DENTON ENTERPRISE AIRPORT

AIRPORT MASTER PLAN

AGENDA

PAC Meeting #1 | JUNE 26, 2024

1. Introductions
2. Purpose of the Master Plan
3. Master Plan Process
4. Role of the Planning Advisory Committee
5. Roles and Organization of the Project Team
6. Strengths, Weaknesses, Opportunities, & Threats
7. Open Discussion/Questions

What a Master Plan *IS*

A comprehensive, long-range study of the airport and all air and landside components that describes plans to meet FAA safety standards and future aviation demand.

What a Master Plan *IS*

Recommended by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan for DTO was completed in 2015.

What a Master Plan *IS*

Funded by the FAA through the Airport Improvement Program (AIP), which provides 90% of the total project costs. The remaining 10% is funded by the City of Denton.

What a Master Plan *IS*

A City of Denton document that will ultimately be presented for approval to the City Council. TxDOT approves only the Airport Layout Plan (ALP drawing set).

What a Master Plan *IS*

An opportunity for airport stakeholders and the public to engage with airport staff on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Up to four (4) public information workshops will be conducted throughout the master plan process to facilitate this public outreach effort.

What a Master Plan *IS NOT*

A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.

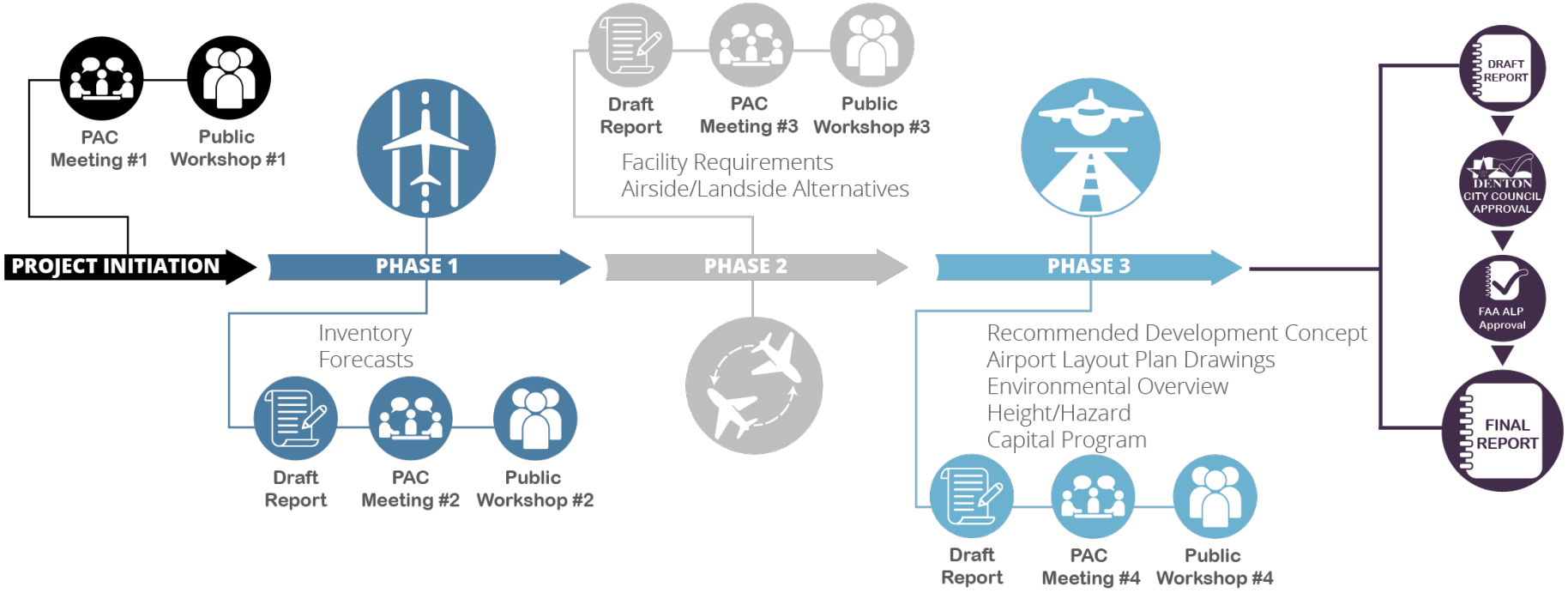
What a Master Plan *IS NOT*

A guarantee that the City of Denton, TxDOT, or the AIP will fund any planned projects. Project funding is considered on a project-by-project basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.

