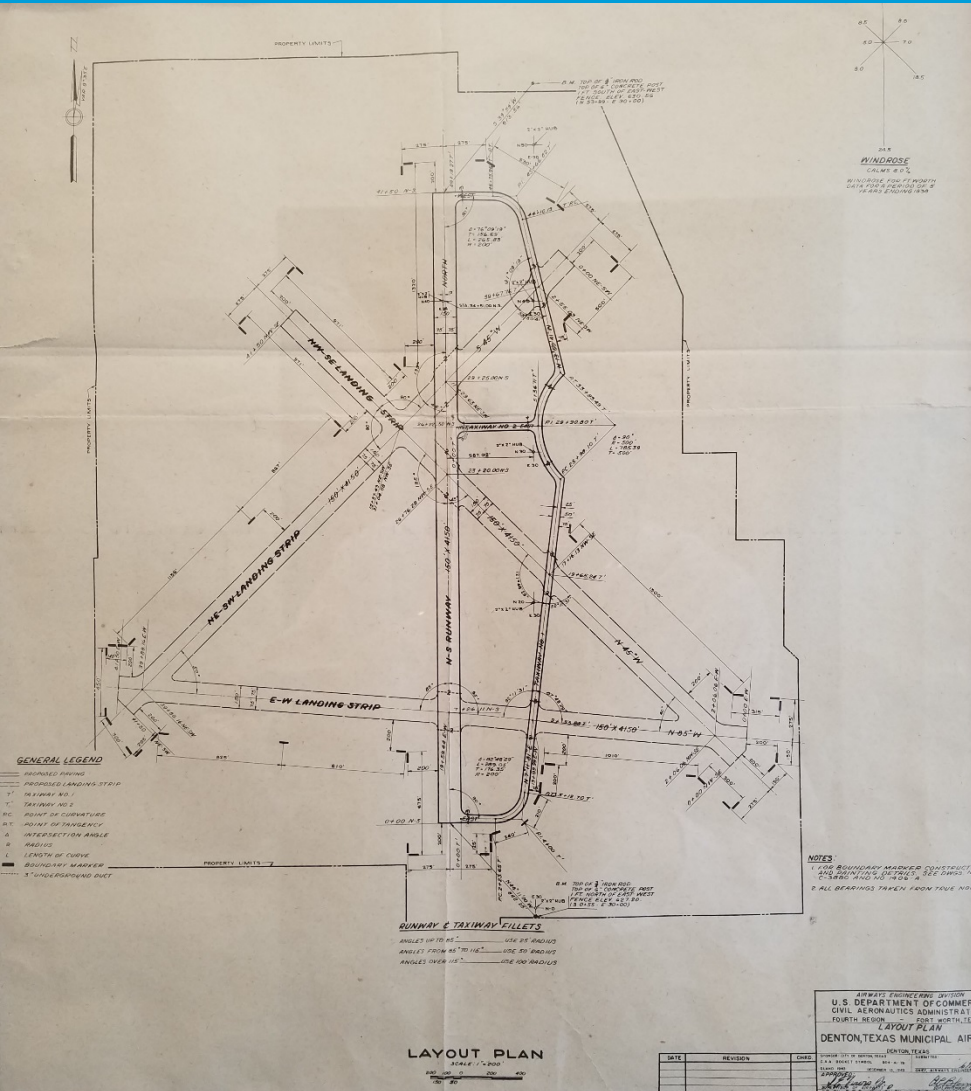


Welcome to Denton Enterprise Airport



Denton Enterprise Airport
DFW Access... Extraordinary Business

1943



- Army Air Corp Training Field
- Waco Glider / Douglas C-47

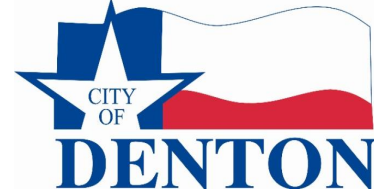
Denton Enterprise Airport DFW Access... Extraordinary Business

1985

- **Small, Outdated Terminal**
- **Six Commercial and Private Buildings**
- **5,000' x 150' Runway**
- **630 Acres**

Denton Enterprise Airport
DFW Access... Extraordinary Business

Capital Improvements



- 1990 – Runway Extension (6,000' x 150')
- 2004 – Air Traffic Control Tower
- 2007 – Terminal Building Constructed
- 2008 – Taxiway Alpha Constructed
- 2009 – Terminal Ramp Expanded
- 2010 – Runway Extension (7,002' x 150')
- 2011 – Airport Rescue and Firefighting Vehicle
- 2011 – Terminal Ramp Expanded
- 2019 – West Parallel Runway Construction

Denton Enterprise Airport
DFW Access... Extraordinary Business

2013

- 45 Ground Leases
- 29 Businesses
- 410 Based Aircraft
- 7,002' x 150' Runway
- 700 Acres



Denton Enterprise Airport
DFW Access... Extraordinary Business

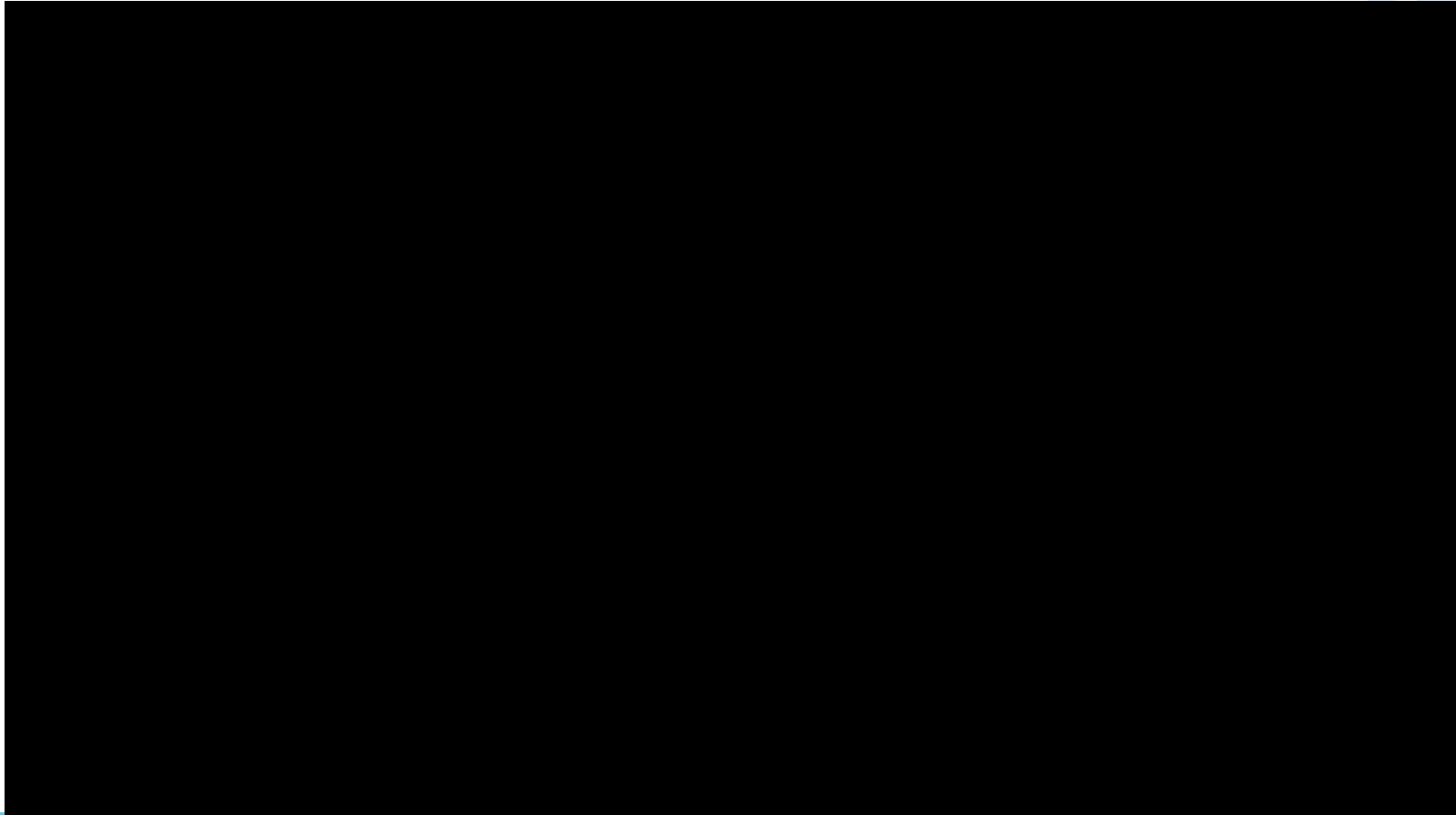
2021

- 80+ Ground Leases
- 30+ Businesses
- 385 Based Aircraft
- 7,002' x 150' Runway
18L/36R
- 5,003' x 75' Runway
18R/36L
- 930 Acres



Denton Enterprise Airport
DFW Access... Extraordinary Business

Runway 18R/36L



Denton Enterprise Airport
DFW Access... Extraordinary Business

Economic Impact

2018 TxDOT Aviation Economic Impact Study

- Approximately 1,435 Jobs
- \$45.8 M Payroll
- \$146.3 M Goods/Services



Denton Enterprise Airport
DFW Access... Extraordinary Business

Top 10 - Busiest Airports In Texas



- **Top 3 Busiest General Aviation Airports in Texas**
- **138,000 Operations Per Year**
- **Top 12 - Busiest Contract ATCT**
- **Top 100 - Busiest Airports in the U.S.**

Denton Enterprise Airport
DFW Access... Extraordinary Business

Service Providers

- US Trinity Aviation(FBO)
- US Jet Center (FBO)
- US Aviation Academy
- Med Trans
- 24 Other Businesses



