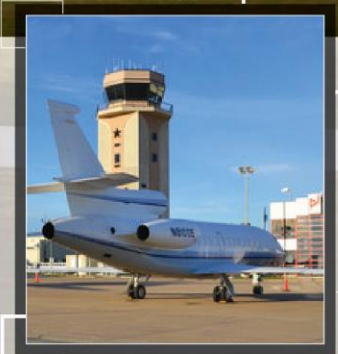


McKinney

National Airport



AIRPORT MASTER PLAN



AIRPORT MASTER PLAN

- Provides a visioning document to guide the City of McKinney and other decision makers regarding the future development of McKinney National Airport over the next 20 years.
- Evaluates the Airport's aviation demand potential.
- Addresses local, regional, and national changes in the aviation industry that could impact the development and priorities of the Airport in the years to come.

AIRPORT MASTER PLAN

- Identifies and plans for potential capital projects well in advance so that proper coordination, approvals, financing, design, and construction can take place in a timely manner.
- Obtains approval of an updated Airport Layout Plan (ALP).
- Increases stakeholder involvement and public awareness of the Airport's goals and objectives.

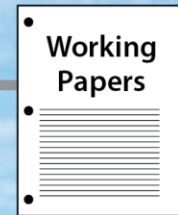
MASTER PLAN PROCESS



MASTER PLAN PROCESS



**8-9-2017
& 8-10-2017**



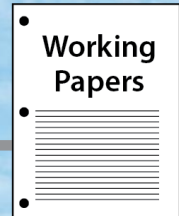
MASTER PLAN PROCESS

AIRPORT PLANS/LAND USE COMPATIBILITY

- Master Plan Concept
- Land Use Management
- Sustainability Initiatives
- ALP Drawing Set
- Environmental Overview

FINANCIAL PLAN/DEVELOPMENT PROGRAM

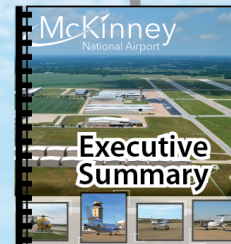
- Detailed Master Plan Facility and Land Use Plans
- Cost Estimates
- Funding Sources
- Airport Development Schedule



PAC/TAC Meeting

Public Information Workshop

**12-11-2017
& 12-12-2017**



METHODS OF STUDY INVOLVEMENT

Planning Advisory Committee (PAC) Technical Advisory Committee (TAC)

- Each group comprised of several members representing various entities (Airport, City of McKinney, other adjacent cities, County, Governmental, Tenants, Economic Development, etc.) with interest in the use and development of the Airport.
- Provided input regarding the current and future use of the Airport.
- Conducted four (4) meetings with each committee during the course of the Master Plan study process.

METHODS OF STUDY INVOLVEMENT

Public Information Workshops

- Allowed the public an opportunity to obtain information, ask questions, and provide input regarding the Master Plan.
- Six (6) workshops were conducted during the course of the Master Plan study process.

Master Plan Study Website

- <http://mckinney.airportstudy.com>

AIRPORT ROLE/ACTIVITY

Federal Level

- General Aviation Reliever Airport (National Ranking)

State Level

- General Aviation Reliever Airport

Annual Aircraft Operations

- Base Year 2016 – 120,470

Based Aircraft

- Base Year 2016 – 286



Exhibit 2H: FORECAST SUMMARY

	2016	2021	2026	2036
ATCT* OPERATIONS				
General Aviation				
Itinerant	39,224	43,500	49,700	60,000
Local	78,657	84,900	94,500	113,700
Total General Aviation Operations	117,881	128,400	144,200	173,700
Other Air Taxi	2,503	2,800	3,300	4,500
Military	86	100	100	100
Total ATCT Operations	120,470	131,300	147,600	178,300
ADJUSTED OPERATIONS**				
General Aviation				
Itinerant	41,185	45,675	52,185	63,000
Local	82,590	89,145	99,225	119,385
Total General Aviation Operations	123,775	134,820	151,410	182,385
Other Air Taxi	2,628	2,940	3,465	4,725
Military	90	105	105	105
Total Adjusted Operations	126,494	137,865	154,980	187,215
PEAK OPERATIONS FORECAST				
Annual Operations	126,494	137,865	154,980	187,215
Peak Month	12,890	14,048	15,792	19,077
Design Day	430	468	526	636
Busy Day	662	721	811	979
Design Hour	56	61	68	83
ANNUAL INSTRUMENT APPROACHES	1,316	1,460	1,671	2,033
BASED AIRCRAFT				
Single Engine Piston	221	243	268	323
Multi-Engine Piston	19	20	19	17
Turboprop	12	17	25	35
Jet	27	34	43	63
Helicopter	7	11	15	22
Totals	286	325	370	460

*ATCT - Airport Traffic Control Tower **Adjustment accounts for the hours (10:00 p.m. - 6:00 a.m.) when the ATCT is closed.

