DRAFT V8

TKI

McKinney National Airport is taking off

Maximizing the commercial value of McKinney National Airport (TKI) has long been a priority of the City of McKinney and its City Council.

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McKinney National Airport at 30,000 feet

A financially self-sustaining local asset

- National General Aviation (GA) airport
- Home to Fortune 500 corporate fleets and privately-owned aircraft
- Revenues from fuel sales, hangar and office rents, ground leases, and other aeronautical services fully fund the maintenance and operation of the airfield and associated facilities
- Ad valorem tax revenue funds education, public safety, and streets, etc.

$12M	$212.7M	$3.5M
SELF-SUSTAINING ANNUAL OPERATING BUDGET	ANNUAL ECONOMIC IMPACT	FY 2022-23 AD VALOREM TAX REVENUE

Source: Texas Aviation Economic Impact Study 2018

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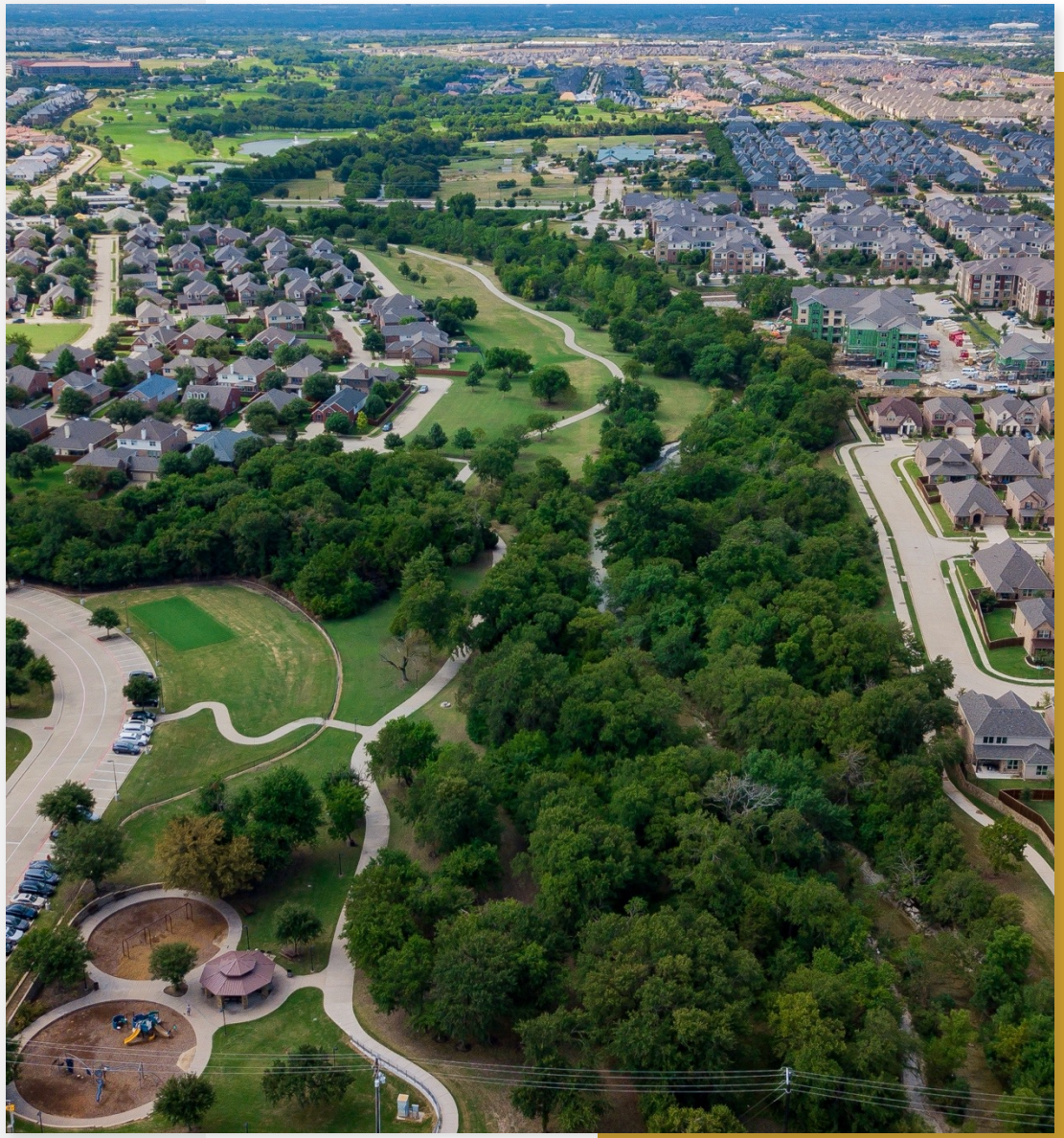
Check-in

The tremendous growth in the North Texas region plus expressed commercial air carrier interest in McKinney fuels the timing of this proposed expansion. Research demonstrates that the metroplex can support more than two commercial service airports.

