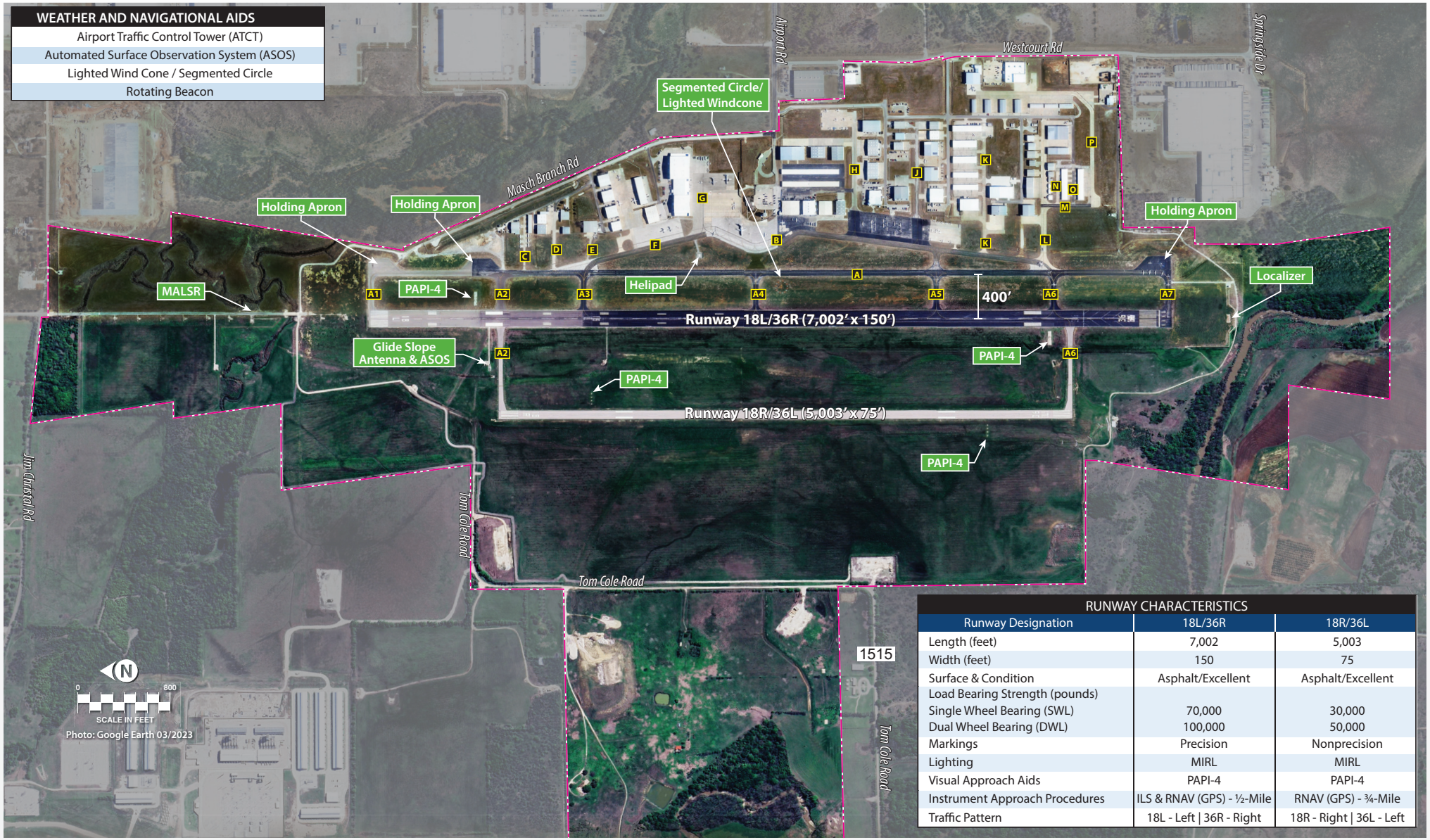
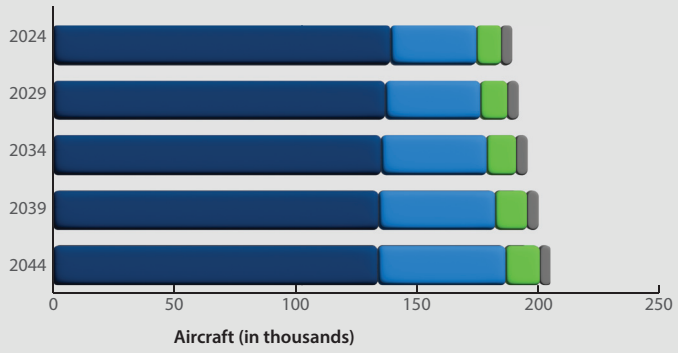
Existing Airside Facilities

