



Introduction and Summary

ABOUT DENTON ENTERPRISE AIRPORT

Denton Enterprise Airport (DTO) is owned and operated by the City of Denton, Texas. DTO is considered a national airport, according to the National Plan of Integrated Airport Systems (NPIAS). As such, DTO serves a vital role in accommodating all forms of general aviation traffic, including corporate aviation, flight training, emergency medical flight services, charter flights, and recreational flying, among many others. DTO is situated on over 928 acres of property located approximately three miles west from downtown Denton. In terms of economic impact, a study sponsored by the Texas Department of Transportation (TxDOT) in 2018 found that the airport supports 1,435 jobs, \$45.8 million in annual payroll, and \$156.3 million in total economic impact to the local economy. DTO is a vital infrastructure component that supports economic development and quality of life for residents in and around the City of Denton.

WHAT IS A MASTER PLAN?

The Federal Aviation Administration (FAA) recommends that airports update their long-term planning documents every seven to 10 years, or as necessary, to address local changes at the airport. The last master plan update for DTO was completed in 2015. The City of Denton, the sponsor of the airport, received a grant from the TxDOT Aviation Division to update the airport master plan.

The sponsor is responsible for funding capital improvements at DTO, as well as obtaining FAA and TxDOT development grants. The master plan is intended to provide **a true vision for how DTO is developed, guidance for future development, and justification for projects** for which the airport may receive funding through an updated capital improvement program, which will demonstrate the future investments required by the City of Denton, TxDOT, and the FAA.



The airport master plan follows a systematic approach outlined by the FAA to identify airport needs in advance of the actual need for improvements. This is done to ensure the city can coordinate environmental reviews, project approvals, design, financing, and construction to minimize the negative effects of maintaining and operating inadequate or insufficient facilities. An important outcome of the master plan process is a recommended development plan, which reserves sufficient areas for future facility needs. Such planning will protect development areas and ensure they will be readily available when required to meet future needs. The intended outcome of this study is a detailed on-airport land use concept that outlines specific uses for all areas of airport property, including strategies for revenue enhancement.

Some common questions regarding what a master plan is / is not are answered in the graphic below.

AN AIRPORT 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.
- ✓ Required 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.
- ✓ Funded 90% by the FAA's Airport Improvement Program (AIP). The remaining 10% is funded by the City of Denton.
- ✓ A local document that will ultimately be presented for approval from the City of Denton. The FAA/TxDOT approves only two elements of the master plan: the aviation demand forecasts and the airport layout plan (ALP) drawing set.
- ✓ An opportunity for airport stakeholders and the public to engage with airport staff on issues related to the airport, its current and future operations, and environmental and socioeconomic impacts. Four public information workshops will be conducted during the master plan process to facilitate this public outreach effort.

AN AIRPORT 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 development; however, the need/demand for certain projects might never materialize.
- ✗ A guarantee that the City of Denton, TxDOT, or the FAA will fund any planned projects. Project funding is considered on a case-by-case basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- ✗ A binding or static plan. Elements of the master plan may be updated to reflect changes in aviation activity at the airport, economic conditions of the region, or the goals of the City of Denton.
- ✗ Environmental clearance for specific projects. The master plan includes an environmental overview, which identifies potential environmental sensitivities per the *National Environmental Policy Act of 1969* (NEPA) guidelines. Most planned projects will require a separate environmental study prior to construction.

The preparation of this master plan is evidence that the city recognizes the importance of the airport and the associated challenges inherent in providing for its unique operating and improvement needs. The cost of maintaining an airport is an investment that yields impressive benefits to the local community. With a sound and realistic master plan, the airport can maintain its role as an important link to the regional, state, national, and global air transportation systems. Moreover, the plan will aid in supporting decisions for directing limited and valuable city resources for future airport development. Continued investment in the airport will ultimately allow the sponsor to reap the economic benefits.

WHO IS PREPARING THE MASTER PLAN?

The City of Denton contracted Coffman Associates, Inc. to undertake the airport master plan. Coffman Associates is an airport planning and consulting firm that specializes in master planning and environmental studies. Coffman Associates led the planning team, with support from the following firms:

- Garver – Cost estimating and engineering support
- HubPoint Strategic Advisors – Air cargo market study and forecasts
- Jordan Aviation Strategies – Financial analysis
- Martinez Geospatial – Aerial photography, ground survey, and geographic information system (GIS) products to meet FAA 5300-18B requirements for Airports GIS data submittal

The airport master plan was prepared in accordance with FAA requirements, including Advisory Circular (AC) 150/5300-13B, *Airport Design* (as amended), and AC 150/5070-6B, *Airport Master Plans* (as amended). The plan was closely coordinated with other planning studies relevant to the area and with aviation plans developed by the FAA and TxDOT. The plan was also coordinated with the City of Denton, as well as other local and regional agencies, as appropriate.

STUDY GOALS, OBJECTIVES, AND ASSUMPTIONS

The primary goal of this master plan is to provide the framework needed to guide future airport development that will satisfy aviation demand in a cost-effective way while considering potential environmental and socioeconomic impacts. Accomplishing this goal requires an evaluation of the existing airport to decide what actions should be taken to maintain a safe, adequate, and reliable facility. A long-range planning study also requires several baseline assumptions that were used throughout the analysis. Specific objectives and assumptions for this study are as follows.