McKinney is uniquely positioned to reach a desirable customer base, offering convenience to the region and competition in the market that will ultimately benefit residents of McKinney, Collin County, and North Texas.



Conceptual rendering

First-class facilities

A planned sustainable commercial air service terminal offers a transportation alternative to the large and medium hub airports within the Dallas/Fort Worth area.

State-of-the-art technology and amenities offer an **enhanced passenger experience**.

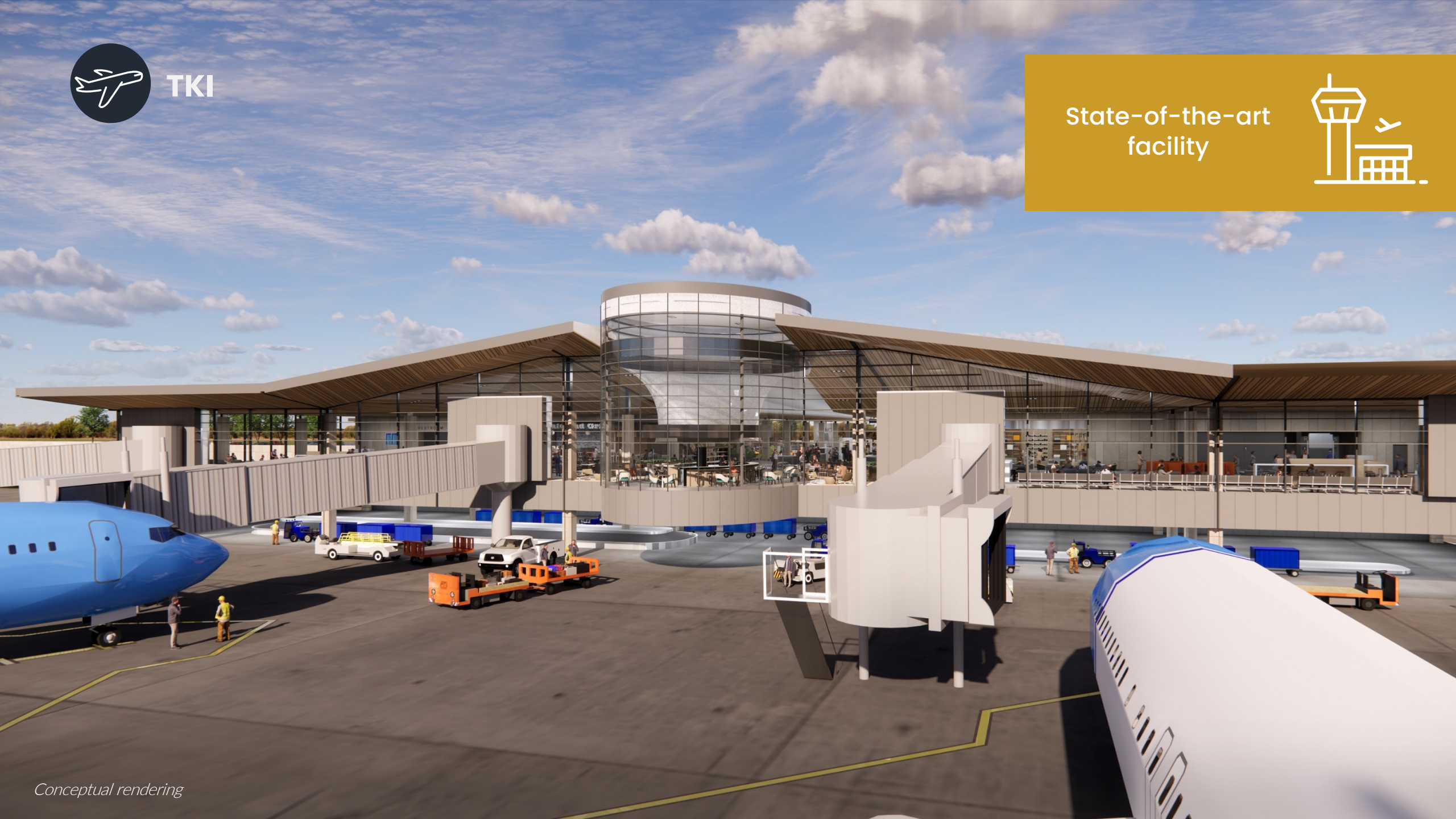
144,000 sq. ft. terminal

Ticketing & check-in area

Conceptual renderings

TKI

State-of-the-art facility



Conceptual rendering

Four Gates

Conceptual rendering

TKI

Spacious waiting areas with multiple seating options
Cafe and Grill
TKI
Conceptual rendering