What a Master Plan *IS NOT*

Environmental clearance for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act of 1969 (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental impact statement/environmental assessment/categorical exclusion) prior to construction.

MASTER PLAN PROCESS



ROLE OF THE ADVISORY COMMITTEE

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the City of Denton and the planning consultant (Coffman Associates) with input into the master plan.

- The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of Denton Enterprise Airport. These include governmental interests, aviation and non-aviation interests, and area economic development interests. It is the responsibility of PAC members to communicate with their respective organizations and report any comments or concerns regarding the development of master plan back to the committee, the city, and the planning team throughout the process.

- The **role** of the PAC is to review elements of the study while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the master plan. **The PAC is a *non-voting advisory body*.** While all comments made by the committee members will be considered by the planning team in developing the draft and final versions of the master plan, the PAC will not vote to approve or disapprove elements of the study.

ROLE OF THE ADVISORY COMMITTEE

- **Committee meetings** will be held periodically throughout the preparation of the master plan. There are four (4) meetings planned at this time. Attendance is strongly encouraged. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization. A series of **Public Information Workshops** will be held following committee meetings, and members of the PAC and their organizations are invited to attend.

- For your convenience, **comment forms** will be provided for PAC members to submit written comments for consideration in preparing the final report. It would be greatly appreciated if comments are submitted within two weeks following the meeting. If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can also be submitted online through the project website dedicated to this study: **(https://dto.airportstudy.net)**.

- Comments or questions regarding the PAC, meetings, or working papers should be directed to Eric Pfeifer with Coffman Associates at 816-524-3500.

THE PROJECT TEAM

Prime Consultant:

Eric Pfeifer – Project Manager
Mike Dmyterko – Planning Support

Sub-Consultants:

Martinez Geospatial — Airports GIS Survey

Jordan Aviation Strategies — Financial Analysis

Garver — Cost Estimating

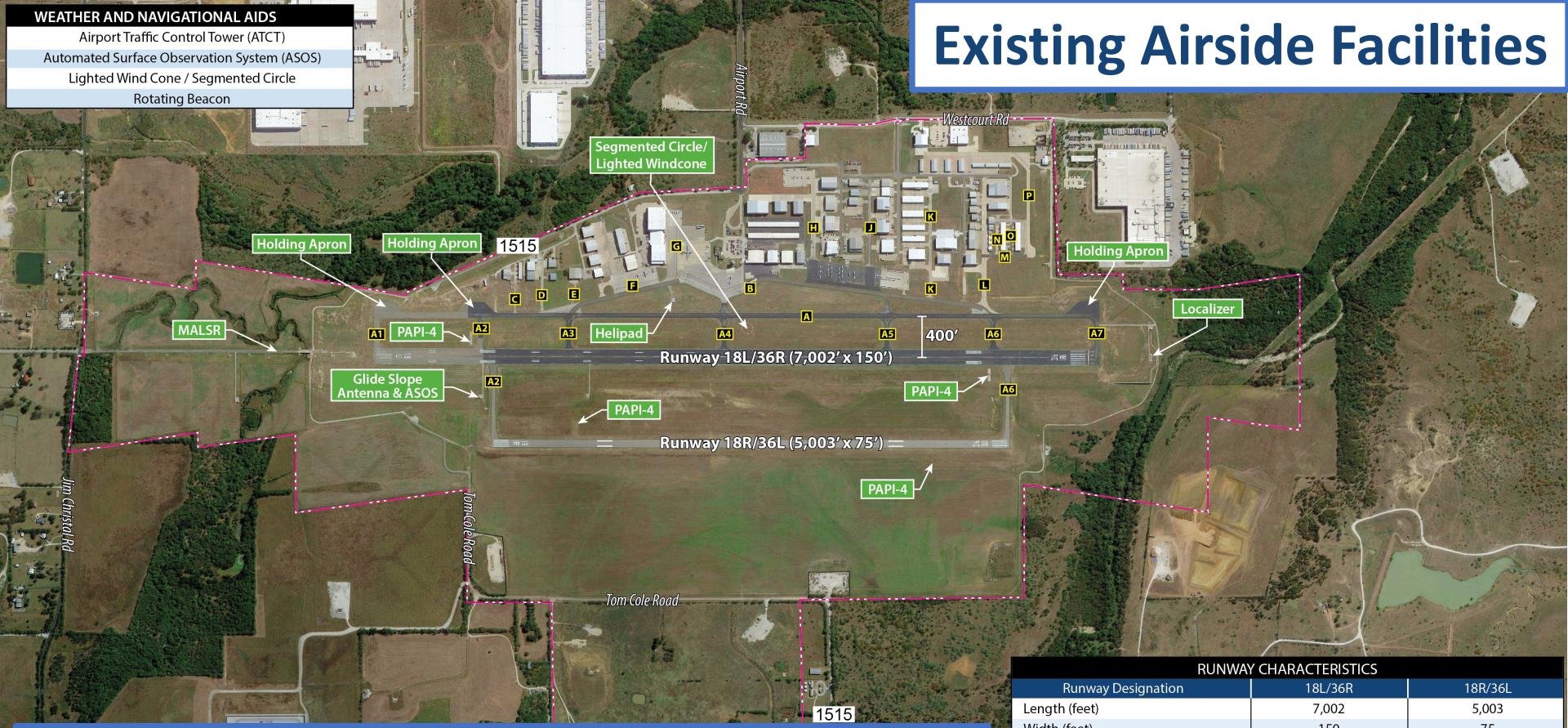
Hubpoint Strategic Advisors — Air Cargo Analysis