STUDY OBJECTIVES

Aviation Demand Forecasts

- To research factors likely to affect all air transportation demand segments at DTO over the next 20 years, including the development of forecasts of potential commercial service, air cargo, and general aviation operational and basing demand
- To determine the airport's current and future critical design aircraft per FAA AC 150/5300-17, *Critical Aircraft and Regular Use Determination*

Facility Requirements

- To analyze the existing airfield system to determine the existing and ultimate runway length required to satisfy the airport's critical aircraft now and into the future
- To assess the need for expanded airfield pavements, hangars, and apron area to support existing and anticipated based aircraft and itinerant operations
- To recommend improvements that will enhance the landside area's ability to satisfy future aviation needs, taking into consideration the potential for commercial passenger service, air cargo, advanced air mobility (AAM), and general aviation needs

Development Alternatives

- To evaluate the highest and best uses of airport property
- To recommend landside improvements that satisfy the anticipated operational growth, including fixed base operator (FBO) and specialty aviation operator (SASO) operations, as well as the potential for commercial airline and/or cargo operations

Development Plan and Capital Improvement Program (CIP)

- To develop a 20-year demand-based CIP, including a recommended phasing plan
- To consider sustainability efforts, specifically waste and recycling improvements, as part of the FAA's updated standards

Airport Layout Plan (ALP) Update

- To produce accurate base maps of existing and proposed facilities, as well as updated ALP drawings consistent with FAA Standard Operating Procedures (SOPs) No. 2.00 and 3.00
- To review future use and zoning of airport property, instrument approach areas, and nearby developments to ensure flight safety and land use compatibility; this will involve the development of new noise exposure contours utilizing the FAA's Aviation Environmental Design Tool (AEDT), application of current land use compatibility guidelines, review of local land use controls and plans, and analysis of land use management techniques
- To analyze all opportunities and develop strategies for incompatible land use encroachments

BASELINE ASSUMPTIONS

A long-range planning study requires several baseline assumptions that are used throughout this analysis. The baseline assumptions for this study are as follows.

- DTO will continue to accommodate general aviation tenants – as well as itinerant and local aircraft operations by air taxi, general aviation, and military operators – through the 20-year planning period.

- The aviation industry will develop through the planning period as projected by the FAA. Specifics of projected changes in national aviation industries are described in Chapter Two – Forecasts.
- The socioeconomic characteristics of the region will generally change as forecast (Chapter Two).
- A federal and state airport improvement program will be in place through the planning period to assist in funding future capital development needs.

MASTER PLAN ELEMENTS AND PROCESS

The master plan has nine elements that are intended to assist in the evaluation of future facility needs and provide the supporting rationale for their implementation. **Figure iA** provides a graphical depiction of the process involved in the study.

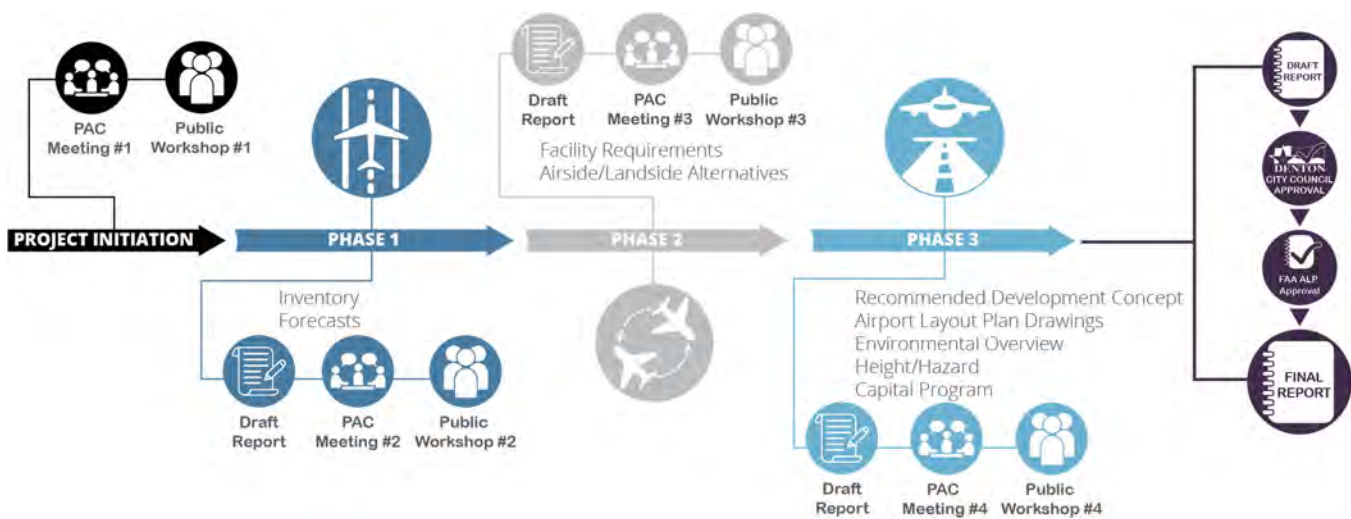


Figure iA – Project Workflow

Element 1 – Study Initiation and Organization includes the development of the scope of services, schedule, and study website. Study materials will be assembled in a workbook format. General background information will be established that includes outlining the goals and objectives to be accomplished during the master plan.

Element 2 – Inventory of Existing Conditions focuses on collecting and assembling relevant data pertaining to the airport and the area it serves. Information regarding existing facilities and operations is collected. Local economic and demographic data are collected to define the local growth trends, and environmental information is gathered to identify potential environmental sensitivities that might affect future improvements. Planning studies that may be relevant to the master plan are also collected.