**Table 5A:
RUNWAY DESIGN CODES**

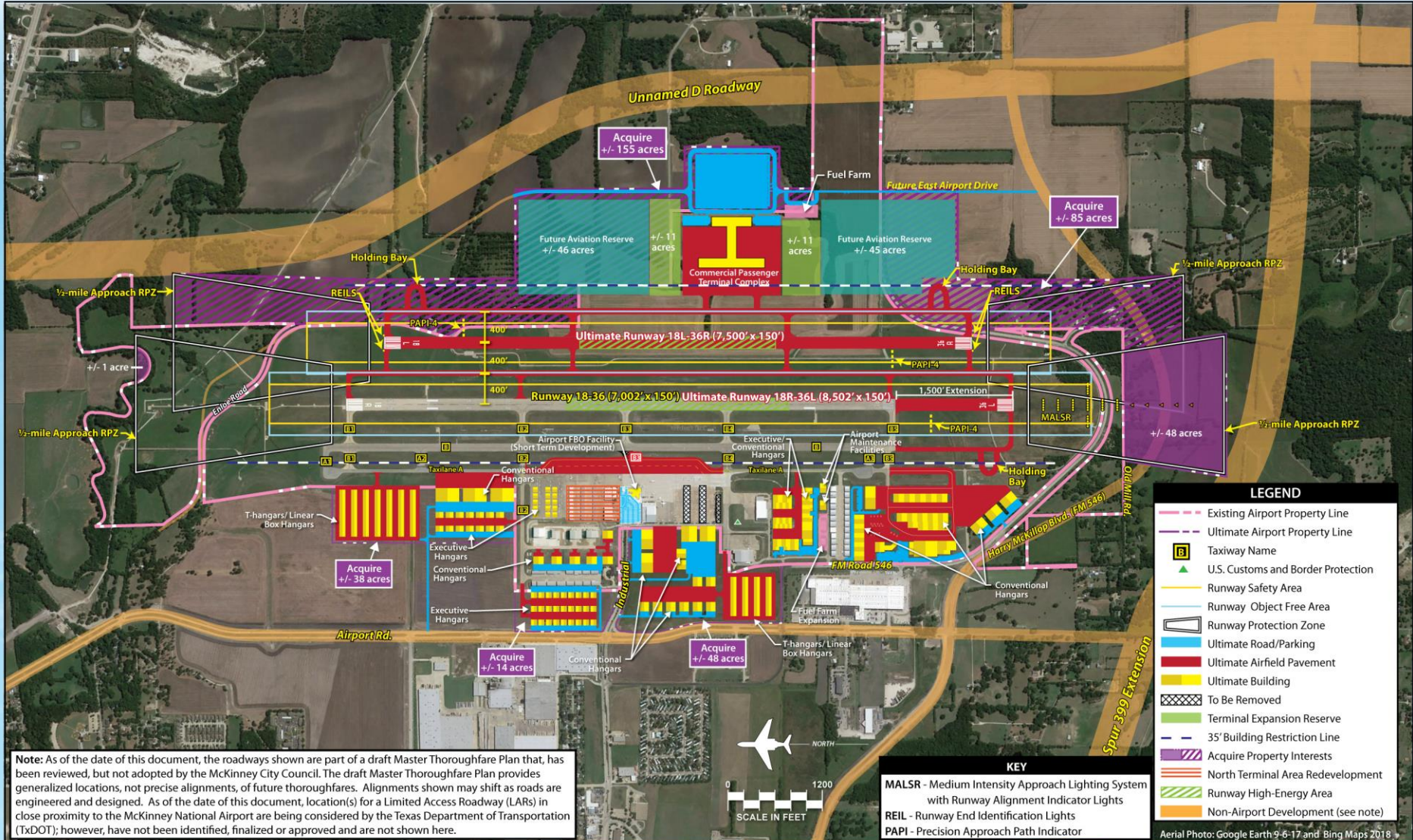
Runway	Planned Runway Design Code*
Existing 18-36 (Ultimate 18R-36L)	D-III-2400
Ultimate 18L-36R	D-III-2400

* The ultimate ARC for the Airport is D-III based upon the most demanding RDC associated with the runway system.