DFW Access... Extraordinary Business

US Trinity Aviation



Denton Enterprise Airport
DFW Access... Extraordinary Business

US Jet Center



Denton Enterprise Airport
DFW Access... Extraordinary Business

US Aviation Academy



Denton Enterprise Airport
DFW Access... Extraordinary Business

Med Trans



Denton Enterprise Airport
DFW Access... Extraordinary Business

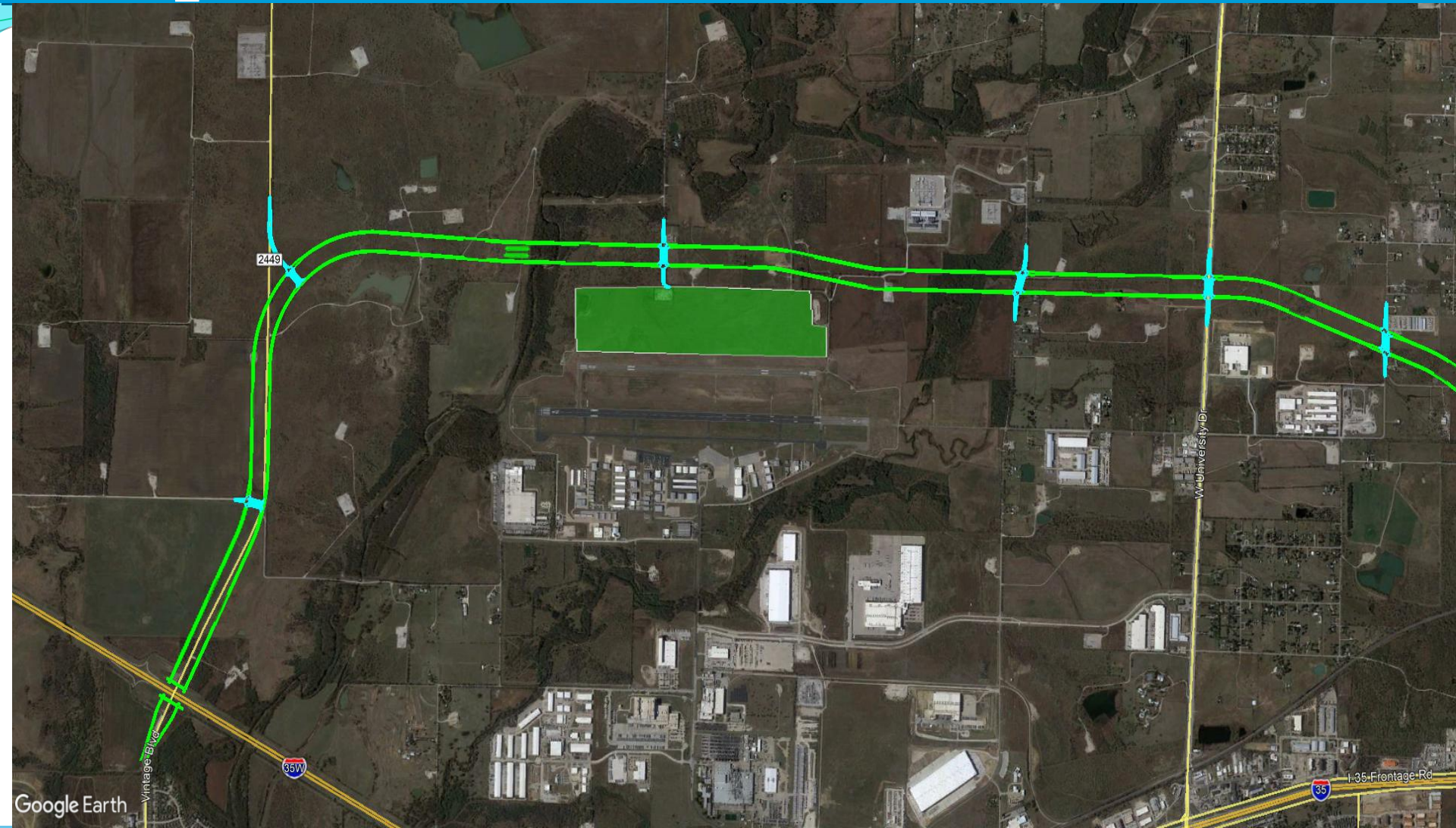
Development Opportunities

- 6.6 Acres Taken/In Negotiations
- 14 Acres Available



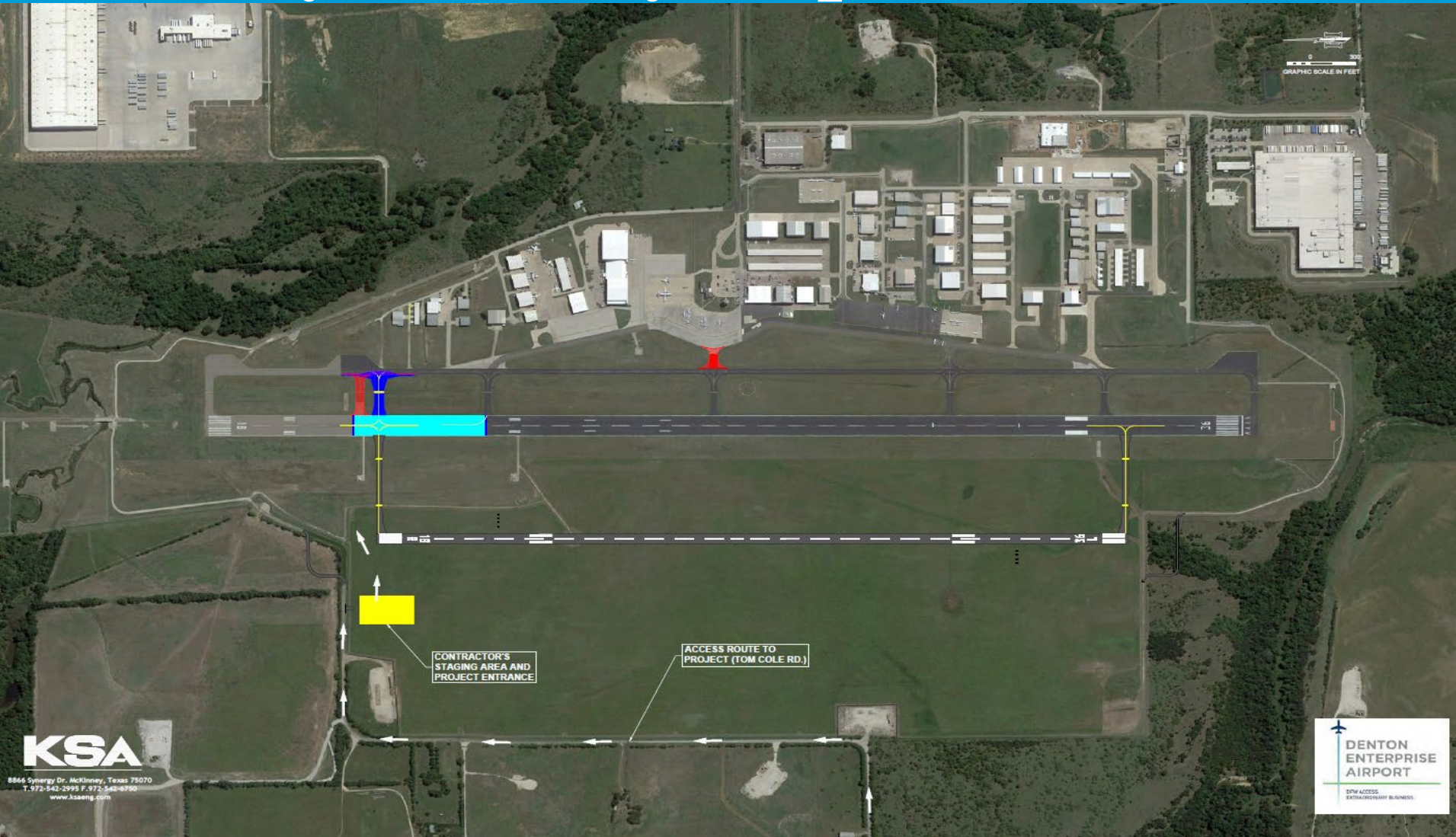
Denton Enterprise Airport
DFW Access... Extraordinary Business

Loop 288 Extension



Denton Enterprise Airport
DFW Access... Extraordinary Business

Primary Runway Repair



Denton Enterprise Airport
DFW Access... Extraordinary Business

Questions?



Denton Enterprise Airport
DFW Access... Extraordinary Business



Texas Small Airport Economic Impact Estimator Tool

Jeff Borowiec, Ph.D.

Brianne Glover, J.D.

Jacki Kuzio

Project Team

- TxDOT Project Team
 - Jim Halley, Airport Planning and Programming Section Director, AVN
 - Katheryn Cromwell, Airport Planner, AVN
 - Joanne Steele, Research Project Manager, RTI
- Research Project Team
 - Jeff Borowiec, Research Project Supervisor
 - Brianne Glover
 - Maxwell Steadman
 - Jacqueline Kuzio
 - Daniel Wang
 - Chris Bratlien

Research Problem

The Texas Department of Transportation Aviation Division periodically conducts a statewide economic impact study to determine the economic benefits provided by the Texas airport system. However, for many airports, there is a further need to be able to determine their economic impact.

The reasons for this are:

1. Many airports are not included in the analysis because of their small size.
2. Some airports have seen activity that has sufficiently changed between studies. This renders the previously determined numbers outdated.
3. Some airports would like to have more detailed economic impact analysis conducted beyond that which can be provided by a study that must examine 300 airports.

Because many local officials use these numbers to justify grant-matching funds and investment in their airports, it is important to have current data available for decision-making.

Overview

Project Management and Research Coordination

Literature Review

Develop and Test Economic Impact Model

Design and Test Web-Based Economic Impact Estimator Tool

Develop and Write Small Airport Economic Impact Estimator Tool User's Guide and Administrator Guide

Literature Review

Determine the current state-of-the-practice and emerging research on economic impact models for small airports as well as innovative tools and techniques for determining economic impact of small airports.

- Literature search using Transport Research International Documentation (TRID).
- Literature search using Google Scholar
- Review economic impact studies performed by individual states
- Review airport-specific economic impact studies
- Identify/review visitor spending patterns and relationships to aviation
- Identify activity data sources
- Identify/define small airports (general aviation and non-hub commercial service)
- Identify/review web-based economic models and tools; and
- Identify the most appropriate county-level and economic sector multipliers for the model.

Develop and Test Economic Impact Model

Identify, collect, and organize airport-related economic and activity data

Airport Sponsor-Related

- Airport operations
- Employment
- Payroll (salaries/wages/benefits) of airport employees
- Operating expenditures
- Capital expenditures
- Number of enplanements (if commercial service);
- Visitor spending
- Operations mix (local/transient)
- Aircraft occupancy

• Tenant/Business-Related

- Employment by industry/business type
- Operating expenditures
- Payroll (salaries/wages/benefits) of airport businesses
- Gross sales
- Capital expenditures.