Element 3 – Aviation Demand Forecasts examines the potential aviation demand at DTO. The analysis utilizes local socioeconomic information and national air transportation trends to quantify the levels of aviation activity that can reasonably be expected to occur at DTO over a 20-year period. An existing and ultimate critical design aircraft – based on AC 150/5000-17, *Critical Aircraft and Regular*

Use Determination – is also established to determine future planning design standards. The results of this effort are used to determine the types and sizes of facilities that will be required to meet the projected aviation demand at the airport through the planning period. Forecasts result in estimates of demand for annual aircraft operations, based aircraft, and potential commercial airline passenger enplanements, as well as air cargo operations and tonnage. This element is one of two elements that are submitted to TxDOT for approval.

Element 4 – Facility Requirements determines the available capacities of various facilities at the airport, whether they conform with FAA standards, and what facility updates or new facilities will be needed to comply with FAA requirements and/or projected 20-year demand.

Element 5 – Airport Development Alternatives considers a variety of solutions to accommodate projected airside and landside facility needs through the long-term planning period. An analysis is completed to identify the strengths and weaknesses of each proposed development alternative, with the intention of determining a single direction for development.

Element 6 – Airport Plans/Land Use Compatibility/Environmental Overview involves coordination with airport staff and the planning advisory committee to result in the selection of a recommended development concept. The airport’s noise exposure and land use compatibility will also be evaluated. An environmental overview will identify any potential environmental concerns that must be addressed prior to the implementation of the recommended development program.

Element 7 – Financial Management and Development Program analyzes the benefits and costs associated with the recommended plan. Specific project costs are established for the development of a CIP that ensures logical staging of improvements.

Element 8 – Geographical Information System (GIS) and Data Collection Services includes collection of high-resolution aerial photography and high-precision surveys of safety critical airport data to provide the sponsor with a digital dataset of the airport and its surrounding environment, in conformance with current FAA standards set forth in ACs 150/5300-13A, -16B, -17C, and -18B. The collected data allow for a detailed airspace analysis for the appropriate airport approach and departure surfaces.

Element 9 – Airport Layout Plans will be developed to depict the recommended development concept. The drawings will meet the requirements of FAA SOP No. 2.00, *Standard Procedure for FAA Review and Approval of Airport Layout Plans (ALPs)* (effective October 1, 2013). The updated ALP set is included as an appendix to this study.

Element 10 – Final Reports produces the draft final report and ALP drawings in print and digital form. These materials will be presented to the City of Denton, TxDOT, and the FAA for review and approval. Once approved, a final report will be prepared and made available in print and digital formats.

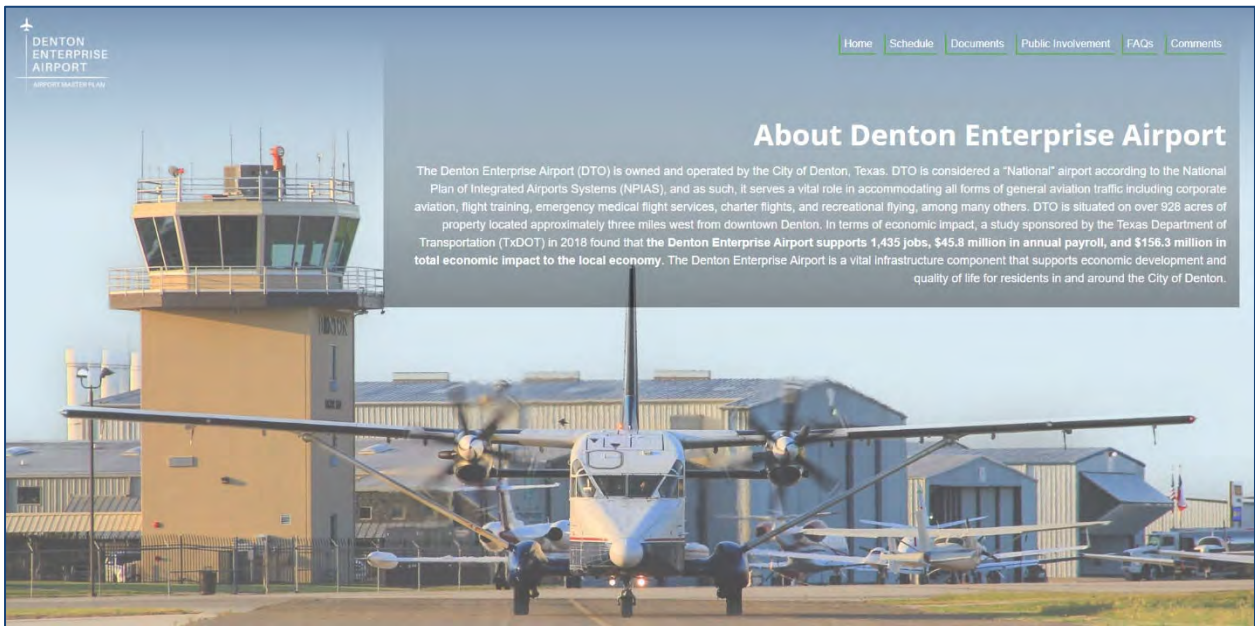
COORDINATION AND OUTREACH

This study is of interest to many within the local community and region, including local citizens, local businesses, community organizations, city officials, airport users/tenants, and aviation organizations. As a component of the regional, state, and national aviation systems, DTO is of importance to both state and federal agencies responsible for overseeing the air transportation system.

To assist in the development of the master plan, a planning advisory committee (PAC) was established to act in an advisory role. PAC members met four times at designated points during the study to review study materials and provide comments to help ensure a realistic, viable plan was developed.