Exhibit 5A: MASTER PLAN CONCEPT



Note: As of the date of this document, the roadways shown are part of a draft Master Thoroughfare Plan that, has been reviewed, but not adopted by the McKinney City Council. The draft Master Thoroughfare Plan provides generalized locations, not precise alignments, of future thoroughfares. Alignments shown may shift as roads are engineered and designed. As of the date of this document, location(s) for a Limited Access Roadway (LARs) in close proximity to the McKinney National Airport are being considered by the Texas Department of Transportation (TxDOT); however, have not been identified, finalized or approved and are not shown here.

LEGEND

- Existing Airport Property Line
- Ultimate Airport Property Line
- Taxiway Name
- U.S. Customs and Border Protection
- Runway Safety Area
- Runway Object Free Area
- Runway Protection Zone
- Ultimate Road/Parking
- Ultimate Airfield Pavement
- Ultimate Building
- To Be Removed
- Terminal Expansion Reserve
- 35' Building Restriction Line
- Acquire Property Interests
- North Terminal Area Redevelopment
- Runway High-Energy Area
- Non-Airport Development (see note)

KEY

- MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
- REIL - Runway End Identification Lights
- PAPI - Precision Approach Path Indicator

Aerial Photo: Google Earth 9-6-17 and Bing Maps 2018



Exhibit 6B: CIP DEVELOPMENT STAGING

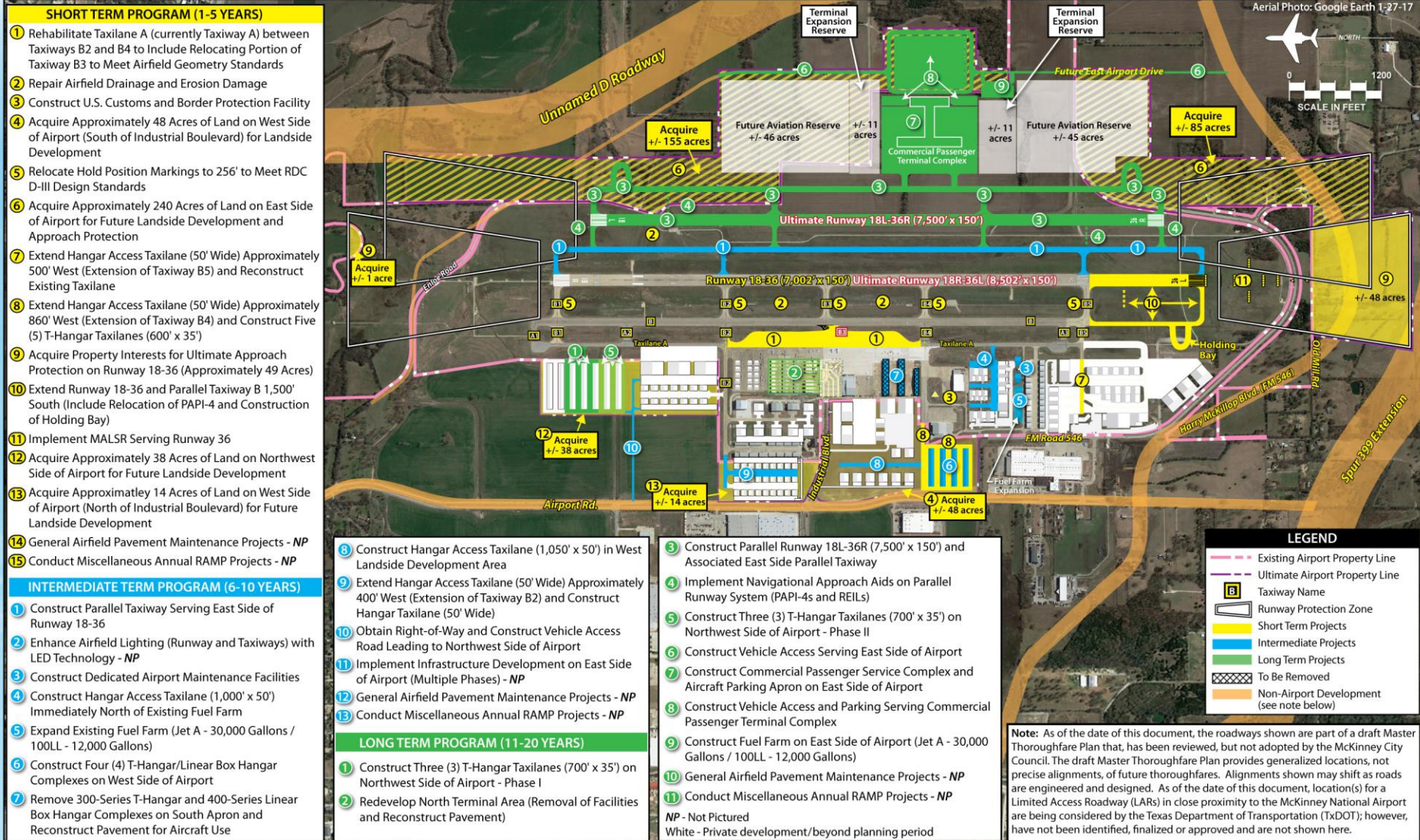




Exhibit 6A: CAPITAL IMPROVEMENT PROGRAM

Project Number and Description ¹		Development Category	Total Project Cost	FAA or TxDOT Eligible	Airport/Local Share	KEY AND NOTES
SHORT TERM PROGRAM (1-5 YEARS)						
1	Rehabilitate Taxiway A (currently Taxiway A) between Taxiways B2 and B4 to Include Relocating Portion of Taxiway B3 to Meet Airfield Geometry Standards	SS/DM/MN	\$16,586,000	\$14,927,400	\$1,658,600	Development Category SS - Safety/Security EN - Environmental MN - Maintenance EF - Efficiency DM - Demand OP - Opportunity ¹ Project implementation is dependent on federal and state grant funding and availability. ² Fuel farm expansion is eligible for NPE funds and would require the Airport to set aside up to four years of funding at \$150,000 per year. ³ For purposes of this study, it will be assumed that NPE funds will be utilized for other Airport projects in the Intermediate Term Program. A detailed listing of acronyms are provided in Chapter Six of the Master Plan.
2	Repair Airfield Drainage and Erosion Damage	SS	\$4,830,000	\$4,347,000	\$483,000	