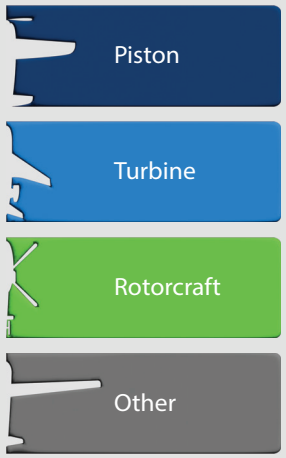


RUNWAY CHARACTERISTICS		
Runway Designation	18L/36R	18R/36L
Length (feet)	7,002	5,003
Width (feet)	150	75
Surface & Condition	Asphalt/Excellent	Asphalt/Excellent
Load Bearing Strength (pounds)		
Single Wheel Bearing (SWL)	70,000	30,000
Dual Wheel Bearing (DWL)	100,000	50,000
Markings	Precision	Nonprecision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

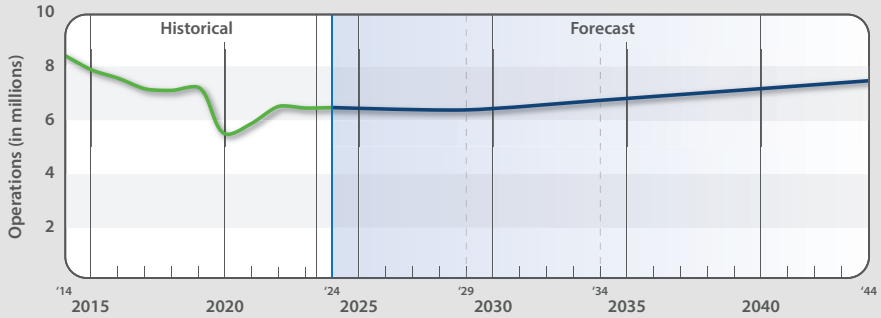
National General Aviation Forecasts

U.S. Active General Aviation Aircraft