Draft phase reports were prepared at various milestones in the planning process. The phase report process allows for timely input and review during each step within the master plan to ensure all issues are fully addressed as the recommended program develops.

Four open-house public information workshops were also held as part of the study coordination and outreach efforts. Workshops are designed to allow all interested persons to become informed and provide input concerning the master plan process. Notices of meeting times and locations were advertised through local media outlets. All draft phase reports, meeting notices, and materials were made available to the public on a study-specific website: DTO.airportstudy.net.



The DTO.airportstudy.net website

SWOT ANALYSIS

A SWOT analysis is a strategic business planning technique used to identify **S**trengths, **W**eaknesses, **O**pportunities, and **T**hreats associated with an action or plan. The SWOT analysis involves identifying an action, objective, or element, and then identifying the internal and external forces that positively and negatively impact that action, objective, or element in a given environment. A SWOT analysis was conducted at the first PAC meeting and the findings are summarized in **Table iA**.



TABLE iA | DTO SWOT Analysis

Strengths	<ul style="list-style-type: none"> • Parallel runways provide redundancy for periods during which one must be closed for maintenance • DTO is a towered airport providing greater operational efficiency/safety • DTO's location at the confluence of 35E/35W is in a high-growth area • DTO has the ability to quickly and efficiently process aircraft cargo and equipment • Size of the airport and availability of developable property • Adjacent property is owned by the City of Denton 	<ul style="list-style-type: none"> • On-site fire station services • Compatible land uses (industrial/commercial) surround the airport • DTO attracts business development to the community • DTO is close to downtown Denton and has a good access/egress roadway network with limited congestion issues • Growing flight school activities • Business diversity in and around the airport • DTO has a 7,000-foot-long runway capable of accommodating most large business jets
Weaknesses	<ul style="list-style-type: none"> • Fuel accessibility is limited • DTO lacks available hangar capacity • DTO's proximity to Dallas Fort Worth International Airport (DFW) and Fort Worth Alliance Airport (AFW) hinders its potential for commercial passenger/air cargo services • Automobile parking capacity is limited • Surrounding industrial complexes do not utilize the airport 	<ul style="list-style-type: none"> • West side of airfield is landlocked • Runway weight restrictions do not support regular use by large/heavy business jets, such as the Boeing Business Jet (BBJ) • City of Denton development code standards and lighting/landscaping requirements are strict • Semi-truck traffic for neighboring industrial areas can occasionally cause traffic congestion
Opportunities	<ul style="list-style-type: none"> • Emerging technologies, such as advanced air mobility (AAM) • Highway improvements (Loop 288) could improve accessibility to the west side and create a new "front door" to the airport • Air cargo and commercial passenger service • Extensive logistics space in the Dallas-Fort Worth metroplex • Proximity to the BNSF and Union Pacific rail lines; BNSF has adopted the use of unmanned aerial vehicles (UAVs) • Installation of electric vehicle charging stations • West side of airport is a blank slate for new development • Land north and west of the airport provides opportunities for expansion/development 	<ul style="list-style-type: none"> • DTO could consider vertiport (AAM) development • DTO could become a center for aviation education • Cole and Hunter Ranch developments could bring Class A office space opportunities to the city and new aviation users to DTO • Part 139 certification opens opportunities to commercial operations • Having on-site customs would open the airport to international traffic • DTO is located within the Dallas-Fort Worth foreign trade zone (FTZ) • Denton is preparing a wastewater master plan that examines wastewater reuse opportunities and future-proofing water facilities (resiliency); this study could present opportunities for the airport to incorporate resiliency measures
Threats	<ul style="list-style-type: none"> • New residential developments south of the airport present compatibility issues • Available/open land uses going to incompatible land uses • High flight training activity at DTO can detract from commercial and business aviation users • Increased DTO operations can lead to greater congestion/delay issues • Cost and requirements to become a Part 139 airport 	<ul style="list-style-type: none"> • Competition with other regional airports over users/activity • Rising construction and utility costs • Diminished production of natural gas wells on the airport resulting in declining revenue • DTO airport traffic control tower capacity and staffing are limited • Lack of on-site customs and the cost to establish those facilities and staffing could outweigh the benefits of access to international traffic

SUMMARY

Planned development at DTO is focused on accommodating projected growth in activity and meeting FAA airfield design standards. The CIP that has been developed identifies both airside (runways, taxiways, navigational aids, etc.) and landside (terminal area, aprons, hangar, access roads, vehicle parking, etc.) facility needs.

Aviation demand forecasts were prepared to properly plan for future demand that may occur. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity five, 10, and 20 years into the future. The master plan is keyed realistically toward potential demand horizon levels, rather than future dates in time. These planning horizons were established as levels of activity that will call for consideration of the implementation of the next step in the airport development program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will serve as a safe and efficient aviation facility that will meet the operational demands of its users while being developed in a cost-effective manner. This program allows the City of Denton to change specific developments in response to unanticipated needs or demand.

The forecast approach utilized historical and forecasted general aviation and economic trends, resulting in modest growth projections for DTO through the planning period of the study. Several factors contribute to DTO's activity growth potential, including:

- Projected socioeconomic growth of Denton County. Population, employment, and gross regional product indices are all projected to grow at a faster rate within Denton County than the DFW metropolitan statistical area (MSA) over the next 20 years.
- DTO competes well with other regional general aviation reliever airports with its parallel runway system, instrument approach capabilities, and available services and amenities.
- DTO is in a desirable location northwest of the DFW metropolitan area and has excellent access to the interstate highway system with the nearby junction of I-35E and I-35W.
- The U.S. Loop 288 extension planned to extend along the west side of the airport will increase the development potential of the airport by making the west side more accessible.
- The airport maintains an extensive hangar waiting list of 100 individuals.
- The airport is actively engaged with developers to expand available facilities to attract new users.