3	Construct U.S. Customs and Border Protection Facility	DM/OP	\$5,000,000	\$4,500,000	\$500,000	
4	Acquire Approximately 48 Acres of Land on West Side of Airport (South of Industrial Boulevard) for Landside Development	DM/OP	\$16,727,000	\$15,054,300	\$1,672,700	
5	Relocate Hold Position Markings to 256' to Meet RDC D-III Design Standards	SS	\$268,300	\$241,470	\$26,830	
6	Acquire Approximately 240 Acres of Land on East Side of Airport for Future Landside Development and Approach Protection	DM/OP	\$20,908,800	\$18,817,920	\$2,090,880	
7	Extend Hangar Access Taxiway (50' Wide) Approximately 500' West (Extension of Taxiway B5) and Reconstruct Existing Taxiway	DM/OP	\$1,877,500	\$1,689,750	\$187,750	
8	Extend Hangar Access Taxiway (50' Wide) Approximately 860' West (Extension of Taxiway B4) and Construct Five (5) T-Hangar Taxiways (600' x 35')	DM/OP	\$10,138,600	\$9,124,740	\$1,013,860	
9	Acquire Property Interests for Ultimate Approach Protection on Runway 18-36 (Approximately 49 Acres)	SS	\$4,268,900	\$3,842,010	\$426,890	
10	Extend Runway 18-36 and Parallel Taxiway B 1,500' South (Include Relocation of PAPI-4 and Construction of Holding Bay)	DM	\$16,951,500	\$15,256,350	\$1,695,150	
11	Implement MALS/R Serving Runway 36	SS	\$2,033,400	\$1,830,060	\$203,340	
12	Acquire Approximately 38 Acres of Land on Northwest Side of Airport for Future Landside Development	DM/OP	\$13,242,200	\$11,917,980	\$1,324,220	
13	Acquire Approximately 14 Acres of Land on West Side of Airport (North of Industrial Boulevard) for Future Landside Development	DM/OP	\$4,878,700	\$4,390,830	\$487,870	
14	General Airfield Pavement Maintenance Projects	MN	\$500,000	\$450,000	\$50,000	
15	Conduct Miscellaneous Annual RAMP Projects	SS/MN	\$500,000	\$250,000	\$250,000	
SHORT TERM PROGRAM TOTAL			\$118,710,900	\$106,639,810	\$12,071,090	
INTERMEDIATE TERM PROGRAM (6-10 YEARS)						
1	Construct Parallel Taxiway Serving East Side of Runway 18-36	EF/DM	\$33,347,900	\$30,013,110	\$3,334,790	
2	Enhance Airfield Lighting (Runway and Taxiways) with LED Technology	EF/MN	\$600,500	\$540,450	\$60,050	
3	Construct Dedicated Airport Maintenance Facilities	MN	\$1,300,000	\$0	\$1,300,000	
4	Construct Hangar Access Taxiway (1,000' x 50') Immediately North of Existing Fuel Farm	DM/OP	\$2,230,400	\$2,007,360	\$223,040	
5	Expand Existing Fuel Farm (Jet A - 30,000 Gallons / 100LL - 12,000 Gallons) ²	DM	\$2,153,000	\$600,000	\$1,553,000	
6	Construct Four (4) T-Hangar/Linear Box Hangar Complexes on West Side of Airport ³	DM	\$3,667,300	\$0	\$3,667,300	