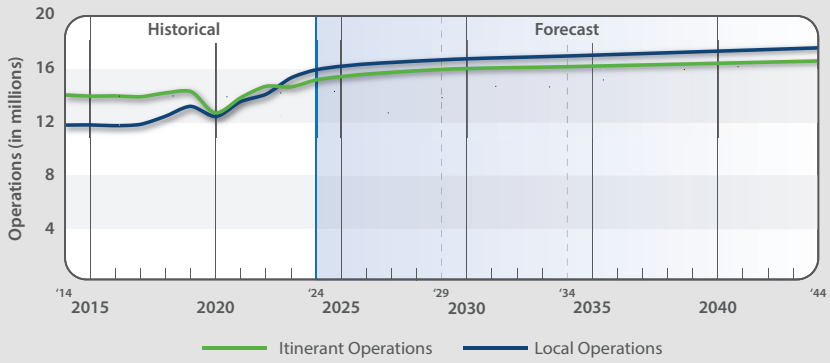




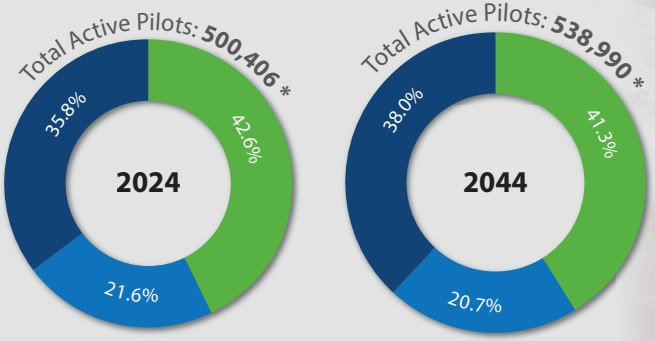
U.S. Air Taxi Operations



U.S. General Aviation Operations



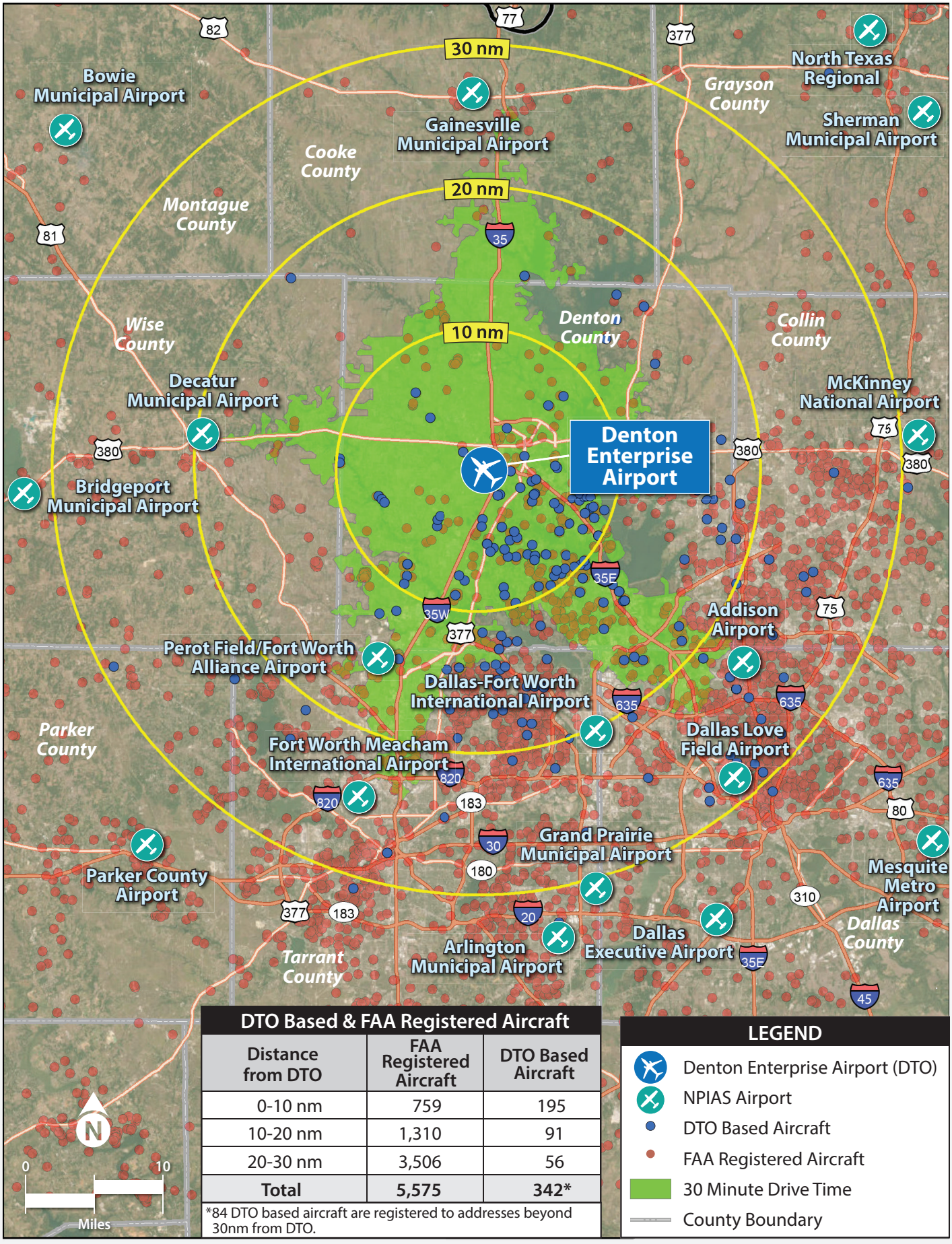
Active Pilots By Certificate



*Excludes Student Pilot Certificates

Source: FAA Aerospace Forecasts FY2024-2044

Based Aircraft Service Area



DTO Based & FAA Registered Aircraft

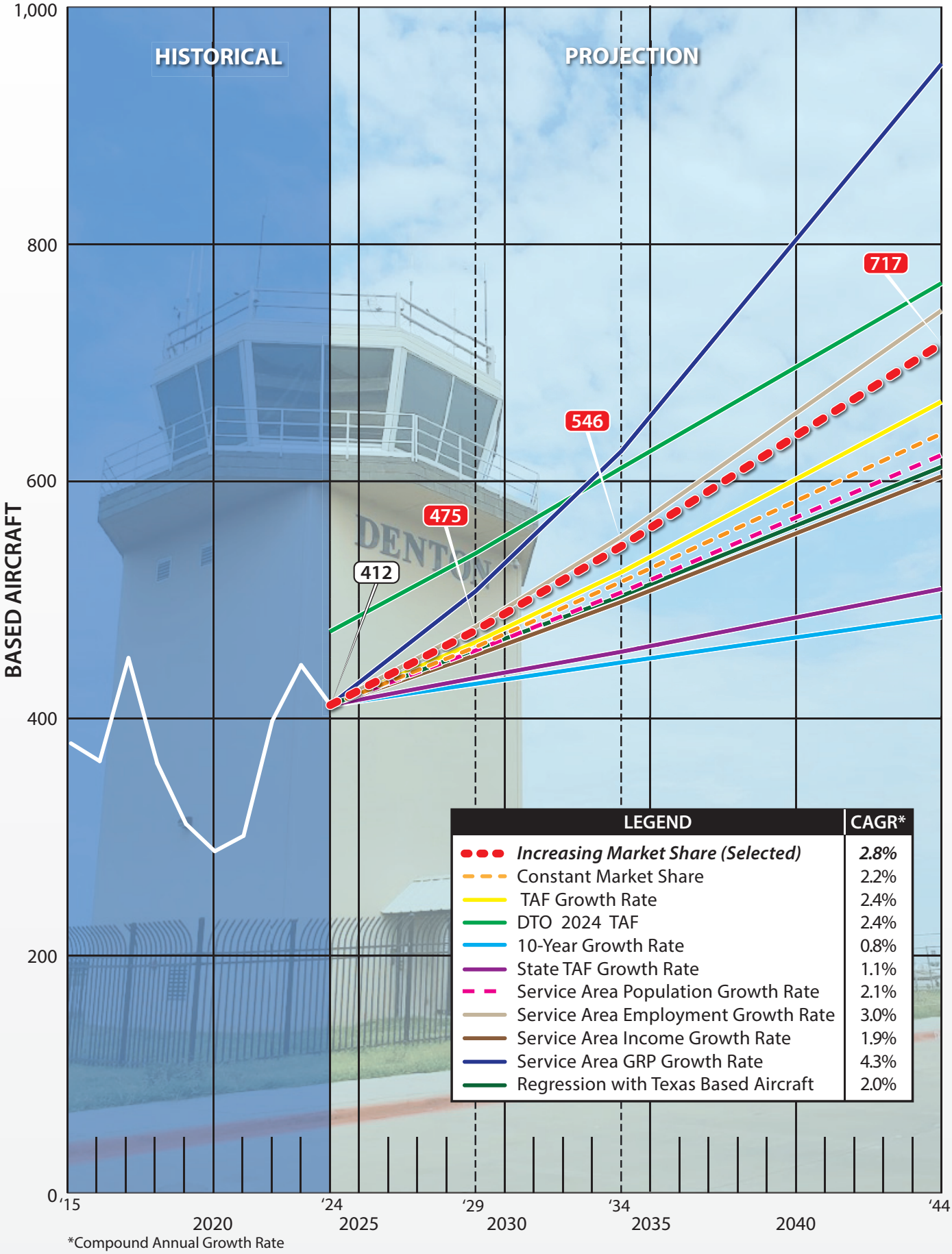
Distance from DTO	FAA Registered Aircraft	DTO Based Aircraft
0-10 nm	759	195
10-20 nm	1,310	91
20-30 nm	3,506	56
Total	**5,575**	**342***