The aviation demand forecast is summarized in **Table iB**. TxDOT issued its approval of the forecasts prepared in this master plan on March 3, 2025. The TxDOT forecast approval letter is included in **Appendix B** of the master plan.

TABLE iB | Aviation Demand Planning Horizons

	Base Year (2024)	Short Term (1-5 Years)	Intermediate Term (6-10 Years)	Long Term (11-20 Years)
BASED AIRCRAFT				
Single-Engine	306	351	401	520
Multi-Engine	58	68	79	105
Jet	34	40	46	65
Helicopter	14	16	19	25
Other	0	0	1	2
TOTAL BASED AIRCRAFT:	412	475	546	717
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	14	14	14	14
Air Taxi	3,075	3,400	4,300	6,100
General Aviation	102,829	113,500	125,300	152,800
Military	51	81	81	81
Total Itinerant Operations:	105,969	116,995	129,695	158,995
Local				
General Aviation	115,514	126,284	138,057	165,000
Military	4	0	0	0
Total Local Operations:	115,518	126,284	138,057	165,000
TOTAL OPERATIONS:	221,487	243,279	267,752	323,995

Source: Coffman Associates analysis

POTENTIAL FOR COMMERCIAL PASSENGER SERVICE

The DFW region's rapid growth will soon exceed the passenger capacities of Dallas Fort Worth International Airport (DFW) and Dallas Love Field (DAL), creating demand for a third commercial service airport. McKinney National Airport (TKI), which broke ground on a new passenger terminal building in July 2025, is leading the effort to become the third commercial service airport for the region.

This master plan effort analyzed several enplanement scenarios for DTO, showing a broad potential range from under 10,000 to over 1 million annual enplanements, depending on market conditions and competition. The most realistic range for DTO aligns with TKI's projections, which project 273,000 to 1.37 million passenger enplanements by 2040. However, these projections assume the failure of TKI in establishing commercial service, which currently seems unlikely. If TKI is successful in establishing commercial service activities, the market would not support a fourth commercial service airport, especially two in the northern DFW suburbs. Due to TKI's front-runner position to become the third commercial service airport, the required large capital investment needed to develop a passenger terminal at DTO, the increased regulatory/safety compliance associated with becoming a Part 139 certificated commercial service airport, the ongoing costs associated with maintaining a passenger terminal facility and Part 139 certificate, and the potential for increased environmental/noise impacts, the master plan does not pursue commercial service as a viable development option for DTO.

POTENTIAL FOR EXPANDED AIR CARGO

Hubpoint Strategic Advisors prepared a detailed *Air Cargo Assessment* for DTO that included an air cargo market analysis, development of a 20-year air cargo forecast in tonnage and all-cargo aircraft operations, and development of air cargo revenue forecasts for DTO. The full air cargo report is included in the master plan as **Appendix C**. The findings of the analysis include:

- DTO's existing air cargo business relies heavily on charter operations, and this is expected to remain the case over the next 20 years.
- Prevailing trends among scheduled cargo operators (e.g., FedEx, UPS, Amazon Air) do not indicate the addition of new airports like DTO to their networks.
- Competition from established commercial airports in the Dallas-Fort Worth Metroplex limits DTO's ability to capitalize on potential opportunities and grow its air cargo business.
- A substantial expansion of air cargo services at DTO would likely require significant investments in cargo facilities, infrastructure, and handling equipment — investments that may not be justifiable given the low revenue levels the airport/city currently receives from cargo operations.
- Despite this, DTO's air cargo services provide substantial value to key companies in the Denton community, making the continuation of charter cargo operations a priority.
- Effective oversight of DTO's air cargo business should enhance services and help identify growth opportunities within its charter cargo niche.
- The air cargo forecast projects a range of 100 to 156 movements annually, while cargo tonnage ranges between 55 tons and 130 tons.
- Revenue impacts of air cargo for the airport/city are projected to be minimal, ranging between \$2,300 and \$3,700 annually during the 20-year period. These low figures are a function of relatively low levels of air cargo charter operations, the use of smaller cargo aircraft with low annual fueling requirements, and the limited number of revenue-generating sources at DTO.

For planning purposes, the master plan has designated a site on the west side of the airfield for a dedicated air cargo handling facility, associated apron, and truck loading/staging area, if stronger demand for air cargo at DTO emerges at some point in the future.

AIRFIELD RECOMMENDATIONS

The recommended airport development concept includes improvements to the airfield and landside area to satisfy FAA design and safety standards and meet current and forecast needs. Runway design standards are based on the characteristics of the critical design aircraft for the runway. Runway 18L-36R is planned to an ultimate runway design code (RDC) of C/D-III-2400, which accommodates all general aviation aircraft, including the largest and fastest business jets in the national fleet. Runway 18R-36L is planned to an RDC of B-II-4000, which accommodates most small and mid-sized business jets.

The following summarizes the recommended airport development concept, which is depicted on **Exhibit iA**. A more detailed discussion of the recommended development concept can be found in Chapter Five.

Runway 18L-36R (Primary Runway)

Dimensions:

- No change to the existing dimensions of 7,002 feet long and 150 feet wide. This length and width are sufficient to accommodate the business jets using the airport now and into the future.
- Runway width exceeds design standard of 100 feet. For future major runway rehabilitation projects, TxDOT and the FAA may fund up to the 100-foot width standard, with the remaining 50 feet funded locally.

