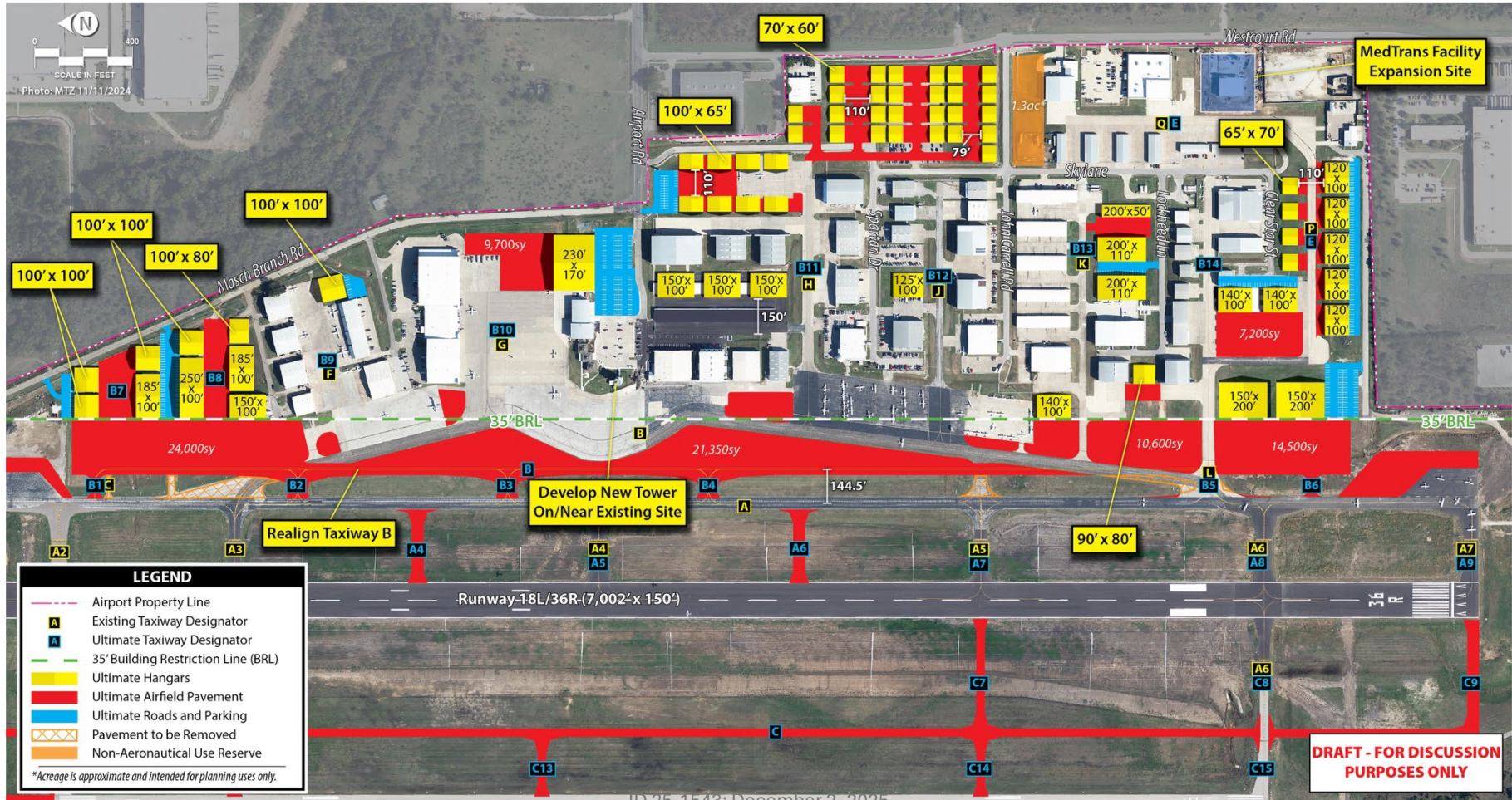
- ▶ Commercial Service not pursued as a viable development option for DTO:
 - TKI position as front-runner
 - Large capital investment \$200-\$300 million requirement and ongoing staffing/maintenance costs of commercial facilities
 - Part 139 regulatory/safety compliance requirements
 - Potential for increased environmental/noise impacts

- ▶ Existing DTO air cargo business relies on small Part 135 charter operations.
- ▶ Prevailing trends among FedEx, UPS, Amazon Air, etc., do not indicate addition of new airports like DTO to their networks.
- ▶ For planning purposes, if demand materializes, dedicated air cargo facilities are identified in the master plan on the west side of the airfield.