*84 DTO based aircraft are registered to addresses beyond 30nm from DTO.

LEGEND

- Denton Enterprise Airport (DTO)
- NPIAS Airport
- DTO Based Aircraft
- FAA Registered Aircraft
- 30 Minute Drive Time
- County Boundary

Based Aircraft Forecasts

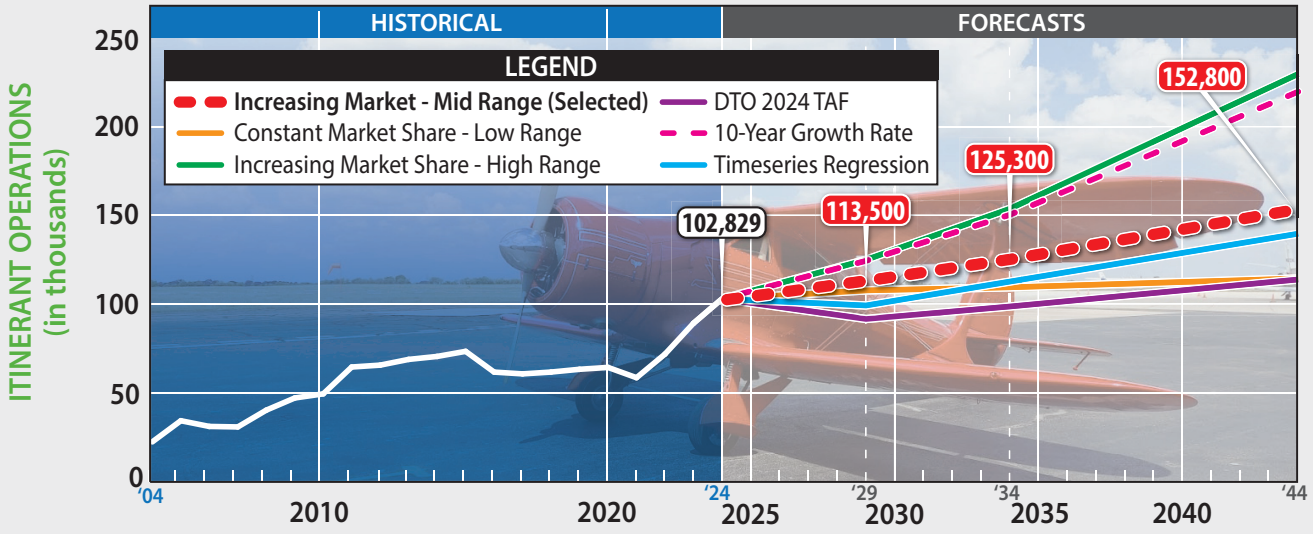


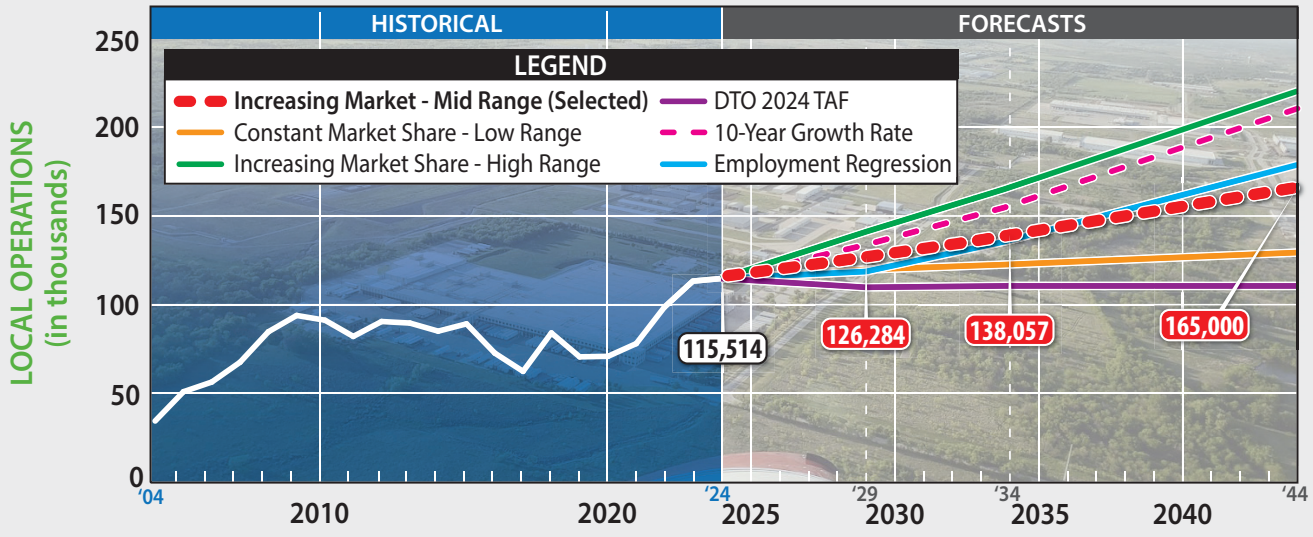
LEGEND	CAGR*
Increasing Market Share (Selected)	***2.8%***
Constant Market Share	2.2%
TAF Growth Rate	2.4%
DTO 2024 TAF	2.4%
10-Year Growth Rate	0.8%
State TAF Growth Rate	1.1%
Service Area Population Growth Rate	2.1%
Service Area Employment Growth Rate	3.0%
Service Area Income Growth Rate	1.9%
Service Area GRP Growth Rate	4.3%
Regression with Texas Based Aircraft	2.0%