Design and Test Web-Based Economic Impact Estimator Tool

- Design and Implement a web interface for the spreadsheet model/database
- Easy, user-friendly data input for airport sponsors
- Calculate results and display in clear and concise format
- Select 3 to 5 airports to validate results

Develop and Write Small Airport Economic Impact Estimator Tool User's Guide and Administrator Guide

- User's Guide for the Estimator Tool
 - How to use the tool and guidance on the input data
 - How to obtain the required data
 - Guidance on the results – what they mean and how they can be interpreted and used
- Administrator Guide
 - Compatibility/Administration/Security/Maintenance/Backup procedures

Economic Impact Model

- Inputs
 - Airport Sponsor and Tenant Activity
 - Annual Operating Expenses
 - Employment
 - Payroll
 - Capital Improvement Expenditures
 - Number of Visitors
 - Tenant Activity is by Job Classification

Economic Impact Model

- Priority/Preferred Inputs
 - (1) Operating Expenses (2) Employment (3) Payroll
- CIP Uses 3-Year Average and includes RAMP
- Visitor Spending
 - Based on Number of Visitors
 - Texas Specific Spending Visitor Spending Data
- Employment
 - 16 Different Categories of Jobs
- Model Loads Most Current Data with Option for User Override

Economic Impact Model

- Outputs

- Total Output
- Total Employment
- Total Payroll

for

- Airport Sponsor
- Airport Capital Improvements
- Visitors
- Tenant Business Activity

Small Airport Economic Impact Estimator

txeconomicapproach.org
Paused

Small Airport Economic Impact Estimator

User's Guide
Print

Select Airport

Abilene Regional Airport

Map

Summary

Item	Jobs	Labor Income	Output
Airport Activity	11	\$890,065	\$3,454,482
			\$1,099,447
			\$7,206,696
			\$25,947,131
			\$145,635,606
			\$183,343,363

Small Airport Economic Impact Estimator

This Small Airport Economic Impact Estimator is intended to provide small airports (general aviation airports and non-hub commercial service airports) with estimates of their economic impact including employment, income, and total output. It includes economic impacts associated with airport sponsor, airport tenant, and airport visitor activity.

This model was designed to provide economic impact estimates for:

- Small airports not included in the statewide study (or where incomplete information was used);
- Airports who had privacy concerns where disclosing financial/economic data may make proprietary business information identifiable;
- Airports whose activity levels since the last statewide study was performed have changed;
- Airports wishing to have a more detailed analysis performed than what was allowed during a system-level analysis; and
- Airports who would like to do some scenario planning to see how their economic impacts would change based on changes in the airport's activity.

This project was sponsored by TxDOT's Research and Technology Implementation Division. The model was developed by Texas A&M Transportation Institute, Infrastructure Investment Analysis Program.

For more information please contact:

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Small Airport Economic Impact Estimator - Airport

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Paused

Small Airport Economic Impact Estimator

User's Guide Print

Select Airport

Abilene Regional Airport

County: Taylor

Region: West Texas

Select Input/Output

Airport
Visitor
Tenant

Map

Summary

Item	Jobs	Labor Income	Output
Airport Activity	11	\$890,065	\$3,454,482
Airport Capital Improvements	8	\$376,988	\$1,099,447
GA Visitor Activity	129	\$2,575,446	\$7,206,696
CS Visitor Activity	466	\$9,272,686	\$25,947,131
Tenant Activity	1,002	\$45,488,469	\$145,635,606
Total	1,616	\$58,603,655	\$183,343,363

Airport Activity

The estimator will only use one of the first three inputs to calculate the economic impact. Please see the User's Guide for more information.

Item	Input	Jobs	Labor Income	Output
Employment		24	\$4,664,308	\$18,102,907
Annual Payroll	1,293,185	29	\$2,416,305	\$9,378,055
Annual Operating Expenses	1,969,385	11	\$890,065	\$3,454,482
3 Yr Avg Capital Expenses	655,973	8	\$376,988	\$1,099,447

Summary of Output

- Airport Capital Improvement
- Airport Activity
- GA Visitor Activity
- CS Visitor Activity
- Tenant Activity

Small Airport Economic Impact Estimator - Visitor

Small Airport Economic Impact Estimator

[User's Guide](#)
[Print](#)

Select Airport

Abilene Regional Airport ▾

County Taylor

Region West Texas

Select Input/Output

Airport Visitor Tenant

Map

Summary

Item	Jobs	Labor Income	Output
Airport Activity	72	\$5,954,435	\$23,110,094
Airport Capital Improvements	8	\$376,988	\$1,099,447
GA Visitor Activity	129	\$2,575,446	\$7,206,696
CS Visitor Activity	466	\$9,272,686	\$25,947,131
Tenant Activity	1,002	\$45,488,469	\$145,635,606
Total	1,677	\$63,668,025	\$202,998,974

Visitor Activity

Item	Input	Jobs	Labor Income	Output
Total		129	\$2,575,446	\$7,206,696
Itinerant Operations	17,393			
Annual Visitors	10,725			
Ground Passenger Transport	880,308	40	\$553,447	\$1,606,991
Food & Drink	1,012,354	35	\$741,847	\$1,649,083
Lodging	1,716,601	28	\$692,204	\$2,659,692
Retail	528,185	21	\$444,981	\$878,611
Other Recreation	264,092	6	\$142,967	\$412,320

Commercial Service

Item	Input	Jobs	Labor Income	Output
Total		466	\$9,272,686	\$25,947,131
Enplanements	77,229			

Summary of Output

- Airport Capital Improvement
- Airport Activity
- GA Visitor Activity
- CS Visitor Activity
- Tenant Activity

Small Airport Economic Impact Estimator - Tenant

Select Airport

Abilene Regional Airport

County Taylor

Region West Texas

Select Input/Output

Airport **Visitor** **Tenant**

Map

Summary

Item	Jobs	Labor Income	Output
Airport Activity	11	\$890,065	\$3,454,482
Airport Capital Improvements	8	\$376,988	\$1,099,447
GA Visitor Activity	129	\$2,575,446	\$7,206,696
CS Visitor Activity	466	\$9,272,686	\$25,947,131
Tenant Activity	1,002	\$45,488,469	\$145,635,606
Total	1,616	\$58,603,655	\$183,343,363

Tenant Activity

Air Transportation

Item	Input	Jobs	Labor Income	Output
Total		74	\$5,944,885	\$22,765,279
Employment	84	202	\$16,672,419	\$64,708,262
Annual Payroll	1,660,144	38	\$3,101,964	\$12,039,207
Annual Operating Expenses	3,920,090	21	\$1,771,688	\$6,876,199
Annual Capital Expenses	555,055	6	\$318,990	\$930,303
Annual Gross Sales	8,527,932	47	\$3,854,206	\$14,958,777

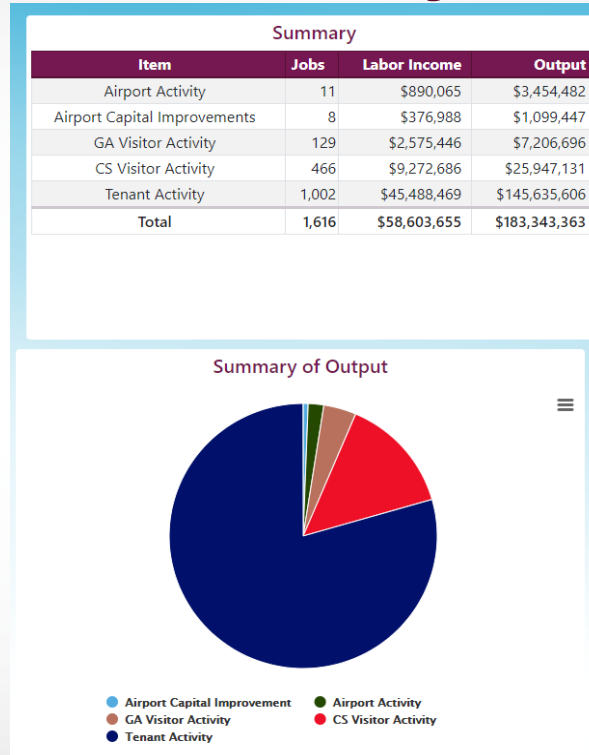
Aircraft Support Activities

Item	Input	Jobs	Labor Income	Output
Total		859	\$35,518,017	\$111,505,479
Employment	464	859	\$35,518,017	\$111,505,479
Annual Payroll	0	0	\$0	\$0
Annual Operating Expenses	0	0	\$0	\$0

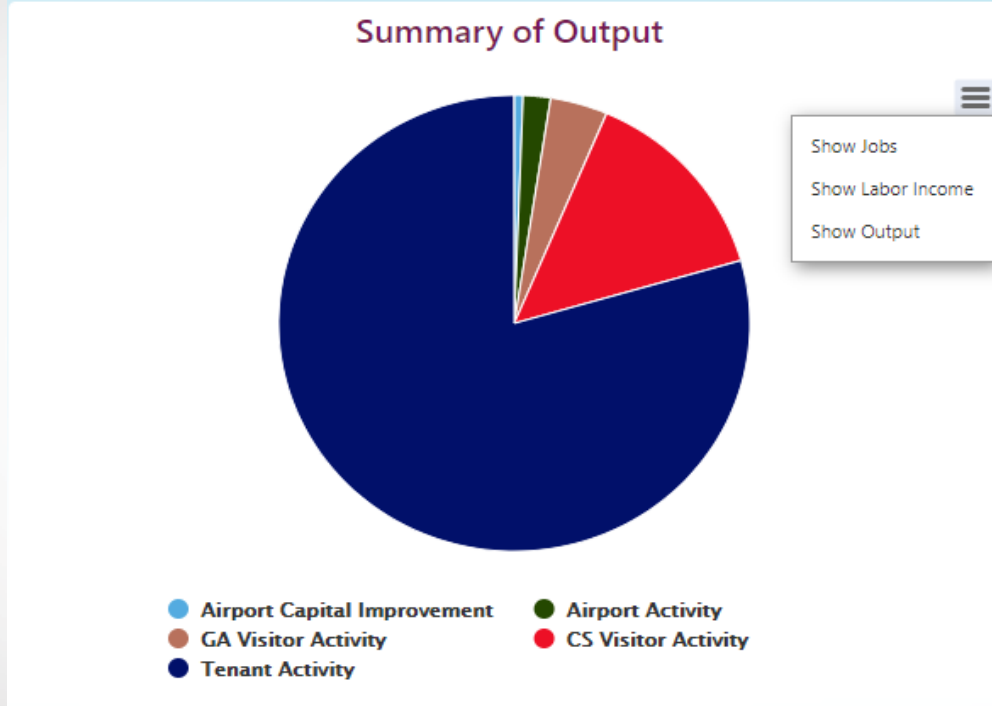
Summary of Output

● Airport Capital Improvement
 ● Airport Activity
 ● GA Visitor Activity
 ● CS Visitor Activity
 ● Tenant Activity