7	Remove 300-Series T-Hangar and 400-Series Linear Box Hangar Complexes on South Apron and Reconstruct Pavement for Aircraft Use	DM/OP	\$7,110,500	\$6,399,450	\$711,050	
8	Construct Hangar Access Taxiway (1,050' x 50') in West Landside Development Area	DM/OP	\$4,544,300	\$4,089,870	\$454,430	
9	Extend Hangar Access Taxiway (50' Wide) Approximately 400' West (Extension of Taxiway B2) and Construct Hangar Taxiway (50' Wide)	DM/OP	\$3,823,600	\$3,441,240	\$382,360	
10	Obtain Right-of-Way and Construct Vehicle Access Road Leading to Northwest Side of Airport	DM/OP	\$3,313,400	\$1,656,700	\$1,656,700	
11	Implement Infrastructure Development on East Side of Airport (Multiple Phases)	DM/OP	\$7,149,900	\$0	\$7,149,900	
12	General Airfield Pavement Maintenance Projects	MN	\$500,000	\$450,000	\$50,000	
13	Conduct Miscellaneous Annual RAMP Projects	SS/MN	\$500,000	\$250,000	\$250,000	
INTERMEDIATE TERM PROGRAM TOTAL			\$70,240,800	\$49,448,180	\$20,792,620	
LONG TERM PROGRAM (11-20 YEARS)						
1	Construct Three (3) T-Hangar Taxiways (700' x 35') on Northwest Side of Airport - Phase I	DM	\$4,718,600	\$4,246,740	\$471,860	
2	Redevelop North Terminal Area (Removal of Facilities and Reconstruct Pavement)	DM/OP	\$7,582,700	\$6,553,800	\$1,028,900	
3	Construct Parallel Runway 18L-36R (7,500' x 150') and Associated East Side Parallel Taxiway	EN/DM	\$114,683,300	\$103,214,970	\$11,468,330	
4	Implement Navigational Approach Aids on Parallel Runway System (PAPI-4s and REILs)	SS	\$1,107,000	\$996,300	\$110,700	
5	Construct Three (3) T-Hangar Taxiways (700' x 35') on Northwest Side of Airport - Phase II	DM	\$4,293,900	\$3,864,510	\$429,390	
6	Construct Vehicle Access Serving East Side of Airport	DM/OP	\$9,968,700	\$4,984,350	\$4,984,350	
7	Construct Commercial Passenger Service Complex and Aircraft Parking Apron on East Side of Airport	DM	\$146,700,500	\$132,030,450	\$14,670,050	
8	Construct Vehicle Access and Parking Serving Commercial Passenger Terminal Complex	DM	\$37,845,600	\$34,061,400	\$3,784,560	
9	Construct Fuel Farm on East Side of Airport (Jet A - 30,000 Gallons / 100LL - 12,000 Gallons) ²	DM	\$3,765,700	\$600,000	\$3,165,700	
10	General Airfield Pavement Maintenance Projects	MN	\$1,000,000	\$900,000	\$100,000	
11	Conduct Miscellaneous Annual RAMP Projects	SS/MN	\$1,000,000	\$500,000	\$500,000	
LONG TERM PROGRAM TOTAL			\$332,666,000	\$291,952,160	\$40,713,840	
TOTAL PROGRAM COSTS			\$521,617,700	\$448,040,150	\$73,577,550	