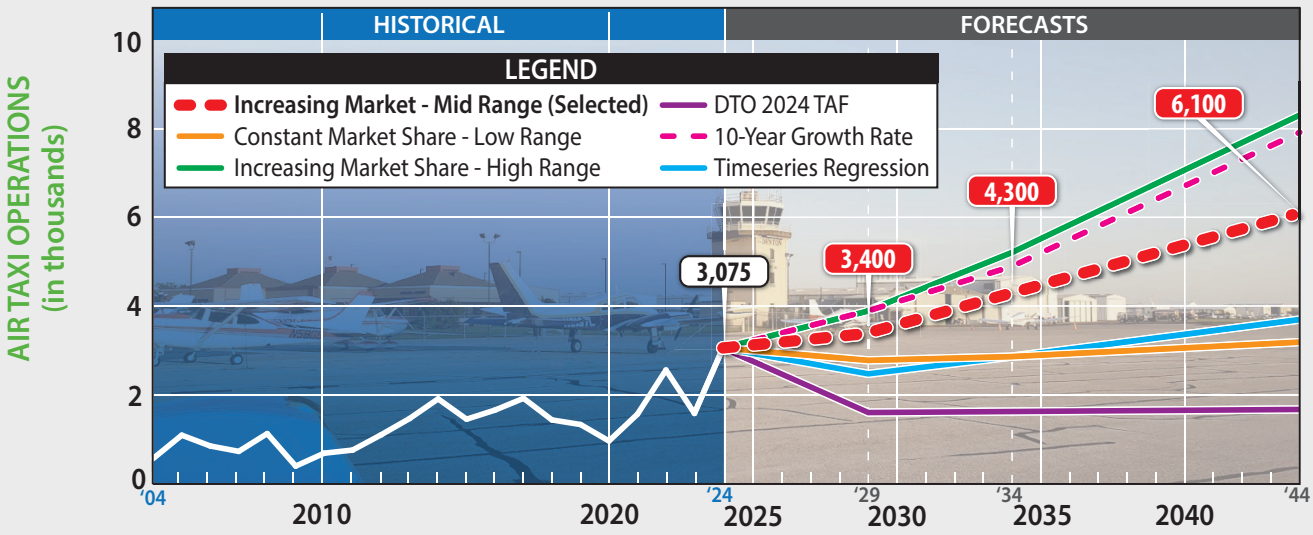
*Compound Annual Growth Rate

Sources: FAA TAF; basedaircraft.com; Coffman Associates analysis

Operations Forecasts







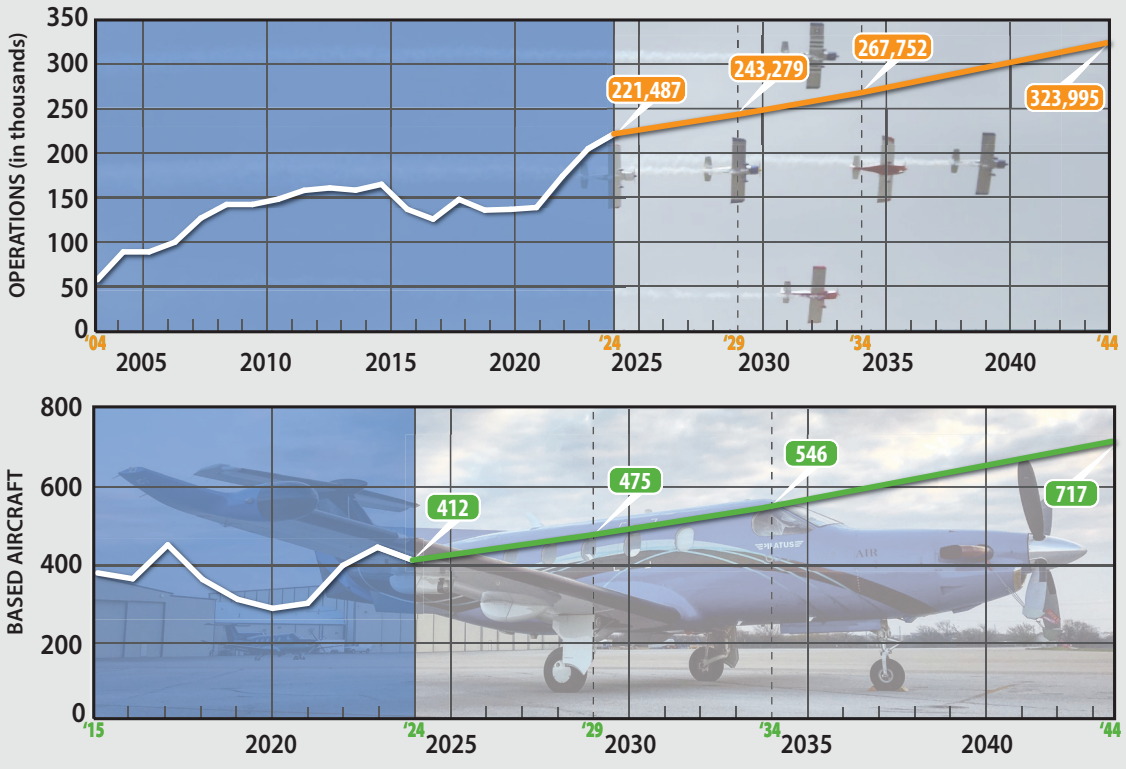
*2024 data represent 12 months ending July 2024

Sources: Coffman Associates analysis

Forecast Summary

	Base Year	Forecast			
	2024	2029	2034	2044	CAGR
ANNUAL OPERATIONS					
Itinerant					
Air Carrier	14	14	14	14	0.0%
Air Taxi	3,075	3,400	4,300	6,100	3.5%
General Aviation	102,829	113,500	125,300	152,800	2.0%
Military	51	81	81	81	2.3%
Total Itinerant	***105,969***	***116,995***	***129,695***	***158,995***	***2.0%***
Local					
General Aviation	115,514	126,284	138,057	165,000	1.8%
Military	4	0	0	0	N/A
Total Local Subtotal	***115,518***	***126,284***	***138,057***	***165,000***	***1.8%***
TOTAL ANNUAL OPERATIONS	**221,487**	**243,279**	**267,752**	**323,995**	**1.9%**
OPERATIONAL PEAKING CHARACTERISTICS					
Peak Month	22,043	25,226	27,763	33,595	2.1%
Design Day	711	814	896	1,084	2.1%
Busy Day	898	1,028	1,131	1,369	2.1%
Design Hour	205	235	259	313	2.1%
BASED AIRCRAFT					
Single Engine Piston	306	351	401	520	2.7%
Multi-Engine Piston	58	68	79	105	3.0%
Jet	34	40	46	65	3.3%
Helicopter	14	16	19	25	2.9%
Glider/Other	0	0	1	2	N/A
TOTAL BASED AIRCRAFT	**412**	**475**	**546**	**717**	**2.8%**