Existing Airside Facilities

- **National Plan of Integrated Airports System (NPIAS) Classification:**
  National Reliever (1 of 12 in Texas)
- **Acres: 929**
- **Based Aircraft: 420**
- **2023 Operations: 204,797**

RUNWAY CHARACTERISTICS		
Runway Designation	18L/36R	18R/36L
Length (feet)	7,002	5,003
Width (feet)	150	75
Surface & Condition	Asphalt/Fair	Asphalt/Excellent
Load Bearing Strength (pounds)		
Single Wheel Bearing (SWL)	70,000	30,000
Dual Wheel Bearing (DWL)	100,000	50,000
Markings	Precision	Nonprecision
Lighting	MIRL	MIRL
Visual Approach Aids	PAPI-4	PAPI-4
Instrument Approach Procedures	ILS & RNAV (GPS) - ½-Mile	RNAV (GPS) - ¾-Mile
Traffic Pattern	Left	Left

Existing Airside Facilities



Runway 18L-36R
7,002' x 150'
½-mile approach (18L)
¾-mile approach (36R)

Runway 18R-36L
5,003' x 75'
¾-mile approach (18R)
¾-mile approach (36L)

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Traffic Pattern	Left	Left

Existing Landside Facilities

Services/Amenities

- 5,650 sf terminal
- 764,000 sf hangar capacity
- 49,700 sy apron capacity
- Flight training; aircraft maintenance & sales; search & rescue; charters

Existing Landside Facilities

Bldg. #	Operating Business	Land L	
1	DSR-Cherokee 180, LLC dba In the Pattern	-	
2	DSR-Cherokee 180, LLC dba In the Pattern	-	
3	Private Hangar	First Financ	
4	Private Hangar	-	
5	DSR-Cherokee 180, LLC dba In the Pattern	-	
6	DSR-Cherokee 180, LLC dba In the Pattern	-	
7	CFD Integration, LLC dba CFDI Aero	-	
8	DSR-Cherokee 180, LLC dba In the Pattern	Ezell Aviatic	
9	CFD Integration, LLC dba CFDI Aero	Ezell Aviatic	
10	Precision Aircraft Maintenance	Ezell Aviatic	
11	Sheltair Aviation Denton, LLC	-	
12	Marklyn Jet Spares	Ezell Aviatic	
13	Sheltair Aviation Denton, LLC	-	
14	Sheltair Aviation Denton, LLC	-	
15	Sheltair Aviation Denton, LLC	-	60,000
16	Sheltair Aviation Denton, LLC	-	25,500'
17	City of Denton - Airport Terminal	-	4,800'
18	Sykes-Vaughan Investments, LLC	Sheltair Aviation Denton, LLC	20,500'
19	Avitech Aircraft Maintenance & Paint, LLC	Sheltair Aviation Denton, LLC	12,700'