Enhancements:

- Installation of Engineered Material Arresting Systems (EMAS) at both runway ends to meet safety standards and increase usable takeoff/landing distances.
- Runway declared distances adjusted to improve operational capability without affecting adjacent waterways (Hickory Creek and Dry Fork Hickory Creek).
- Lighting/approach aid upgrades include medium intensity runway lights (MIRL) being upgraded to LED and the installation of runway end identifier lights (REILs) to the 36R end to improve pilot situational awareness.
- Land acquisition/easements include acquisition of approximately 3.9 acres to secure the runway protection zones (RPZs) on both ends of the runway.

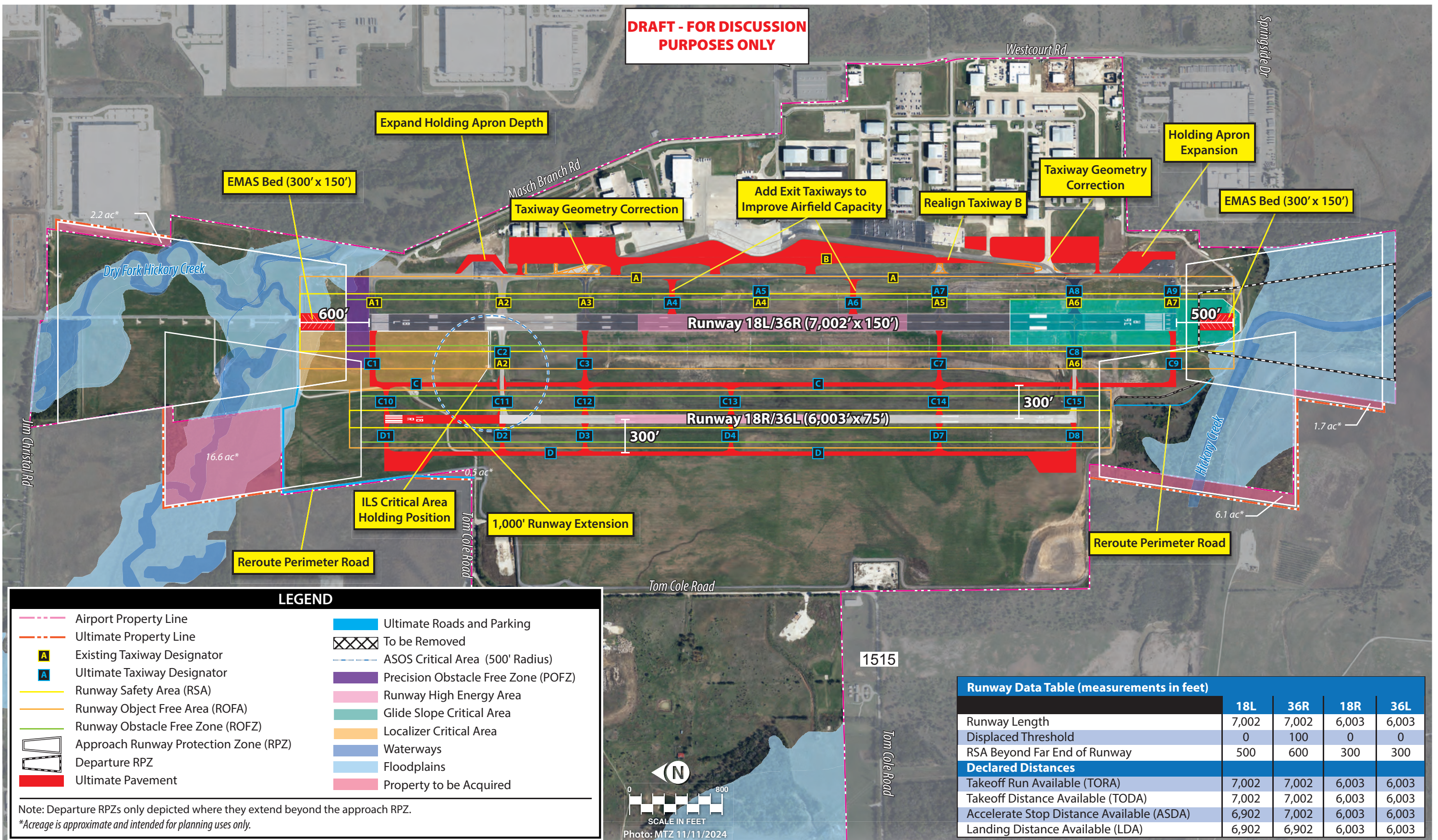
Runway 18R-36L (Parallel Runway)

Dimensions:

- Existing dimensions of 5,003 feet long and 75 feet wide are sufficient for small piston aircraft. The plan identifies a planned 1,000-foot extension to 6,003 feet long to accommodate more frequent operations by mid-sized business jets, which will be advantageous particularly as development of the west side of the airfield occurs.

Enhancements:

- Lighting/approach aid upgrades include the installation of REILs on both runway ends to improve pilot situational awareness.
- Land acquisition/easements include acquisition of approximately 23.2 acres to secure the runway protection zones (RPZs) on both ends of the runway and the primary surface.