N/A - Not Applicable ***CAGR*** - Compound annual growth rate



Sources: Coffman Associates analysis

Aircraft Classification Parameters

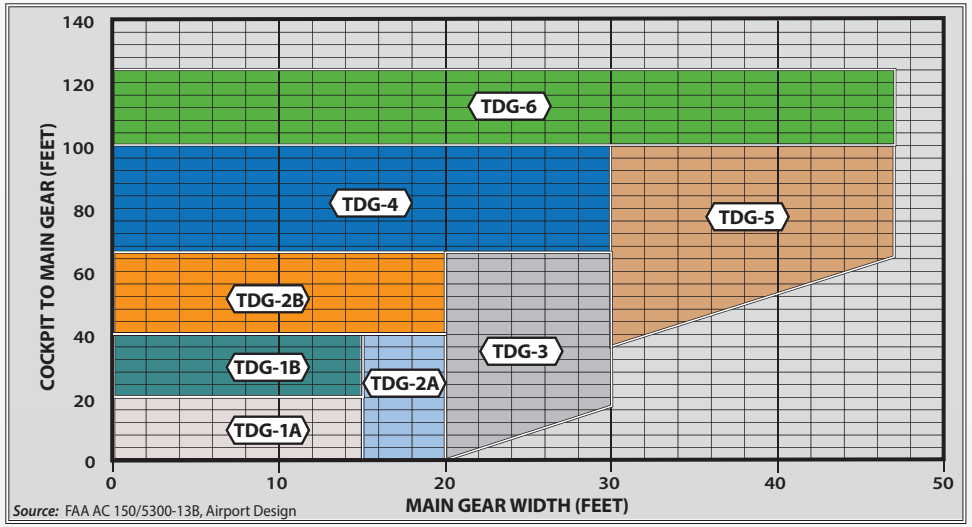
AIRCRAFT APPROACH CATEGORY (AAC)	
Category	**Approach Speed**
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

AIRPLANE DESIGN GROUP (ADG)		
Group #	**Tail Height (ft)**	**Wingspan (ft)**
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262

VISIBILITY MINIMUMS	
RVR* (ft)	**Flight Visibility Category (statute miles)**
VIS	3-mile or greater visibility minimums
5,000	Not lower than 1-mile
4,000	Lower than 1-mile but not lower than ¾-mile
2,400	Lower than ¾-mile but not lower than ½-mile
1,600	Lower than ½-mile but not lower than ¼-mile
1,200	Lower than ¼-mile

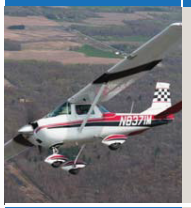
***RVR**: Runway Visual Range

TAXIWAY DESIGN GROUP (TDG)



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

Aircraft Reference Codes

A-I	Aircraft	TDG
	• Beech Bonanza • **Cessna 150**, 172 • Piper Comanche, Seneca	1A **1A** 1A

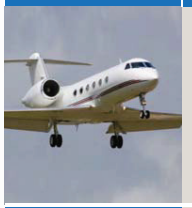
B-I	Aircraft	TDG
	• Eclipse 500 • Beech Baron 55/58 • **Beech King Air 100** • Cessna 421 • Cessna Citation M2 (525) • Cessna Citation 1(500) • Embraer Phenom 100	1A 1A **1A** 2A 1A 1A 1A

A/B-II 12,500 lbs. or less	Aircraft	TDG
	• Beech Super King Air 200 • Beech King Air 90 • **Cessna 441 Conquest** • Cessna Citation CJ2 • Pilatus PC-12	2A 1A **1A** 2A 2

B-II over 12,500 lbs.	Aircraft	TDG
	• Beech Super King Air 350 • Cessna Citation CJ3(525B) • **Cessna Citation CJ4 (525C)** • Cessna Citation Latitude • Embraer Phenom 300 • Falcon 20 • Pilatus PC-24	2A 2A **1B** 1B 1B 1B 2A

A/B-III	Aircraft	TDG
	• Bombardier Dash 8 • **Bombardier Global 7500** • Falcon 7X, 8X	3 **2B** 2A

C/D-I	Aircraft	TDG
	• **Lear** 35, 40, **45**, 55, 60XR • F-16	**1B** 1A

C/D-II	Aircraft	TDG
	• Challenger 600/604 • Cessna Citation III, VI,VII, X • Embraer Legacy 135/140 • **Gulfstream IV** (D-II) • Gulfstream G280 • Lear 70, 75 • Falcon 50, 900, 2000 • Hawker 800XP, 4000	1B 1B 2B **2A** 1B 1B 2A 1B

C/D-III less than 150,000 lbs.	Aircraft	TDG
	• Gulfstream V • **Gulfstream** 550, 600, **650** • Global 5000, 6000	2B **2B** 2B

C/D-III over 150,000 lbs.	Aircraft	TDG
	• **Airbus** A319, **A320**, A321 • Boeing 737-800, 900 • MD-83, 88	3 3 4

C/D-IV	Aircraft	TDG
	• Airbus A300 • Boeing 757-200 • **Boeing 767**-300, 400 • MD-11	5 4 **5** 6

C/D-V	Aircraft	TDG
	• Airbus A330-200, 300 • Airbus A340-500, 600 • Boeing 747-100 - 400 • Boeing 777-300 • **Boeing 787-8**, 9	5 6 5 6 **5**

E-I	Aircraft	TDG
	• **F-15**	**1B**

Note: Aircraft pictured is identified in bold type.