Small Airport Economic Impact Estimator - Summary



Small Airport Economic Impact Estimator



Small Airport Economic Impact Estimator

- Website: <https://txeconomicapproach.org/>
- You Tube: <https://www.youtube.com/watch?v=7J2rWk7eK44>



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AIR TRANSPORTATION ADVISORY COMMITTEE

JUNE 3, 2021

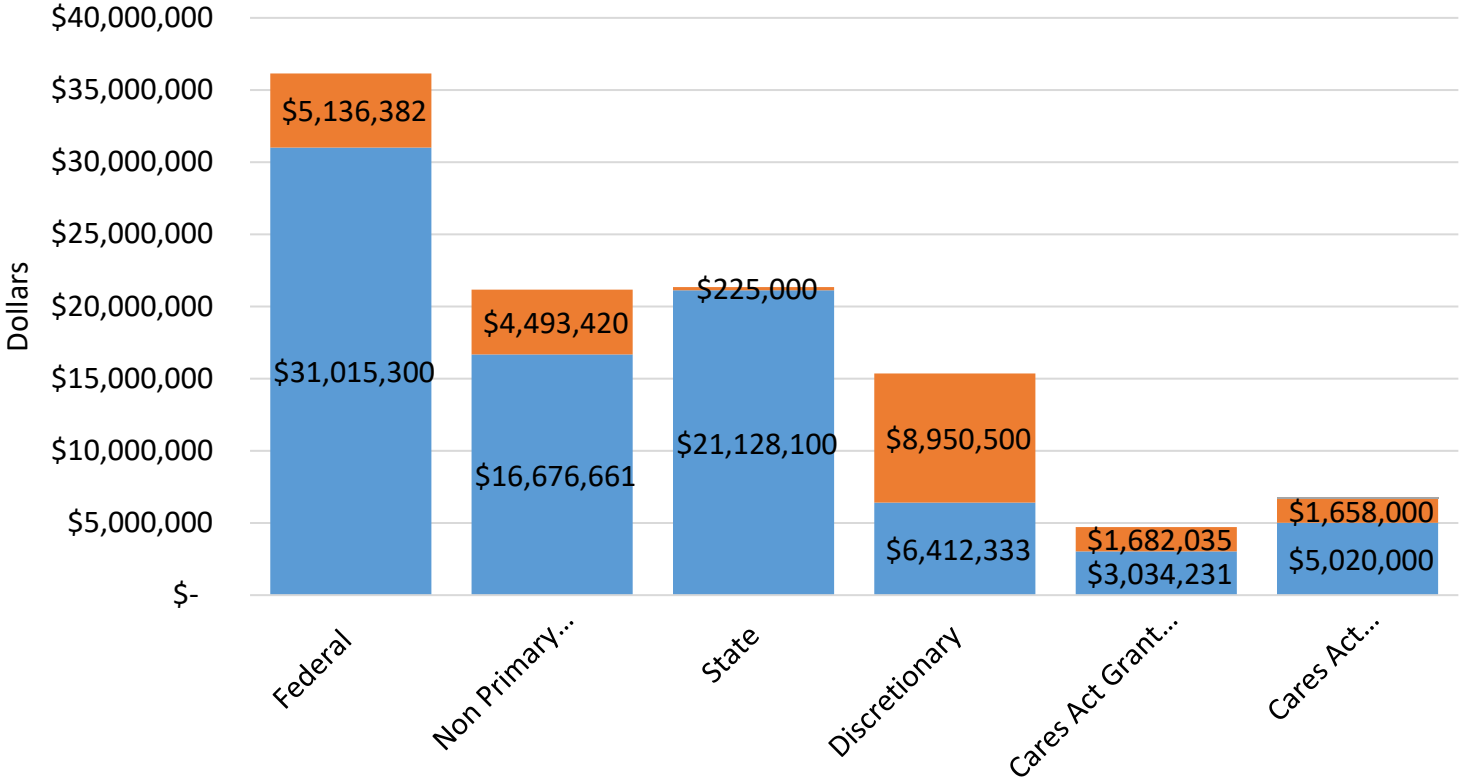


Regional Airport Funding Update
Jeff Kloska

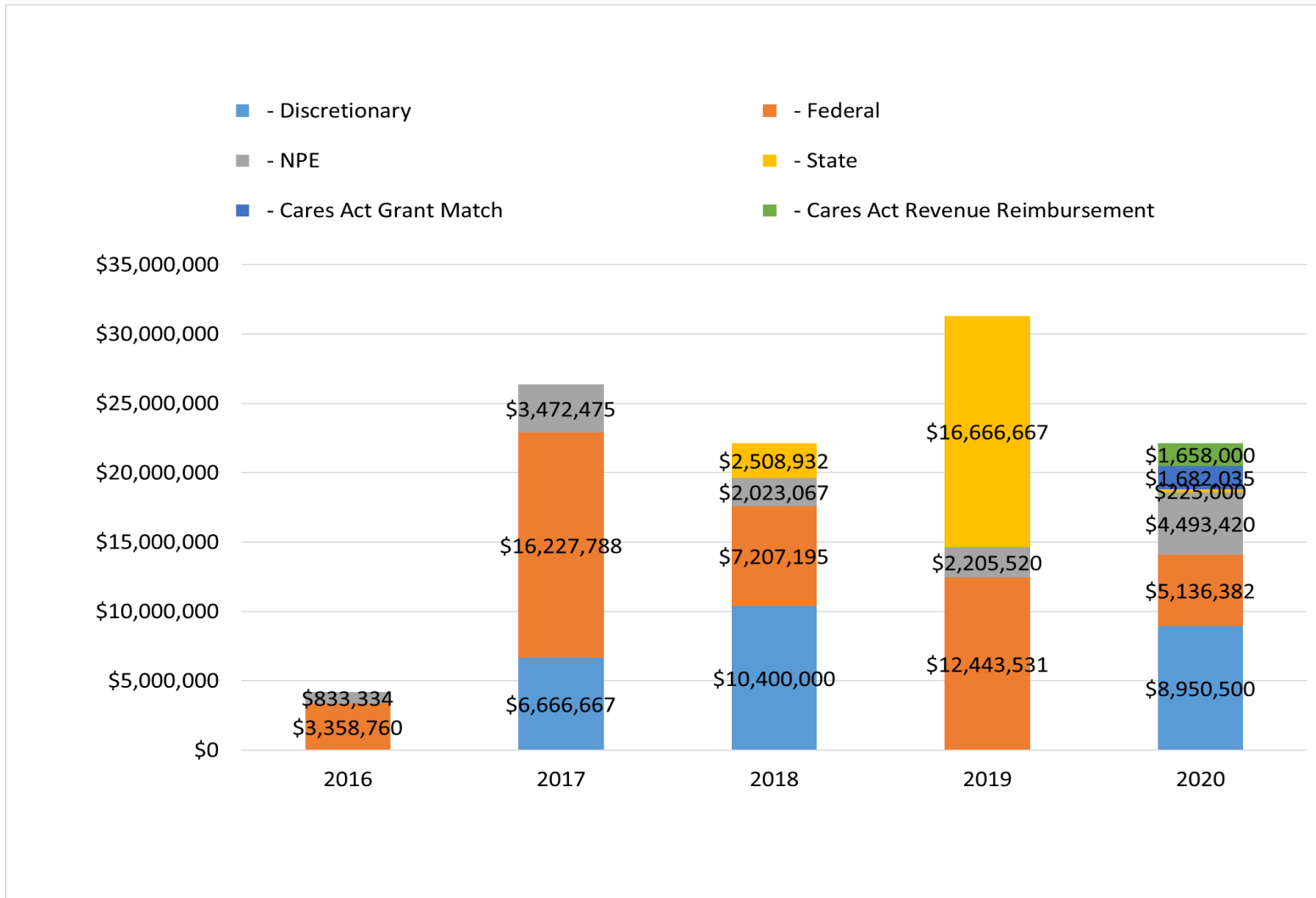
Texas Grants by Funding Source 2020