Existing Landside Facilities

Bldg. #	Operating Business	Land Lease Tenant	Size
	ting Business		
	angar - Storage	-	2,300'
	angar - Storage	-	1,100'
	angar - Storage	HangarsPlus, Inc.	1,100'
	angar - Storage	-	1,100'
	angar - Storage	HangarsPlus, Inc.	1,600'
	s (12 Units)	Douglas C. Weyer	13,700'
	s (12 Units)	Douglas C. Weyer	13,700'
	aritime anagement, LLC	Global Maritime Supply Management, LLC	9,100'
	e Hangar	Mark Hicks Transport, LLC	15,500'
	Med-Trans	THP Air, LLC	31,500'
	gar (3 units)	City of Denton	3,861'
	s (5 units)	City of Denton	5,909'
	s (5 units)	City of Denton	6,200'
	s (5 units)	City of Denton	6,200'
34	Sykes-Vaughan Investments, LLC	-	13,000'
35	Private Hangar - Storage	-	5,700'
36	Private Hangar - Storage	-	6,500'
37	Sykes-Vaughan Investments, LLC	Sheltair Aviation Denton, LLC	14,400'
38	Sykes-Vaughan Investments, LLC	Sheltair Aviation Denton, LLC	14,400'
53	Box Hangar (3 units)	4845 Lockheeds Assoc., LTD	10,700'
54	Corporate Hangar	Polygon Enterprises, Inc.	10,000'
55	Box hangar (6 units)	Mark Hicks Transport, LLC	21,600'
56	Box Hangar (3 units)	Mark Hicks Transport, LLC	10,800'
57	Private Hangar - Storage	HangarsPlus, Inc.	3,400'
72	Box Hangar (3 units)	City of Denton	4,200'
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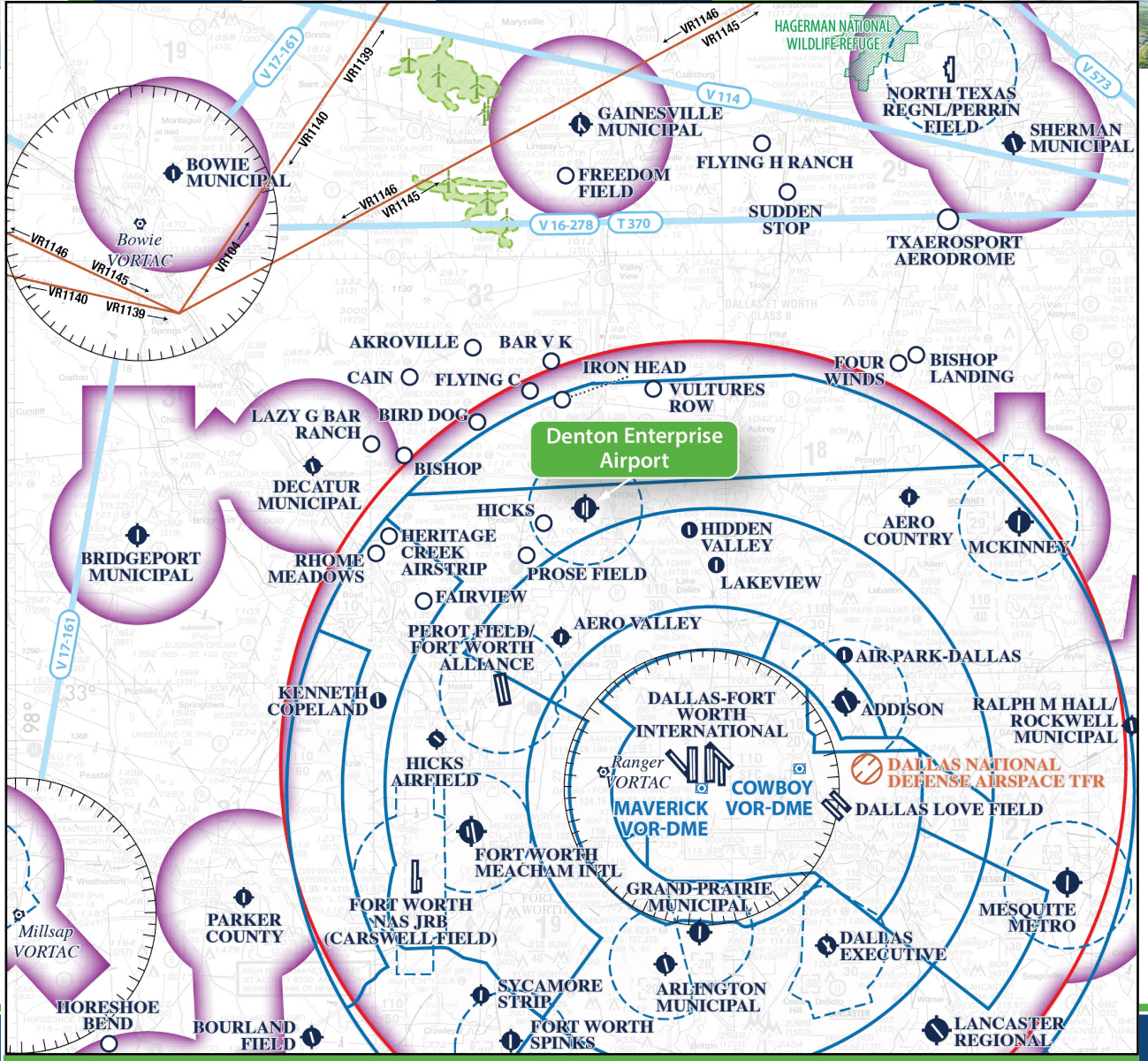
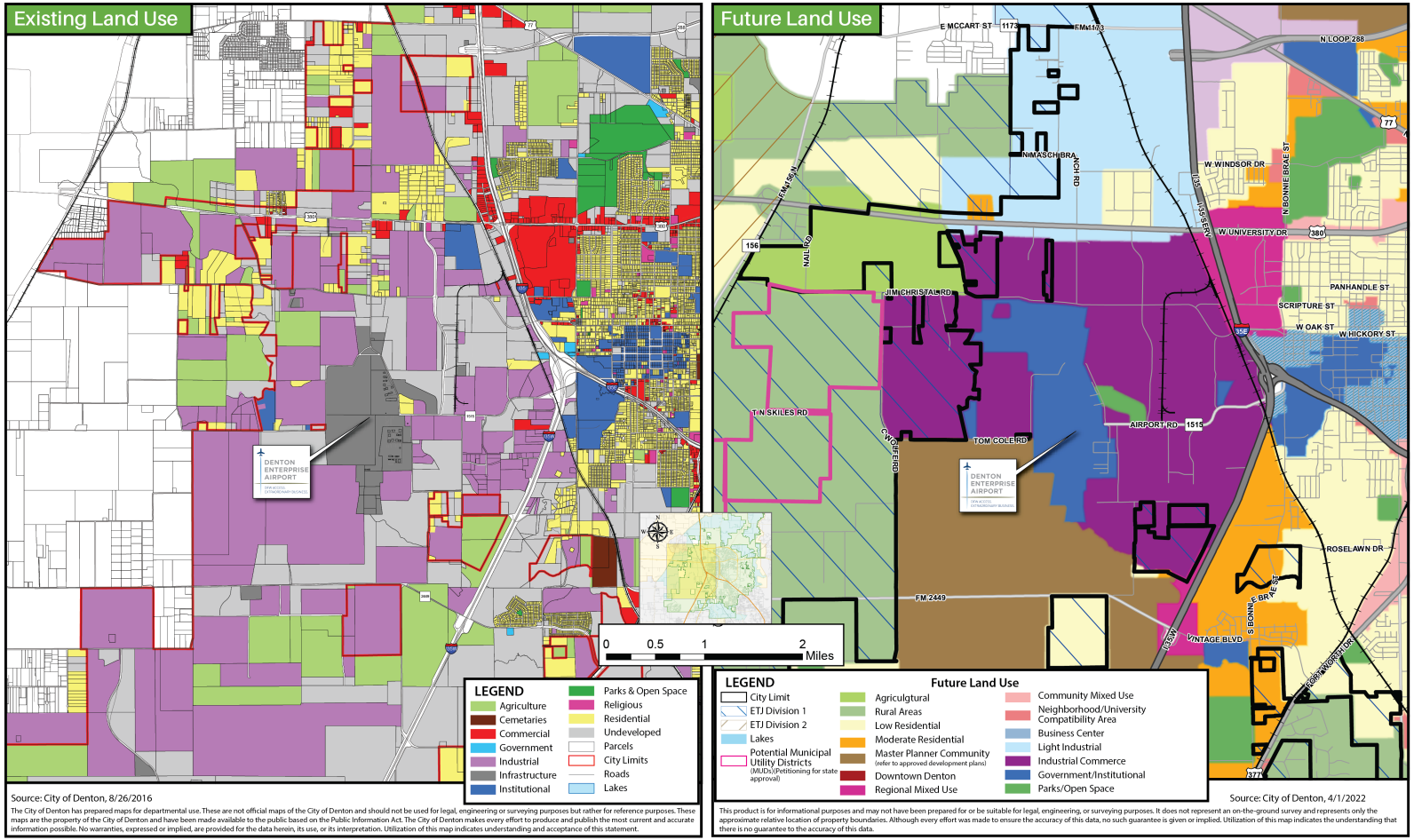
Vicinity Airspace