	Total Project Cost	FAA or TxDOT Eligible	Airport/ Local Share
SHORT TERM PROGRAM TOTAL	\$118,710,900	\$106,639,810	\$12,071,090
INTERMEDIATE TERM PROGRAM TOTAL	\$70,240,800	\$49,448,180	\$20,792,620
LONG TERM PROGRAM TOTAL	\$332,666,000	\$291,952,160	\$40,713,840
TOTAL PROGRAM COSTS	\$521,617,700	\$448,040,150	\$73,577,550





Exhibit 5F: EXISTING NOISE CONTOURS

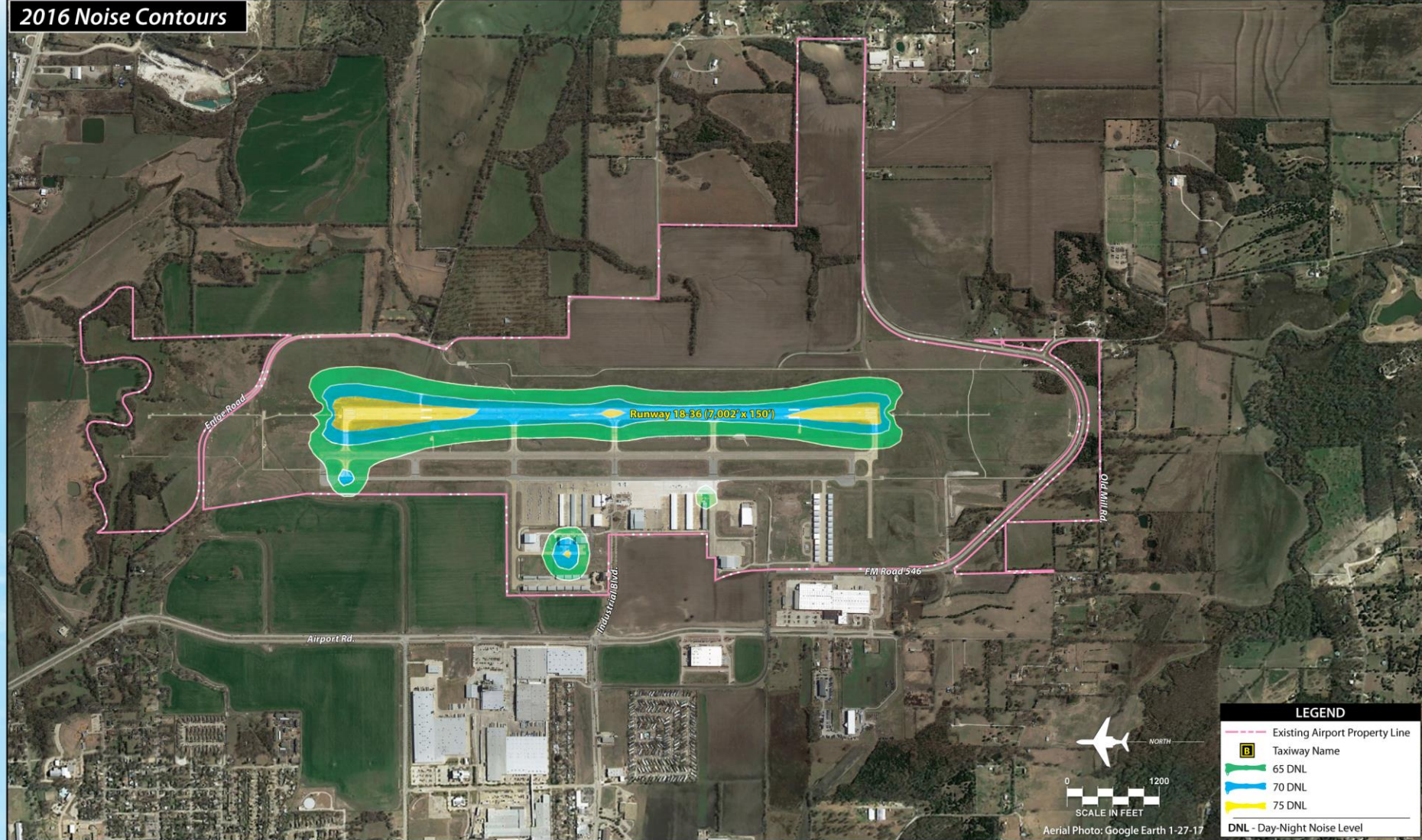
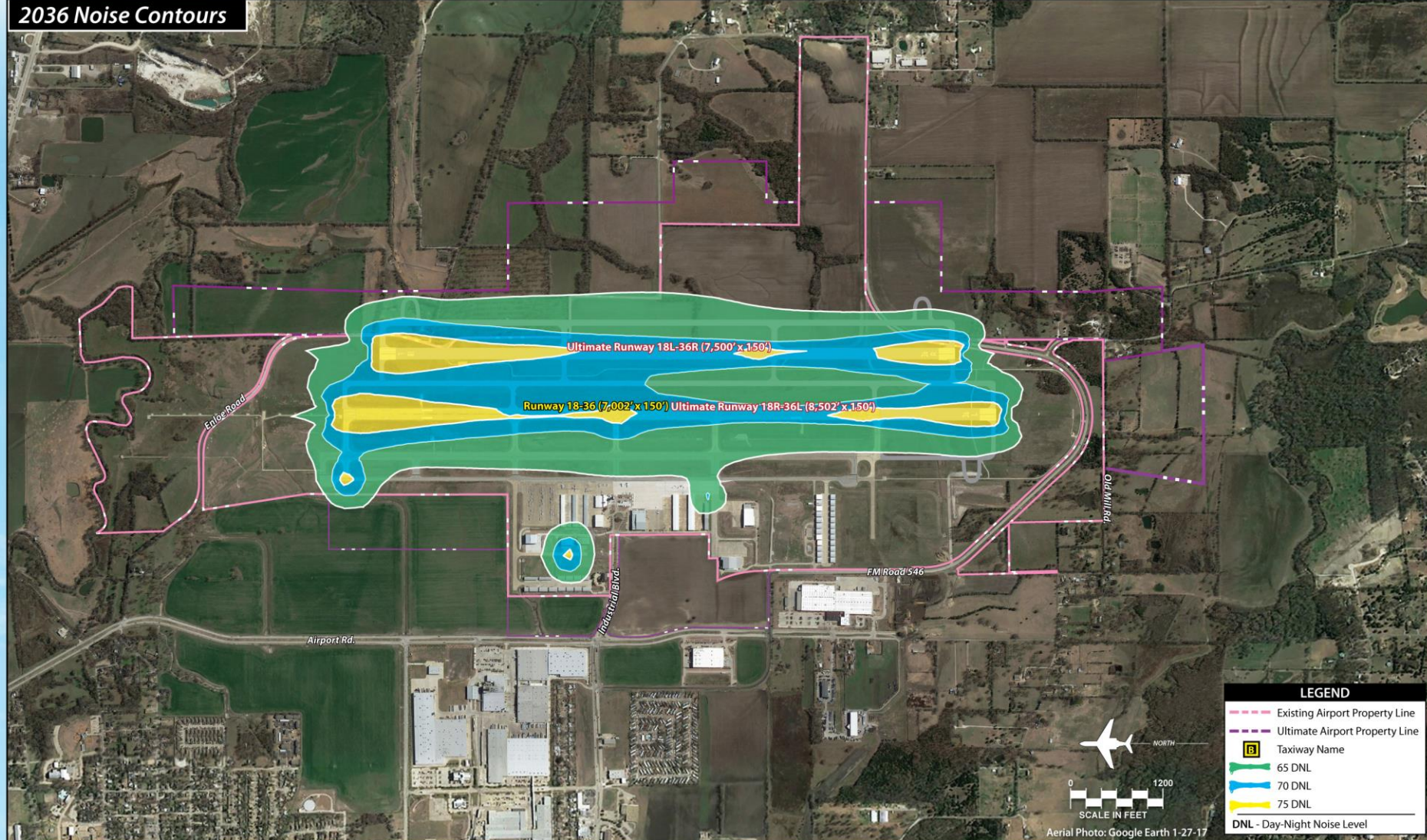