■ NCTCOG Region
■ Rest of the State

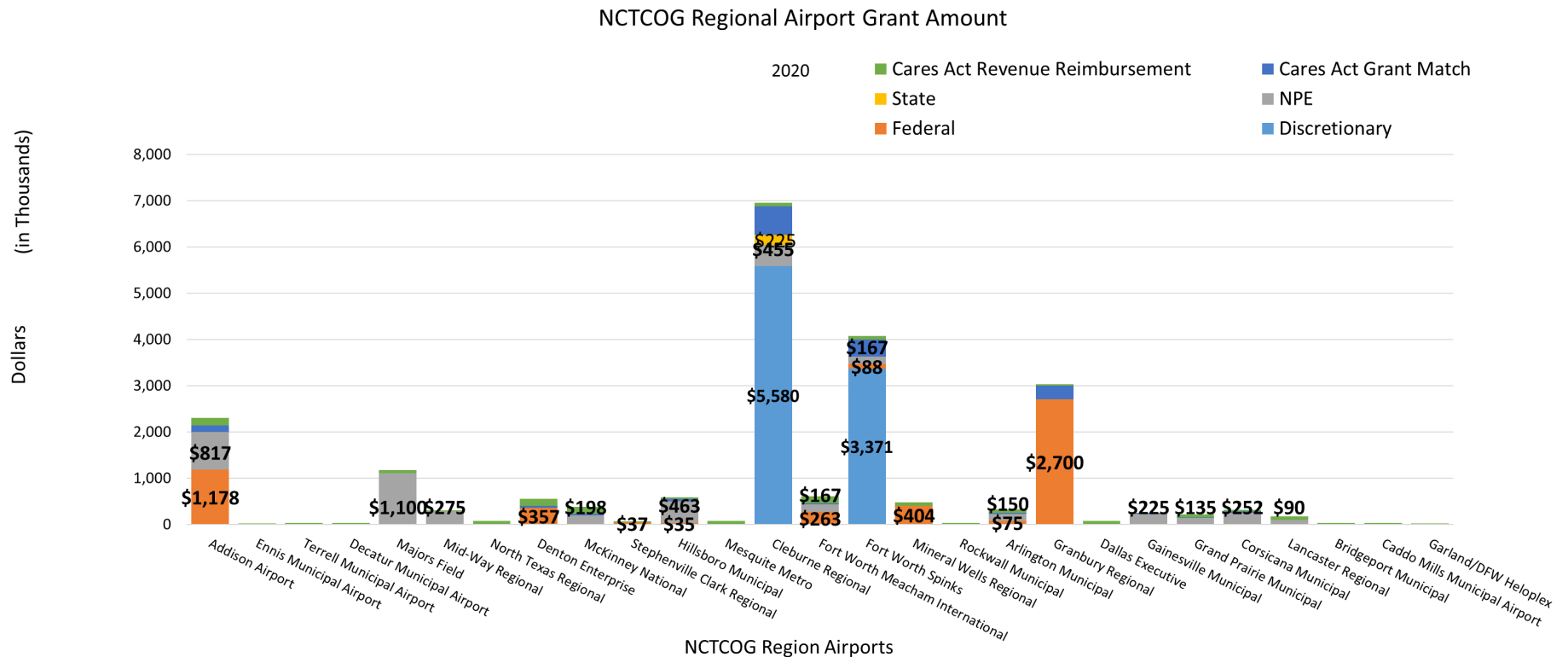
Total - \$106,173,439



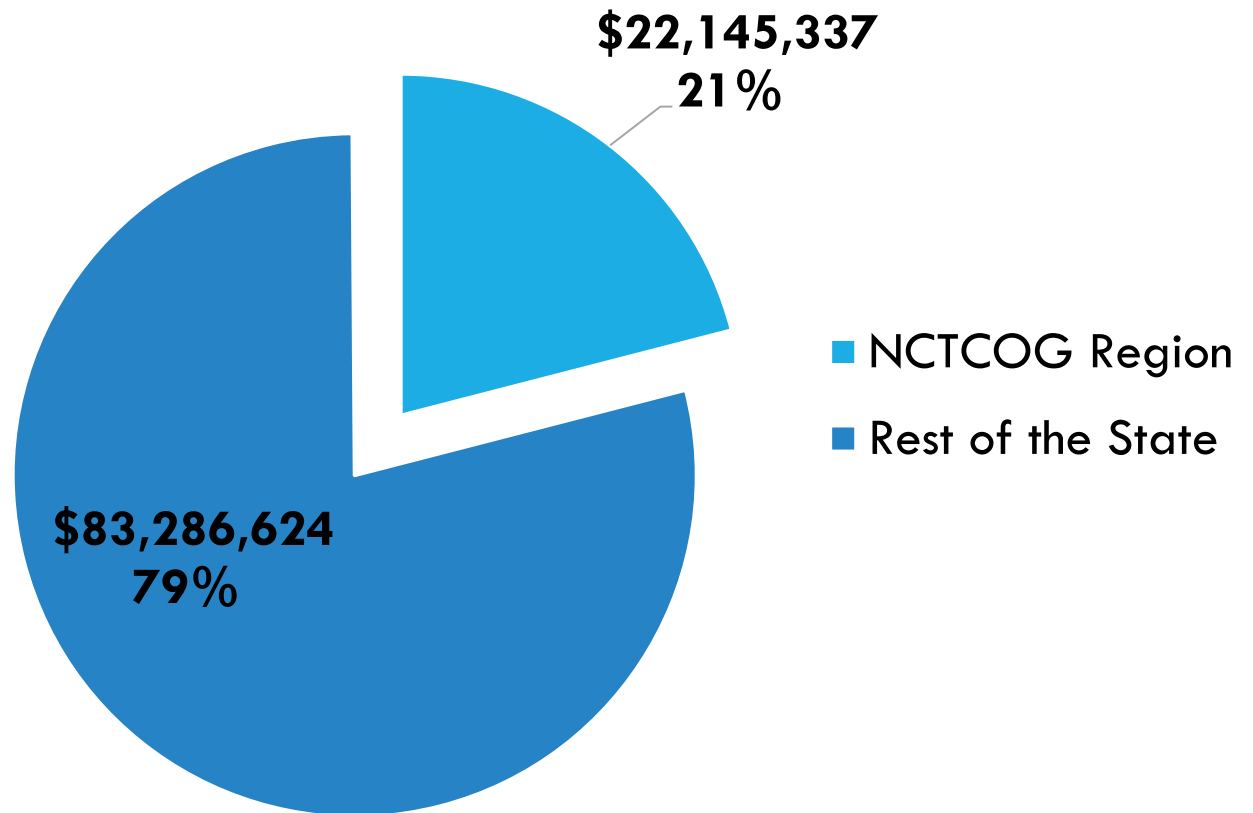
DFW Region Annual Funding Comparison



NCTCOG Regional Airport Grant Amount 2020

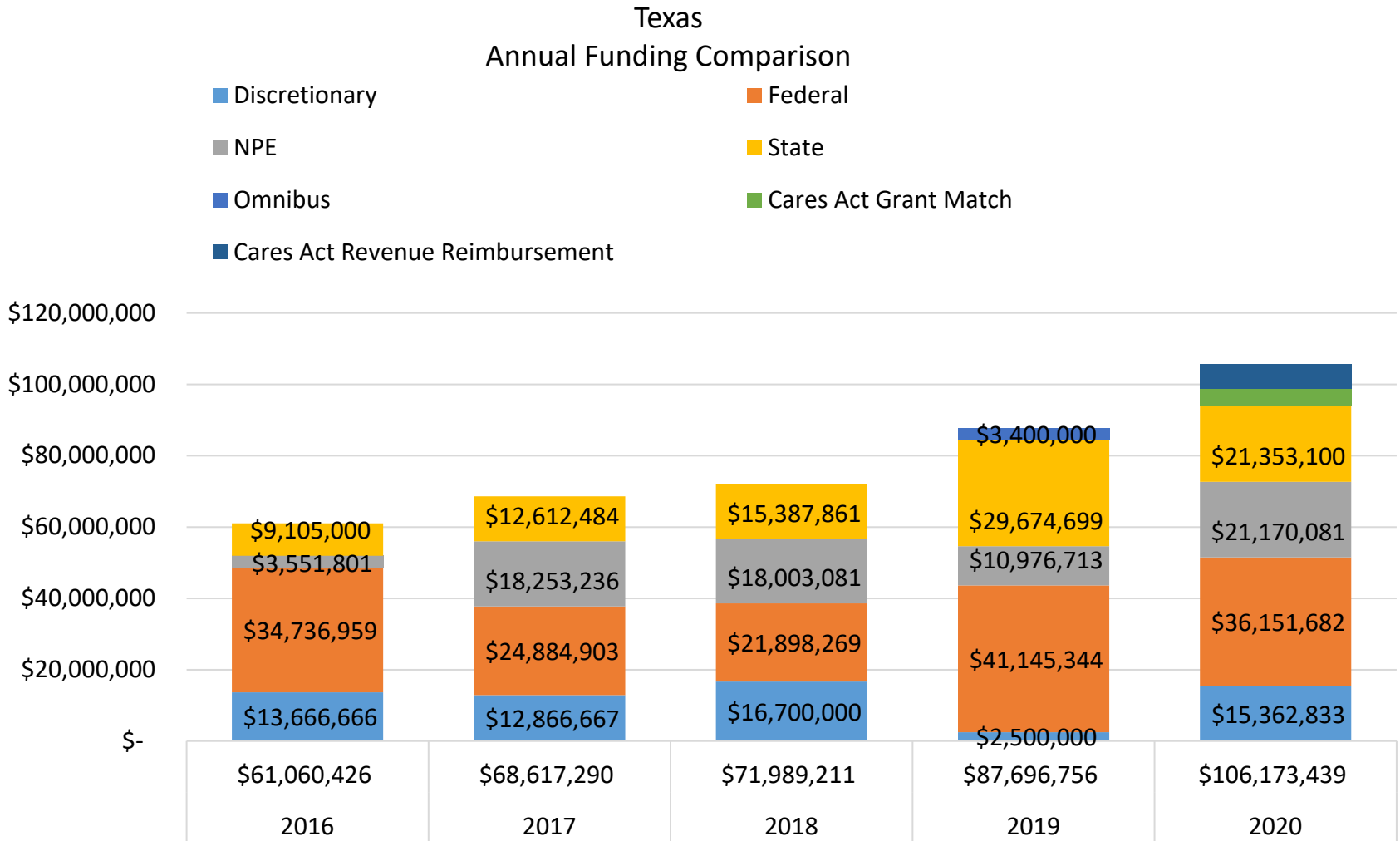


NCTCOG Region vs. Non-Regional Funding 2020



Texas

Annual Funding Comparison



Questions?

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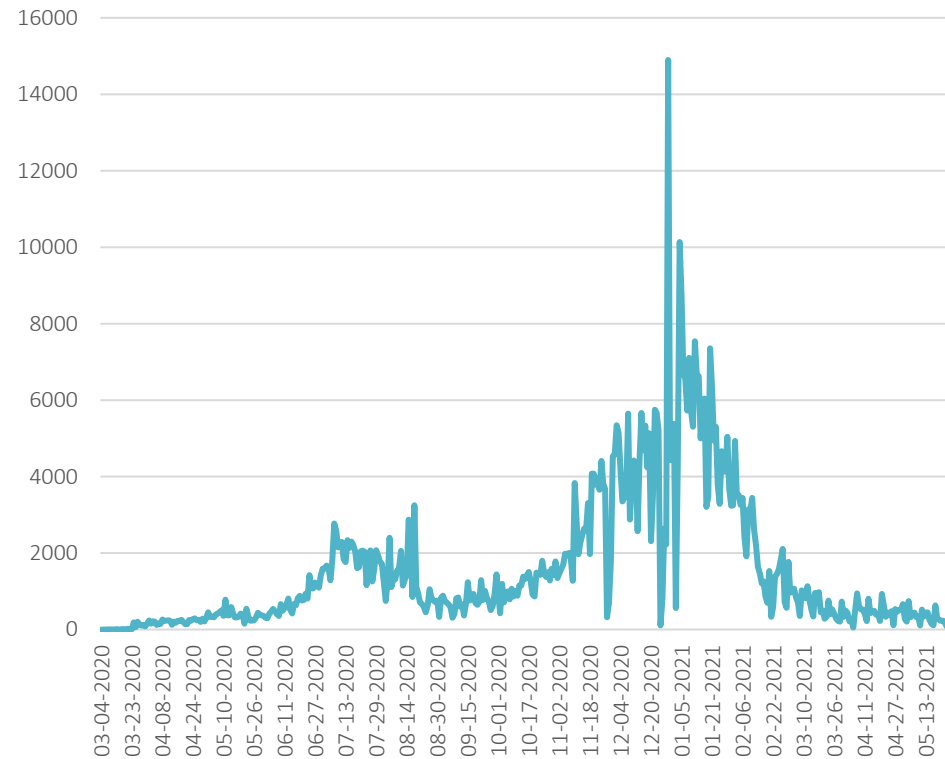
COVID-19 Effects on North Texas Aviation