Recommended Development Concept

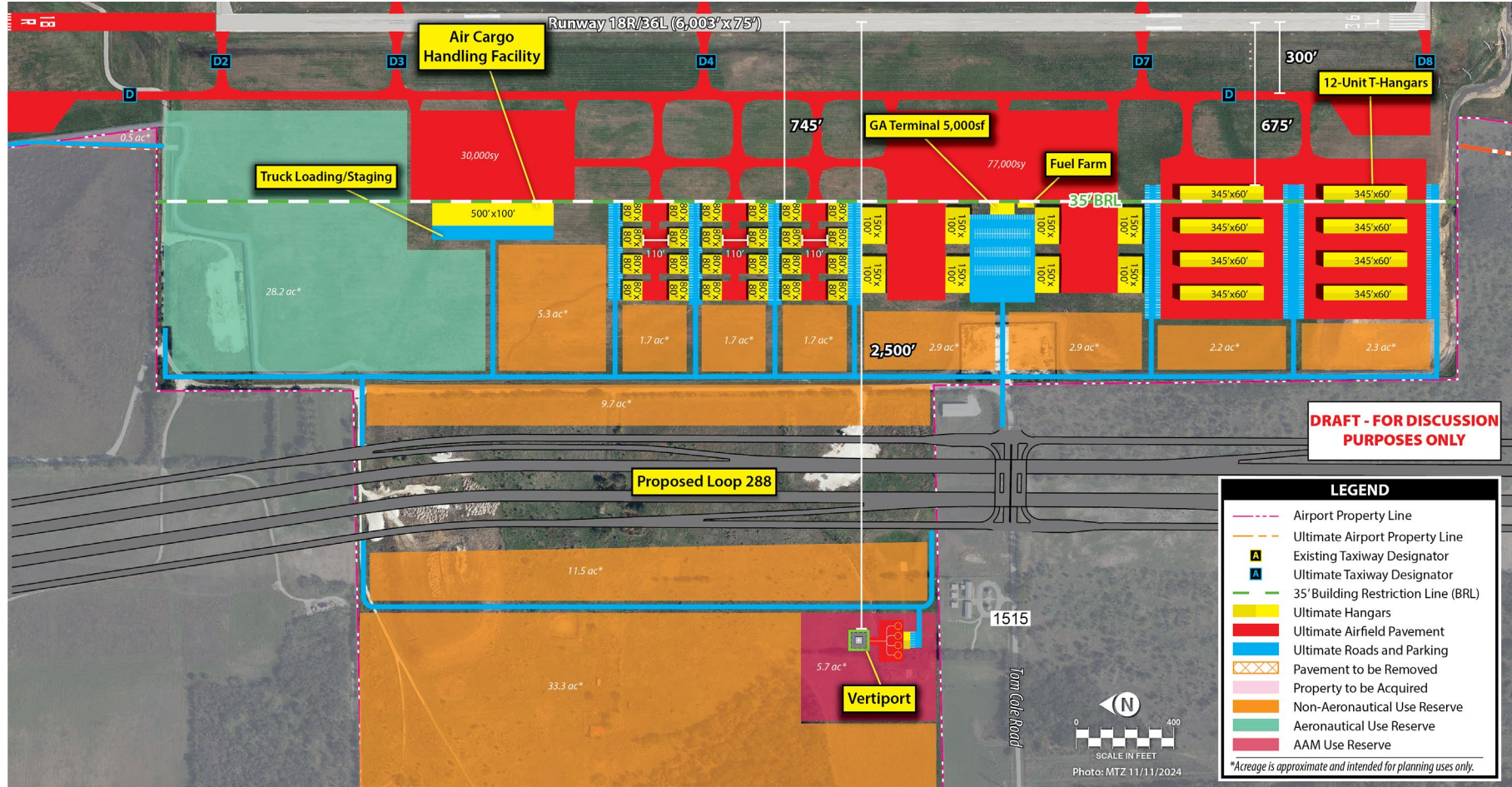


Recommended Development Concept – East Side

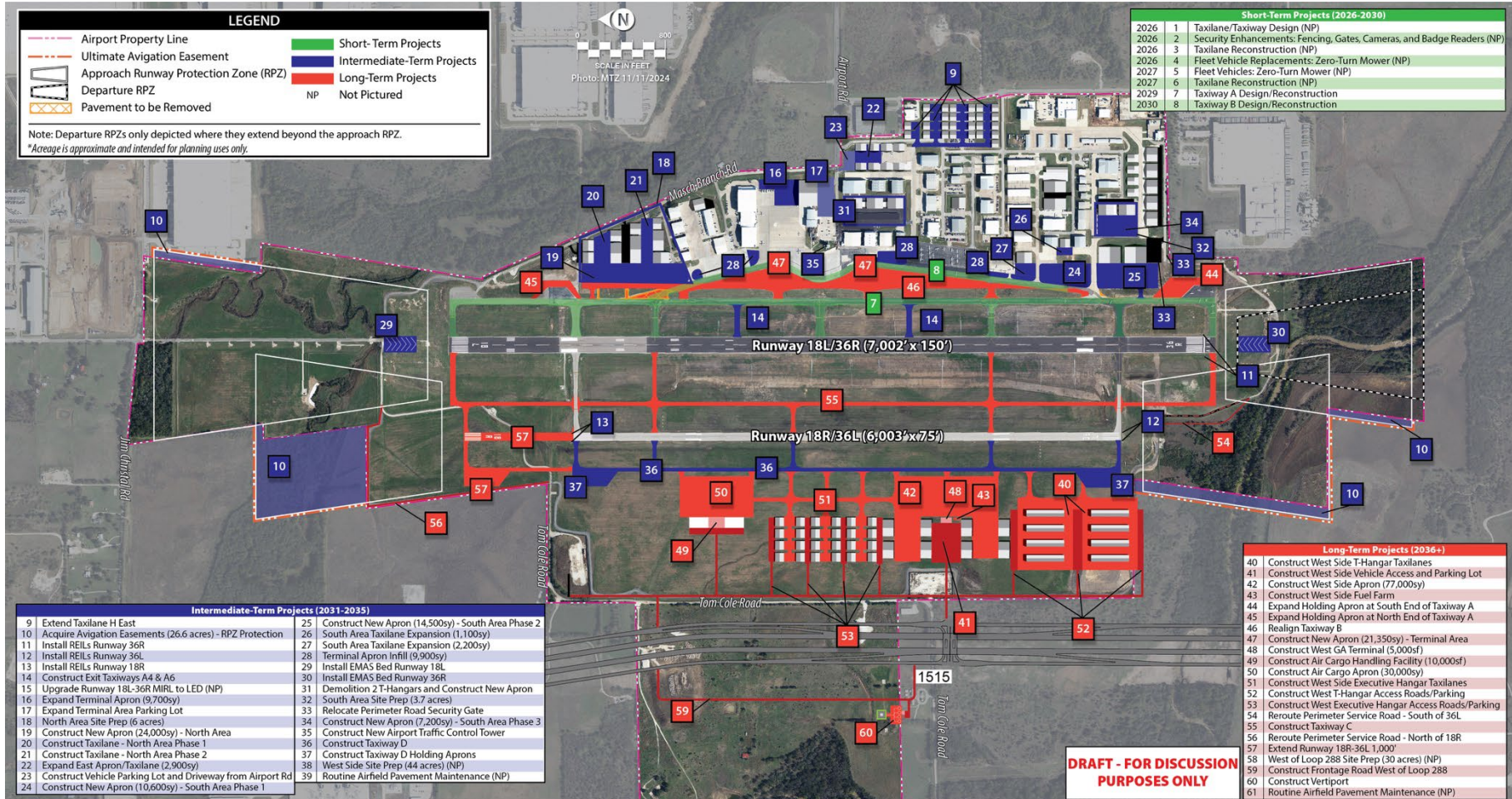




Recommended Development Concept – West Side



Recommended Development Staging





Capital Improvement Program

	Funding Sources (in 2025 dollars)		
	Total Project Cost	Federal/TxDOT Eligible Funding	Sponsor Funding
Short-Term Subtotal	\$24,505,000	\$21,802,500	\$2,702,500
Intermediate-Term Subtotal	\$149,720,000	\$120,411,000	\$29,309,000
Long-Term Subtotal	\$247,052,000	\$149,238,000	\$97,814,000
TOTAL PROGRAM	\$421,277,000	\$291,451,500	\$129,825,500

Notes:

- CIP includes 61 total projects.
- **The CIP is non-binding and does not guarantee funding from the City, TxDOT or the FAA.**
- Project costs are subject to change during design.
- Project priorities are subject to change depending on market demand and funding availability.



NEXT STEPS

- ▶ Seek City Council approval/acceptance of master plan – date TBD
- ▶ Submit ALP to FAA/TxDOT after City Council approval/acceptance of master plan



QUESTIONS?

**Direct any questions or comments to airport staff
or visit the project website.**

DTO.airportstudy.net