Historical and Forecast Operations by Airport Reference Code

Year	B-I	B-II	B-III	C-I	C-II	C-III	D-II	D-III
Historical								
2019	1,097	3,702	6	324	876	14	17	4
2020	643	3,693	5	250	763	30	4	4
2021	970	3,558	16	476	977	40	23	22
2022	1,095	4,419	25	425	1,003	41	12	14
2023	889	2,994	42	354	1,290	66	36	6
2024*	882	2,901	52	191	1,116	71	26	2
CAGR	-4.3%	-4.8%	54.0%	-10.0%	5.0%	38.4%	8.9%	-12.9%
Forecast								
2029	810	3,581	84	161	1,424	109	42	7
2034	743	4,420	135	135	1,818	168	67	28
2044	626	6,733	350	96	2,961	398	175	380
CAGR	-1.7%	4.3%	10.0%	-3.4%	5.0%	9.0%	10.0%	30.0%

*2024 data represent a 12-month period ending July 2024
A-I and A-II are not shown, as smaller/slower aircraft are unlikely to impact critical design aircraft.
C-IV through C-V and D-I and D-IV and above are not shown due to minimal activity at DTO.

Critical Aircraft

	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

Bombardier Challenger 600

Gulfstream G550/G650

Beechcraft King Air 90/200/300/350

Potential Commercial Passenger Service

- The Dallas-Fort Worth metroplex has grown to become the fourth largest metropolitan area in the United States, behind New York, Los Angeles, and Chicago. The Dallas-Fort Worth metropolitan area has an estimated population of 8,481,512 in 2024, according to the North Central Texas Council of Governments (NCTCOG), and is the fastest growing metropolitan area in the country.
- DFW is currently undergoing a $9.0 billion expansion and modernization program in its efforts to increase its capacity to accommodate over 100 million passengers.
- DAL is constrained by federal law to 20 gates, 18 of which are controlled by Southwest Airlines. Southwest Airlines is barred from operating at DFW until 2025, and the airline has indicated that it is considering expanding operations at a second airport in North Texas.
- The need for a third commercial service airport in the Dallas-Fort Worth metroplex is becoming increasingly critical. A market analysis study conducted for McKinney National Airport in June 2022 identified that DFW and DAL are forecast to reach maximum capacity by 2038.
- A third airport would not only alleviate pressure on DFW and DAL but would also enhance connectivity and competition among airlines, potentially lowering fares and increasing flight options for passengers.
- McKinney National Airport has a head start, with plans to construct a passenger terminal building in the coming years; however, a 2023 ballot measure to fund a $200 million TKI expansion, was defeated by voters. The McKinney City Council has continued to move forward with the design of the terminal while seeking new funding options.
- If TKI fails in its attempt to attract commercial service activity, other airports - such as Denton Enterprise Airport - may seek to fill the role.
- If McKinney National Airport is successful, the market would not support a fourth commercial service airport, especially two located in the northern suburbs.

Travel Propensity Projections

Year	DTO Enplanements	DFW MSA Population	Travel Propensity Factor
Low Small Market Airport TPF			
2029	1,683,500	8,800,501	0.191
2034	1,797,700	9,397,522	0.191
2044	2,030,700	10,615,729	0.191
Low Tertiary Airport TPF			
2029	102,800	8,800,501	0.012
2034	109,700	9,397,522	0.012
2044	124,000	10,615,729	0.012
Average Tertiary Airport TPF			
2029	1,153,600	8,800,501	0.131
2034	1,231,800	9,397,522	0.131
2044	1,391,500	10,615,729	0.131
DFW MSA = Dallas-Fort Worth Metropolitan Statistical Area			

Enplanements and Operations Based on Potential Flight Schedules

Aircraft Type	ARC	Seats	BLF %	Occupied Seats	Departure Frequency	Total Enplanements	Total Operations
Passenger Membership Model Scenarios							
Pilatus PC-12	A-II	8	80%	6	12x Weekly	3,700	1,248
Pilatus PC-12	A-II	8	80%	6	24x Weekly	7,500	2,496
Pilatus PC-12	A-II	8	80%	6	48x Weekly	15,000	4,992
Regional Carrier Scenarios							
CRJ200	D-II	50	80%	40	6x Weekly	12,500	624
CRJ200	D-II	50	80%	40	12x Weekly	25,000	1,248
CRJ200	D-II	50	80%	40	24x Weekly	49,900	2,496
CRJ700	C-II	70	80%	56	6x Weekly	17,500	624
CRJ700	C-II	70	80%	56	12x Weekly	34,900	1,248
ERJ E175	C-III	76	80%	61	6x Weekly	19,000	624
ERJ E175	C-III	76	80%	61	12x Weekly	38,100	1,248
Irregularly Scheduled Charter Operator Scenarios							
A320	C-III	177	90%	159	2x Weekly	16,500	208
A320	C-III	177	90%	159	4x Weekly	33,100	416
A320	C-III	177	90%	159	8x Weekly	66,100	832
A320	C-III	177	90%	159	12x Weekly	99,200	1,248
A320	C-III	177	90%	159	16x Weekly	132,300	1,664
A320	C-III	177	90%	159	24x Weekly	198,400	2,496