Jeff Kloska | Aviation | 6.3.2021



NCTCOG Region Diagnosed New COVID -19 Cases

- Three distinct waves
- Graph only shows tested/diagnosed cases
- Testing was also limited early in the pandemic. Testing is now easily accessible



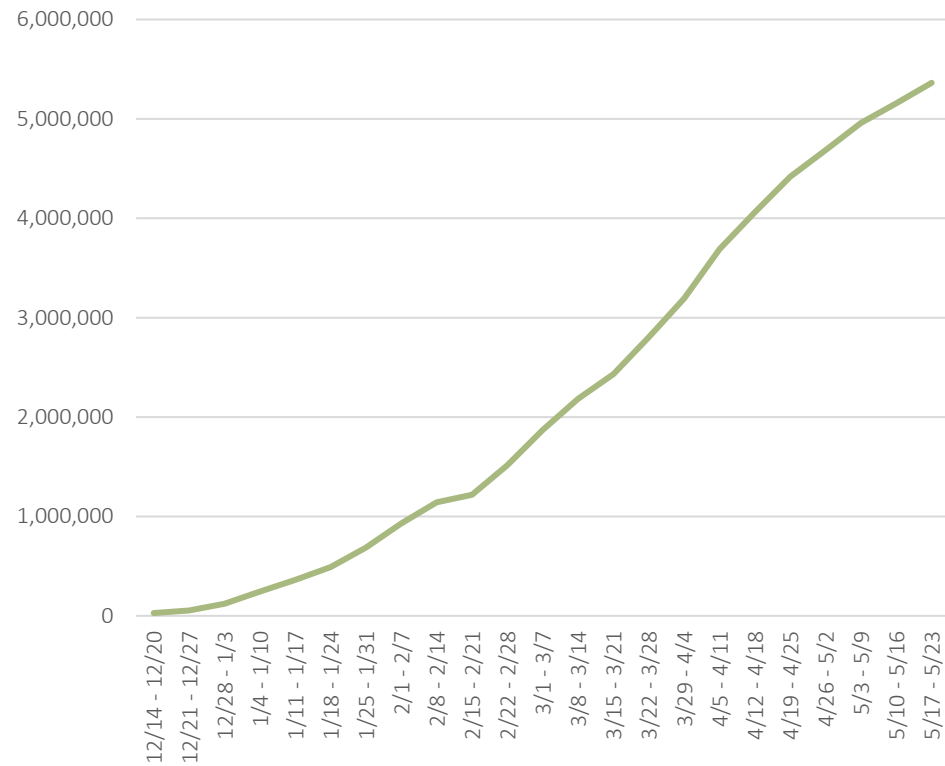
NCTCOG Weekly Vaccination Counts (NCTCOG Region)

- Three major vaccines in United States
- Moderna, Pfizer and J&J
- Texans 12 and older now eligible



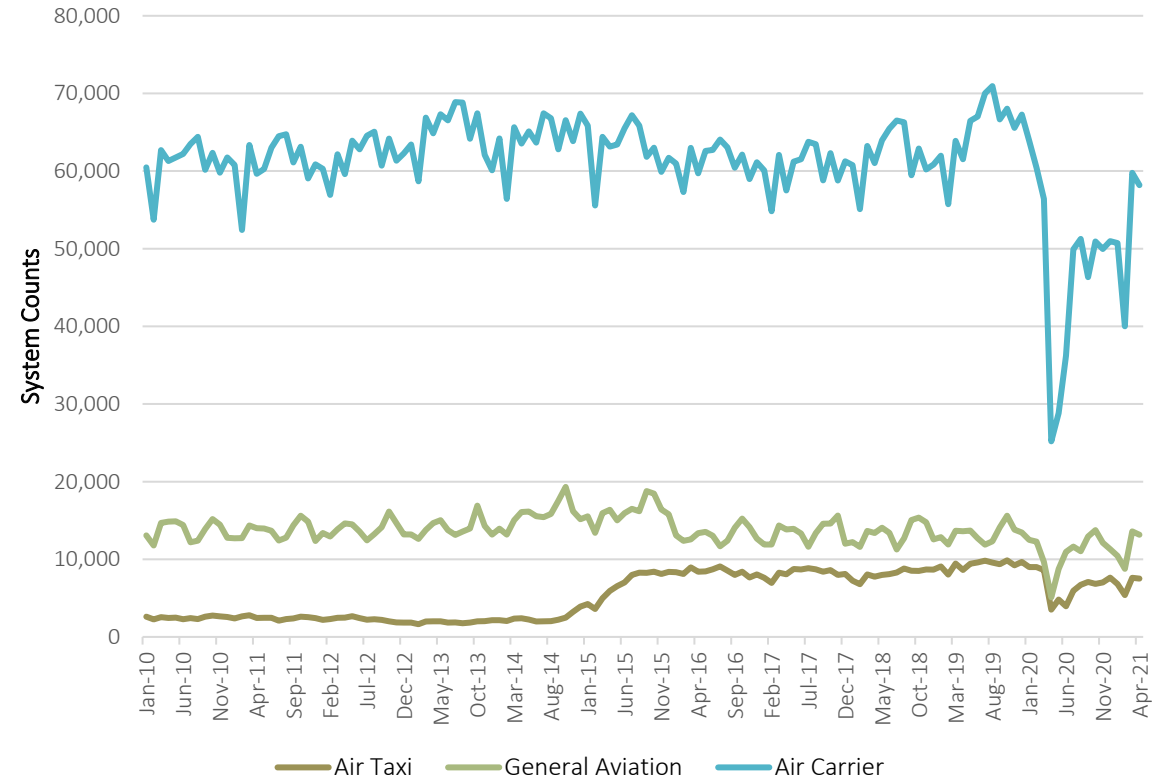
Cumulative Vaccination Status (NCTCOG Region)

- 5.4 million doses given in the 16-county area
- 21.6 million doses given statewide



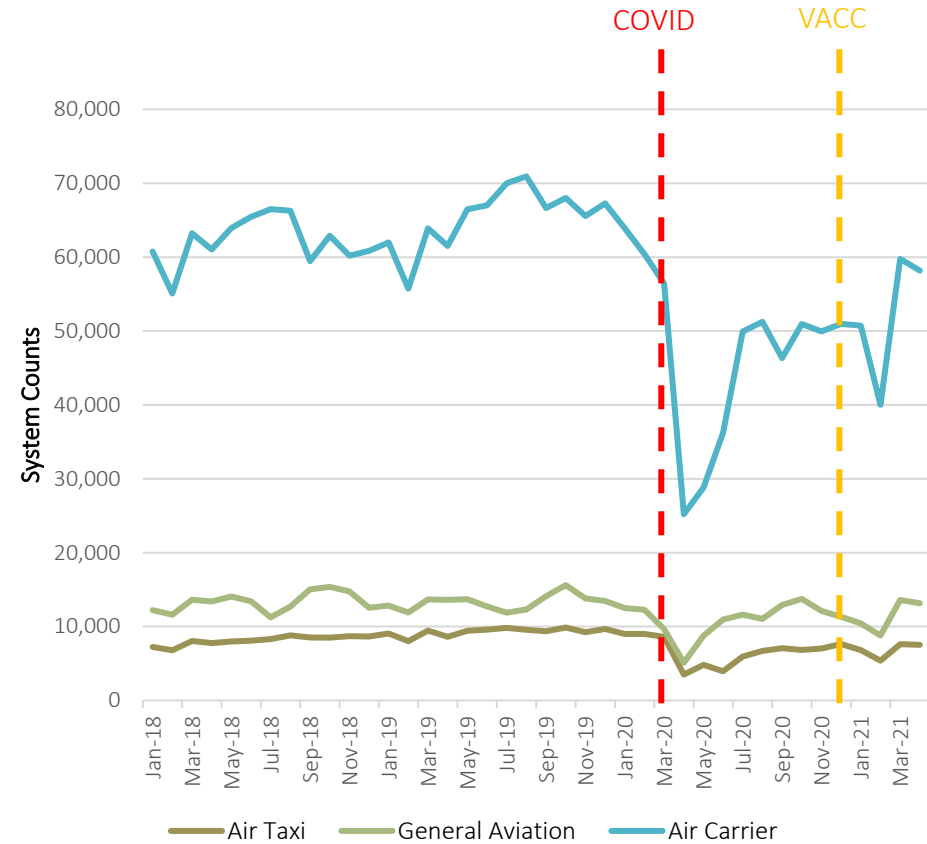
FAA TFMSC Data For NCTCOG Region 2010 -2021

- Cases begin to spread rapidly in March 2020 and significant restrictions take hold
- Bottom falls out for the aviation industry in April 2020 as people stop traveling