Existing/Future Land Use



	Helpful to achieve the objective	Harmful to achieve the objective
Internal Origin (attributes of the organization)	**Strengths** S	**Weaknesses** W
External Origin (attributes of the environment)	**Opportunities** O	**Threats** T

NEXT STEPS

- **Phase I Elements** – Inventory & Aviation Demand Forecasts in progress
- **PAC Meeting #2** – PAC meeting planned for fall to review Phase I materials
- **Public Information Workshop #2** – Same evening as PAC meeting
- **Phase II Elements** – Begin work on next elements following PAC meeting #2 and discussion with group

WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to Coffman Associates team members

Eric Pfeifer: epfeifer@coffmanassociates.com

or visit the project website to submit comments online.

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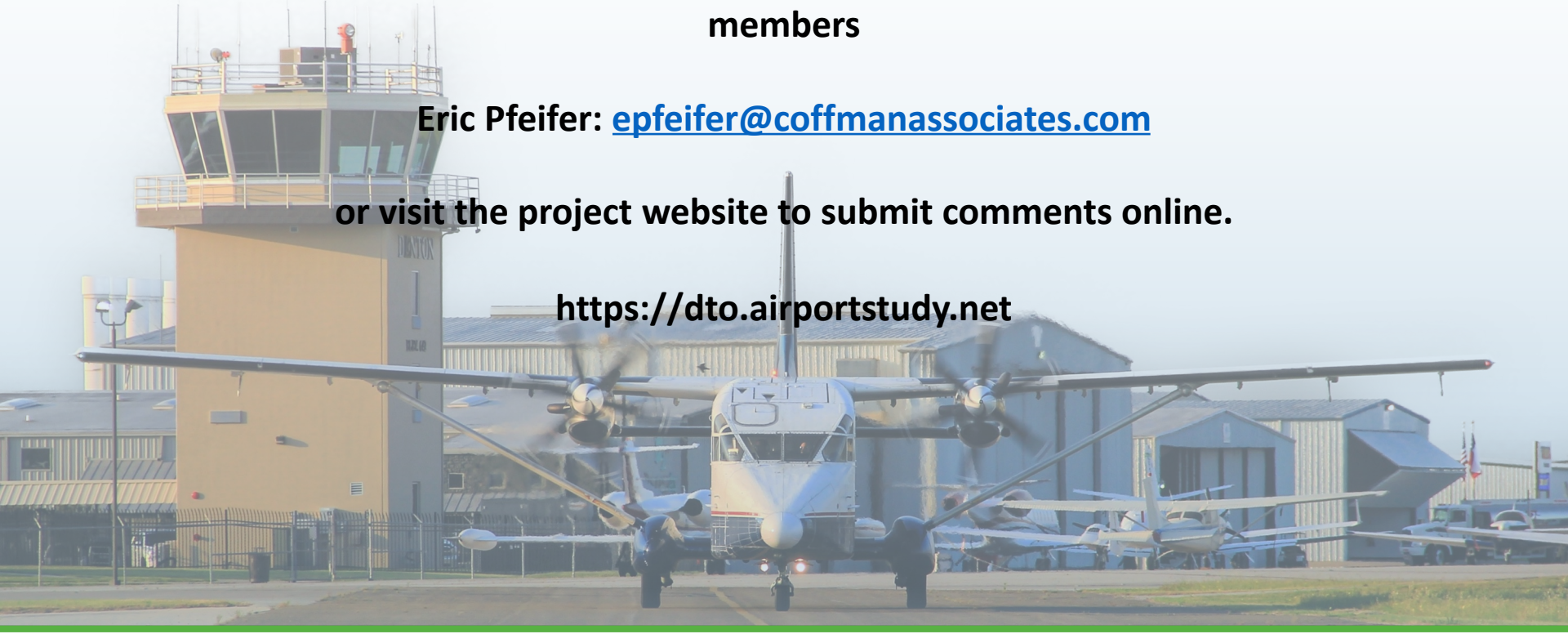

Airport Information

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