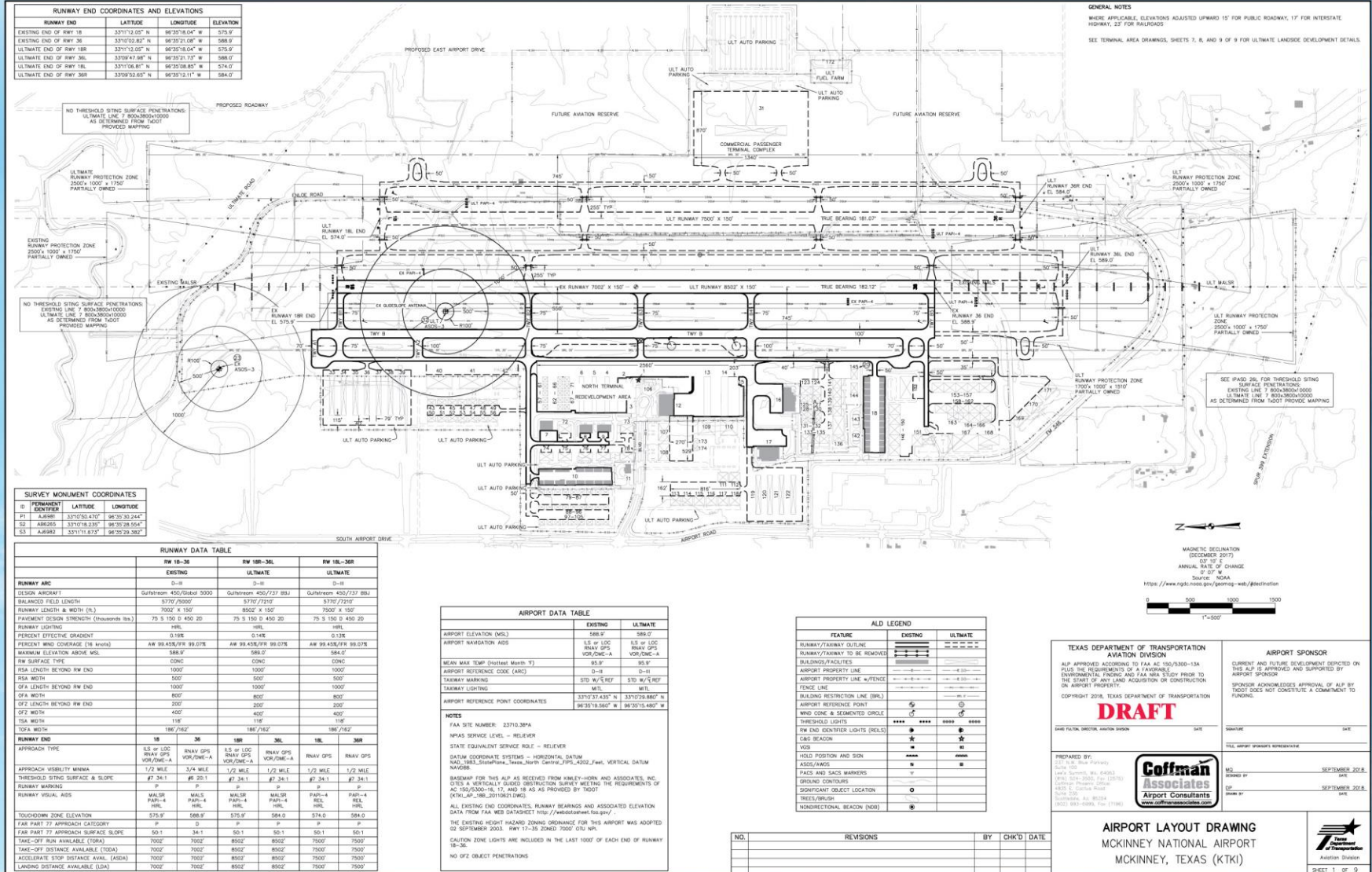


Exhibit 5G: FUTURE NOISE CONTOURS





AIRPORT LAYOUT DRAWING



NEXT STEPS

- **Submit ALP Drawing Set to TxDOT-Aviation Division for review and ultimate approval.**
- **Prepare the Final Master Plan Report.**

QUESTIONS?