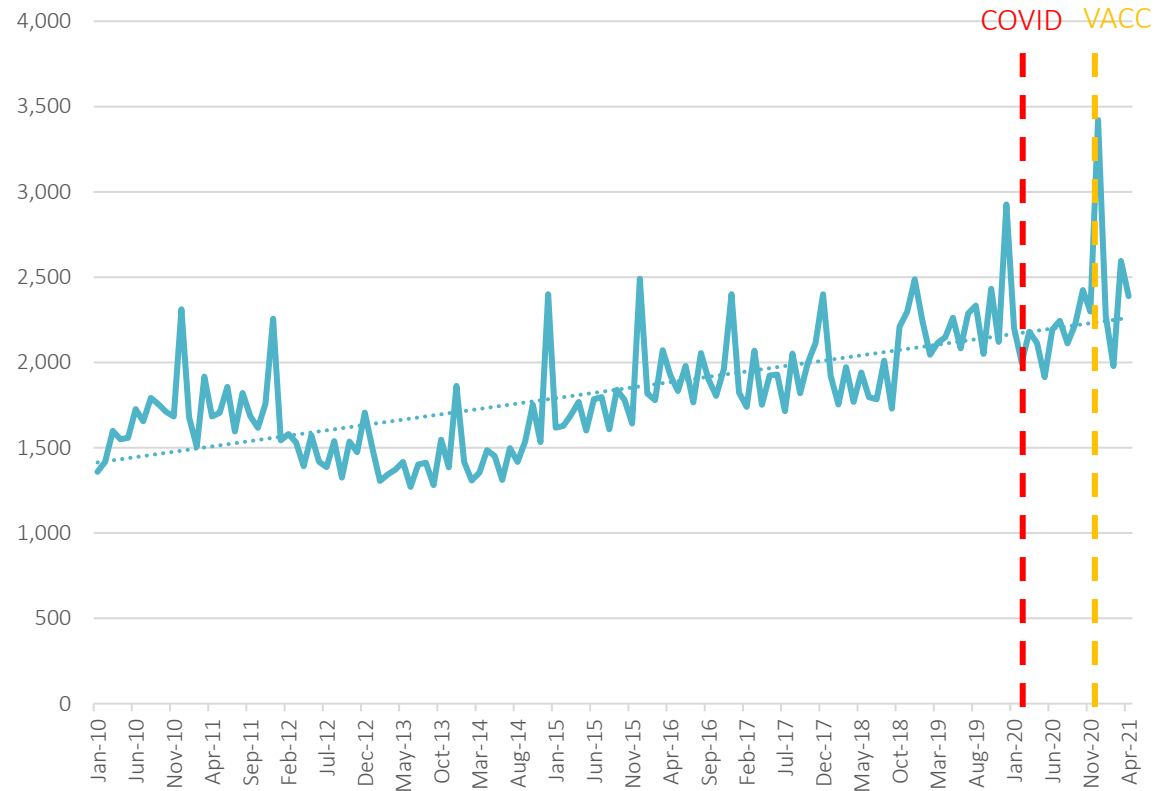
FAA TFMSC Data For NCTCOG Region 2018 -2021

- Air Carriers responded quickly to slow their cash burn
- GA quickly recovered to near pre-pandemic levels
- International travel is still highly restricted

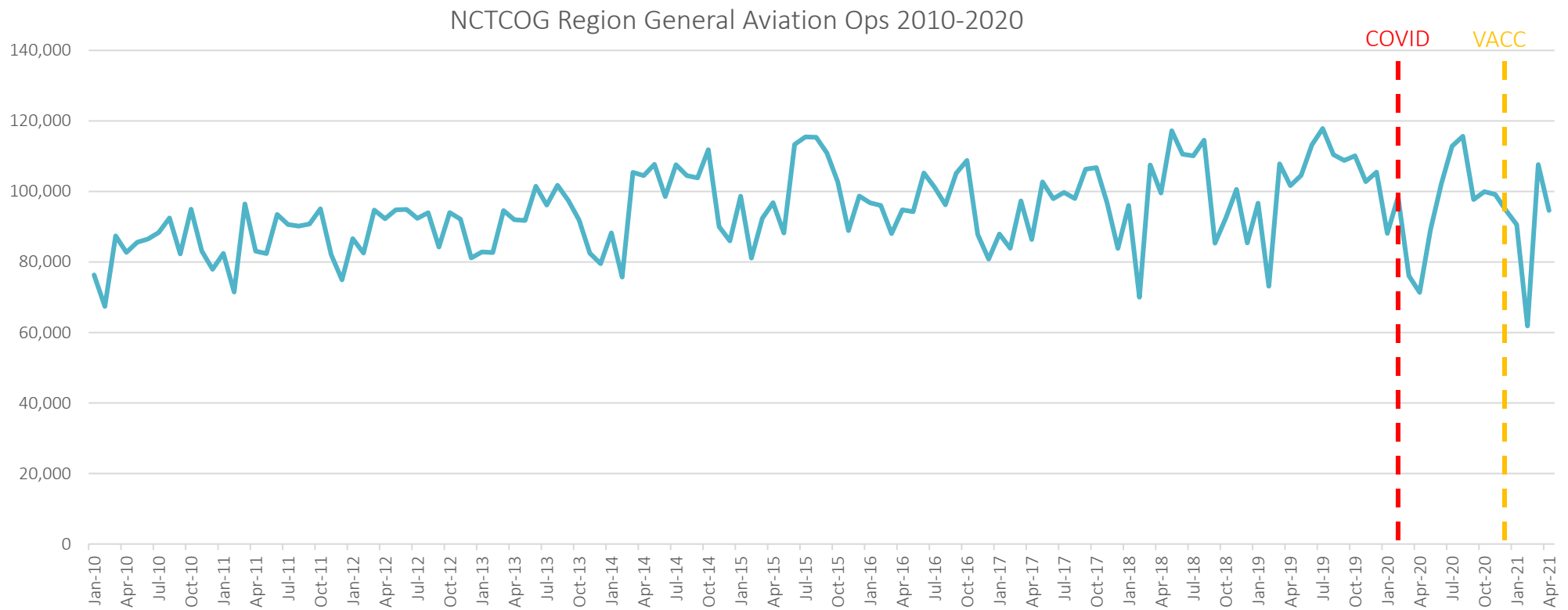


FAA TFMSC Data for NCTCOG Region 2010 -2021 (Air Freight)

- Air freight has sustained well throughout pandemic
- Lockdowns encouraged online ordering/shipping

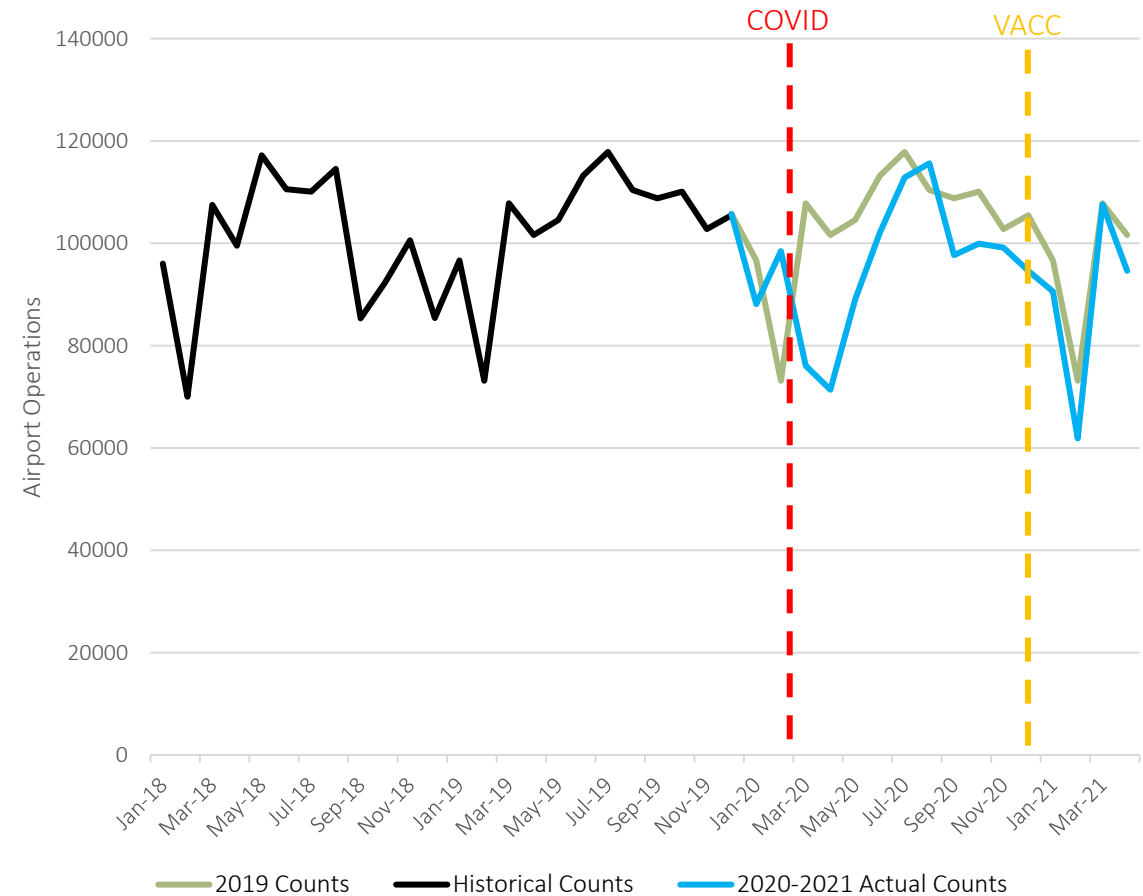


NCTCOG Region GA Operations Since 2010



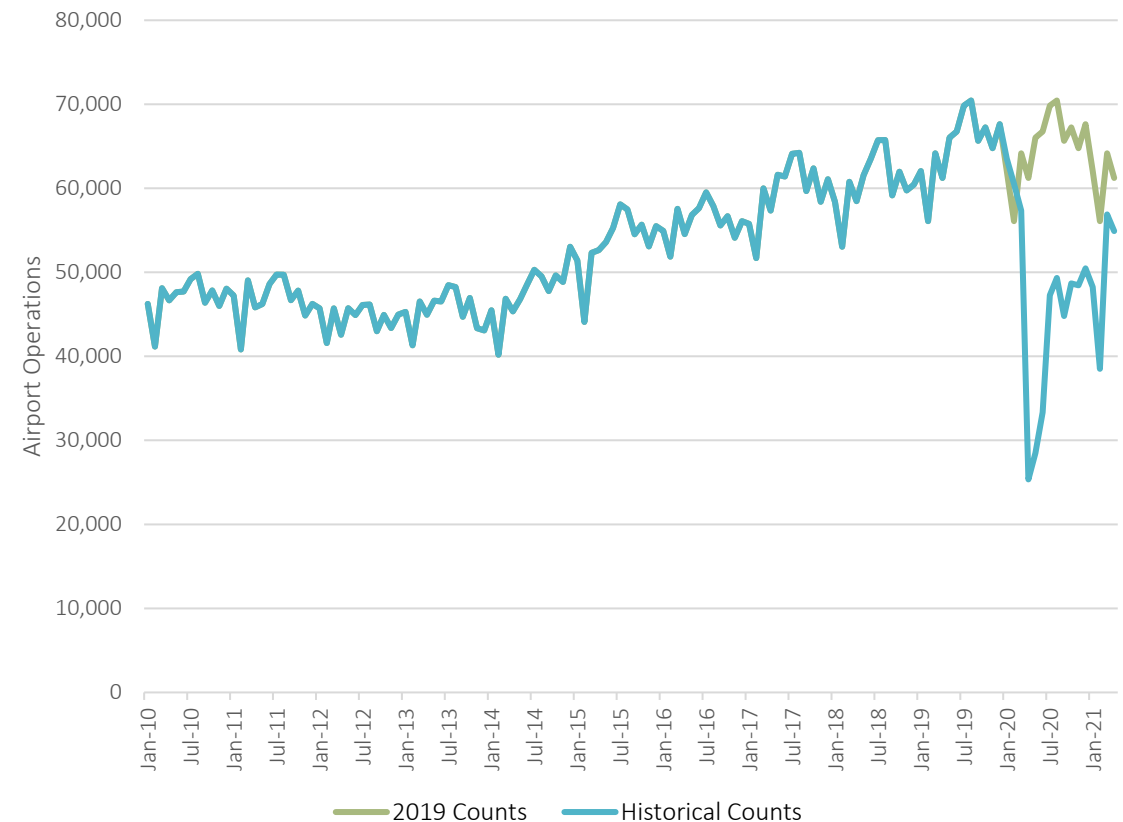
NCTCOG Region GA Operations 2019 Compared to 2020