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Taxiway Improvements

- Taxiway A (50 feet wide) is a parallel taxiway that extends the entire length of Runway 18L-36R on its east side. The only alteration planned for this taxiway is the addition of two new exit taxiways to reduce runway occupancy times by allowing aircraft more opportunities to exit in the middle portion of the runway.
- Taxiway B (50 feet wide) is a partial-parallel taxiway that serves the east side of the airfield, including the terminal ramp and aircraft hangars. Taxiway B is nonlinear, creating non-standard intersections with Taxiway A. The plan includes realignment of Taxiway B to be a true dual-parallel taxiway while eliminating the non-standard intersections and direct access points.
- Ultimate parallel Taxiways C and D are planned to support new west side developments.
- Existing Taxiway A holding aprons are planned to be expanded to support use by more aircraft and larger aircraft. Two additional holding aprons are planned at the north and south ends of ultimate Taxiway D to support operations on the west side of the airfield.

LANDSIDE CONCEPT

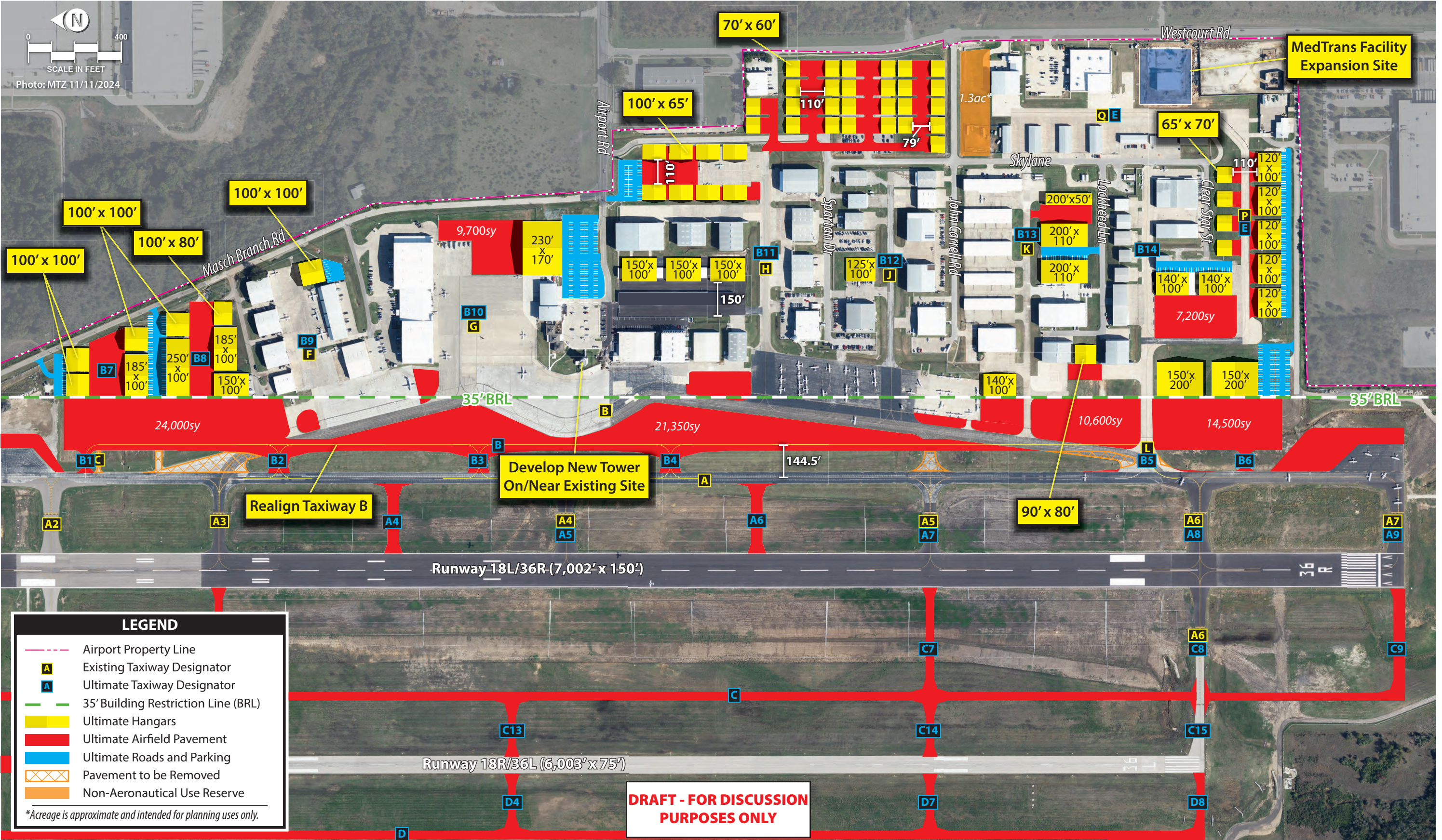
The primary goal of landside facility planning is to provide adequate space to meet reasonably anticipated needs of the various users while optimizing operational efficiency and land use. Achieving these goals yields a development scheme that segregates functional uses while maximizing the airport's revenue potential. The landside development plans are depicted on **Exhibits iB** and **iC**.

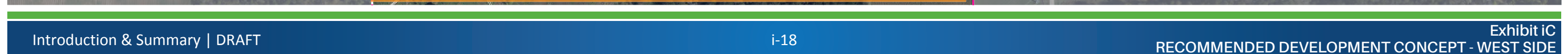
All landside development should occur only as dictated by demand. The locations and sizes of new facilities (aprons, hangars, etc.) proposed in the recommended plans are conceptual and may not reflect the needs of future developers and their customers. The recommended concept is strictly intended to be used as a guide for DTO staff when considering new developments.