- General Aviation's recovery was quick, but COVID restrictions still have a lasting effect
- 2020 numbers remained slightly below 2019 numbers

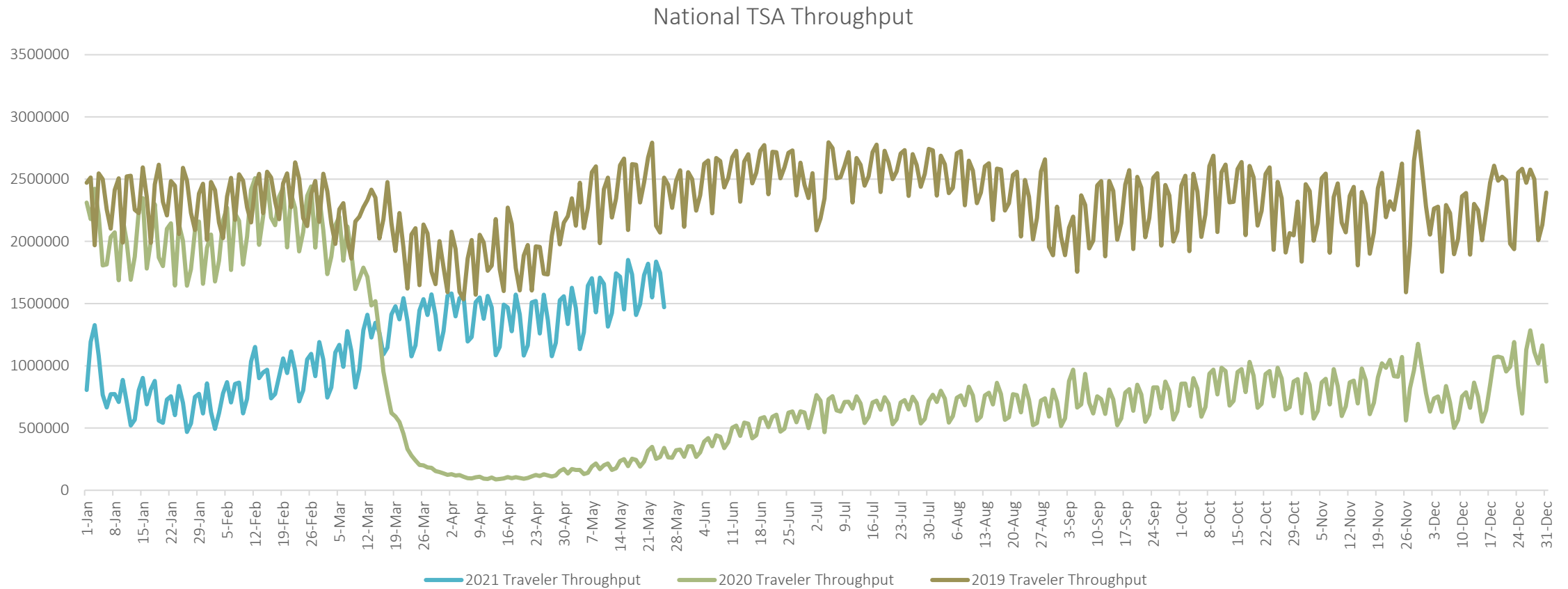


AFW – DAL – DFW Combined Commercial Operations

- Operations remain below 2019 levels but recovering quicker than anticipated.
- International travel still slow



National TSA Throughput Counts

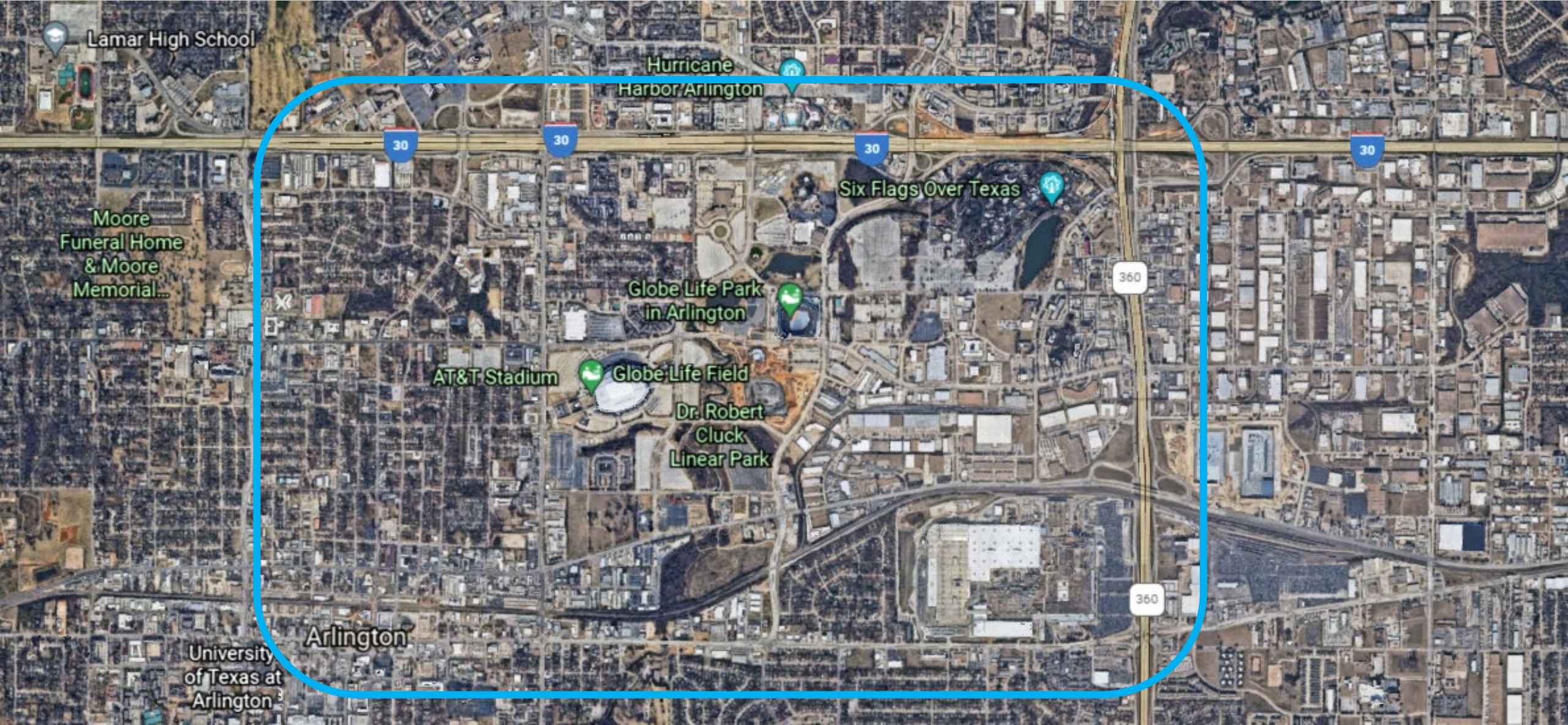


Questions/Comments?

ARLINGTON ENTERTAINMENT DISTRICT ADVANCED AIR MOBILITY PILOT PROGRAM



PILOT PROJECT FOCUS AREA



THE PROBLEM

- Reckless Drone Flights
- Lack of Routine BVLOS operations
- Lack of Institutional Know How
- Lack of Community Engagement
- Lack of Integration with Automated Vehicles

ARLINGTON ENTERTAINMENT DISTRICT ECOSYSTEM

Service Providers

- Hidden Level – Drone Detection
- TruWeather Solutions – Low Altitude Weather Monitoring
- Airspace Link – Airspace and Operations Management
- Live Earth – Situational Awareness

Operators

- City of Arlington – Tactical Public Safety Operations
- NCTCOG Public Safety Unmanned Response Team (PSURT) – Tactical Public Safety Operations
- University of Texas at Arlington – Research
- Flytrex and Causey Aviation – Small Package Delivery

Program Management

- City of Arlington
- NCTCOG
- CASA

NCTCOG/NASA ADVANCED AIR MOBILITY COMMUNITY PLANNING AND INTEGRATION AGREEMENT (NONFUNDED)

NASA has agreed to work with NCTCOG and other regional partners to:

- Address key barriers with Advanced Air Mobility (AAM) community integration towards adopting AAM services in urban areas
- Address technical barriers across vehicle design, vehicle operation, airspace design, and airspace integration that would benefit from inputs provided by local, regional and or state decision makers
- Assist NCTCOG in writing AAM related planning and integration into our Transportation Improvement Program

Next Steps

- Participate in at least four tabletop workshops to develop inputs into the local transportation plan(s). These updates would include the stakeholders, steps, and actions necessary to integrate AAM into the local or regional area multi-modal transportation systems.

NCTCOG GOALS (DRAFT)

1. Planning for scaling the Arlington Entertainment District AAM Pilot Program to other cities (i.e. innovation zones, entertainment districts, etc.)
2. Planning to support synergies between the Mineral Wells Innovation Zone and Alliance/Hillwood Mobility Innovation Zone
3. Planning of Air Taxi and Air Cargo/Package Corridors or procedures between DFW Airport and partner cities
4. Use North Texas Airports for the initial Air Taxi Network for inter- and intra-city travel
5. The development of a best practices document for public outreach, engagement and education strategy

PROPOSAL TEAM

- NCTCOG
- Hillwood/Alliance Mobility Innovation Zone
- Dallas/Fort Worth International Airport
- The Mineral Wells Innovation Zone
- City of Dallas
- City of Fort Worth
- City of Frisco
- City of Richardson
- Bell Textron
- University of North Texas
- University of Texas at Arlington
- University of Texas at Dallas
- Southern Methodist University
- Transportation Research Alliance
- AECOM
- Swanson Aviation Consultancy