- **General Aviation Terminal Services** | The existing 4,800 square foot (sf) GA Administration Building and Sheltair's fixed base operator (FBO) facilities are sufficient to meet GA terminal service needs at DTO, and no expansions are planned. Over time, the FBO and various specialty aviation service operators (SASOs) on the airport will develop new facilities or modernize and/or expand existing general aviation (GA) services facilities to better serve their customers and the users of the airport. The plan includes the development of a 5,000-sf GA terminal facility on the west side of the airfield to support activities and developments in that area.
- **Aprons** | Available apron space at DTO totals 60,175 square yards (sy) for aircraft parking and circulation. The plan identifies several apron expansions on the east and west sides of the airfield, totaling over 194,000 sy for new aircraft parking space. This includes a dedicated cargo apron on the west side.



- **Hangars** | Existing hangars at DTO total 736,720 sf of storage capacity. The airport maintains a hangar waiting list of 100 individuals and many SASOs have expressed interest in developing hangar facilities at DTO. The plan reflects new hangar developments on what remains of the airport's undeveloped properties on the east side, along with redevelopment of certain areas with the aim of focusing on facilities to support larger GA aircraft, while new developments on the west side of the airfield are planned to support smaller GA aircraft.
- **Fuel Storage** | Available fuel farms at DTO provide total storage capacities of 36,340 gallons of Jet A fuel and 37,340 gallons of 100LL fuel. Additional Jet A fuel storage capacity may be needed as turbine traffic grows. Future planning for unleaded aviation fuel should also be considered as it becomes more widely adopted and available.
- **Vehicle Parking** | New or expanded parking lots and vehicle access roads are planned with most of the new hangar developments on the east and west sides. In the existing core terminal area, a vehicle parking lot expansion is planned for the GA Administration Building and the new ARFF station to support new hangar facilities in the area. The planned west GA terminal will be supported by a large vehicle parking lot centrally located between new hangars planned for FBO/SASOs.
- **Air Cargo Facilities** | Air cargo activities at DTO currently comprise a small share of the overall operational activity at DTO. There are no scheduled cargo flights; all cargo flights operate as on-demand charters. Most cargo charters carry inbound freight to Denton, and outbound shipments are rare. A substantial expansion of air cargo services at DTO would likely require significant investments in dedicated cargo facilities, infrastructure, and handling equipment – investments that may not be justifiable given the low revenue levels the airport/city currently receives from cargo operations. Despite this, DTO's air cargo services provide substantial value to key companies in the Denton community, making the continuation of charter cargo operations a priority. Should opportunities arise for expanded air cargo operations at DTO, the plan includes a dedicated air cargo handling facility, associated apron, and truck loading/staging area on the west side of the airfield. Once Loop 288 is developed, the west side will be more accessible to the regional roadway network for distribution trucks.
- **Airport Traffic Control Tower (ATCT)** | The ATCT has been identified by staff as undersized, with limited space for more controllers, which may be needed as operation levels continue to rise at DTO. The plan includes the option to expand the existing tower or develop a new tower in a location nearby the existing tower.
- **Advanced Air Mobility (AAM)** | AAM is an emerging industry that involves next-generation aviation technologies designed to move people and goods more efficiently using innovative aircraft, such as electric vertical takeoff and landing (eVTOL) vehicles, autonomous drones, and hybrid systems. The plan includes reserving a 5.7-acre site for a vertiport and any supporting facilities (taxilane, apron, terminal, vehicle access and parking, firefighting facilities, etc.) west of the proposed Loop 288 and north of Tom Cole Road.





- **Non-Aeronautical Development** | The plan for DTO includes reserving approximately 1.3 acres on the east side and approximately 75 acres on the west side for future non-aeronautical use. On the west side, properties that front the proposed Loop 288 are planned for non-aeronautical use to take advantage of the visibility from the highway, which will attract commercial developments that could boost and diversify airport revenues.

DEVELOPMENT FUNDING

The full implementation of the master plan is likely to take more than two decades, at a cost of \$421.4 million in 2025 dollars. However, it is not unusual for the capital plan and phasing program presented in Chapter Six to change over time due to funding limitations or changes in the aviation industry. An effort has been made to identify and prioritize all major capital projects that would require federal or state grant funding; nevertheless, the airport and TxDOT review the five-year CIP on an annual basis.

The breakdown of funding over the planning horizons is presented in **Table iC**. Approximately 69 percent of the total cost is eligible for grant funding from the FAA’s Airport Improvement Program (AIP) or TxDOT. The funding source for the AIP is the Aviation Trust Fund, which is funded through user fees and taxes on airline tickets, aviation fuel, and aircraft parts. New hangar construction, private parking lots, and taxiways for private developments are anticipated to be funded by private developers. A more detailed discussion of the CIP can be found in Chapter Six of the study.

With the study completed, the most important challenge is implementation. The cost of developing and maintaining aviation facilities is an investment that yields impressive benefits for the City of Denton. This plan and associated development program provide the tools the City of Denton will require to meet the challenges of the future.

TABLE iC | Development Funding Summary

Planning Horizon	Total Cost	Federal/TxDOT Eligible	Sponsor
Short Term	\$24,505,000	\$21,802,500	\$2,702,500
Intermediate Term	\$149,830,000	\$120,510,000	\$29,320,000
Long Term	\$247,052,000	\$149,238,000	\$97,814,000
Total Program Costs	\$421,387,000	\$291,550,500	\$129,836,500
Federal = Airport Improvement Program			
TxDOT = Texas Department of Transportation Aviation Division			
Sponsor = City of Denton			

Sources: Cost estimates prepared by Garver; Project staging prepared by Coffman Associates