Dining & Retail

Conceptual rendering

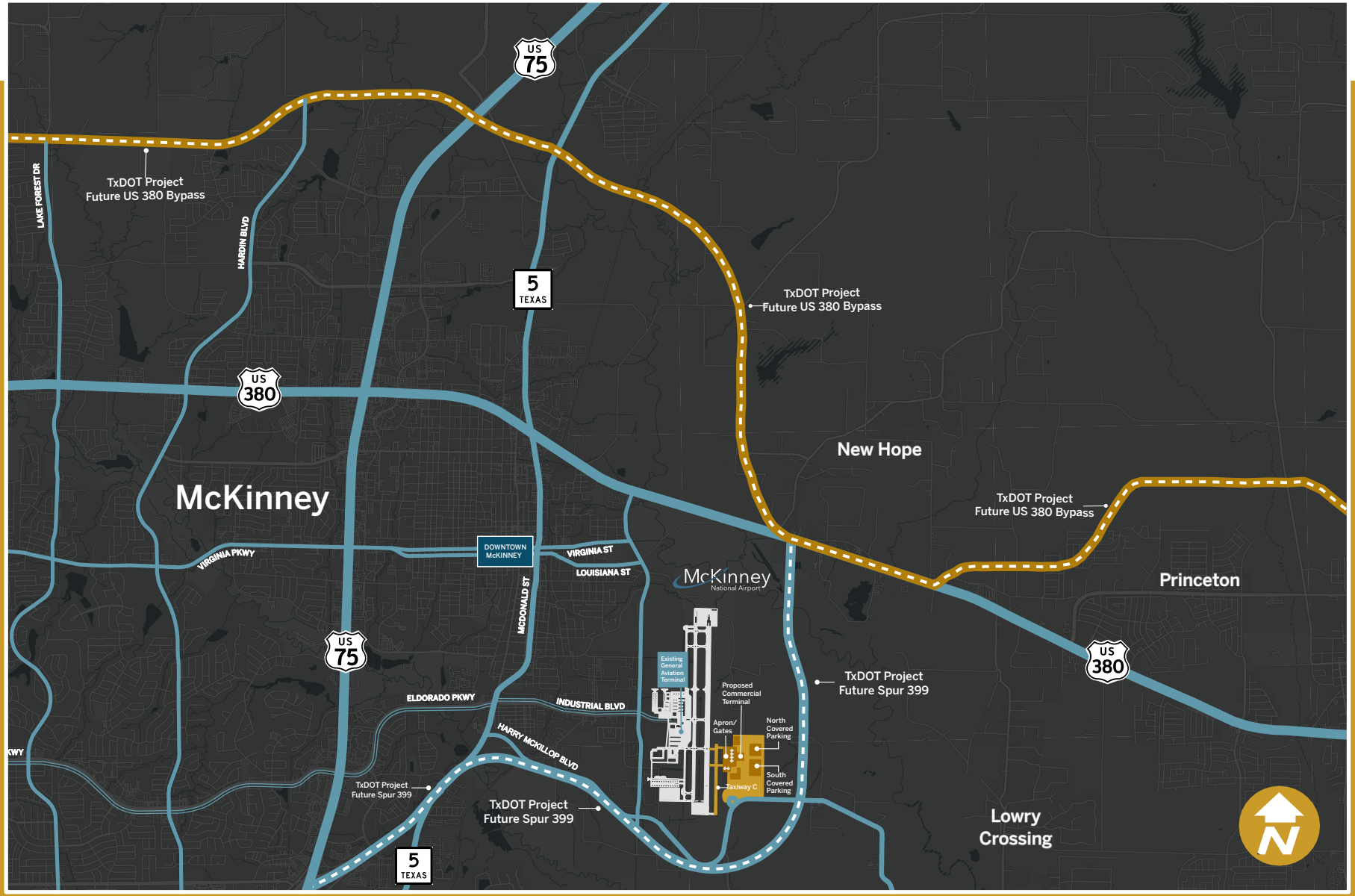
TKI

TKI

2,000 parking spaces, including covered parking and valet

Conceptual rendering

TxDOT projects U.S. 380 Bypass and Spur 399



U.S. 380 Bypass

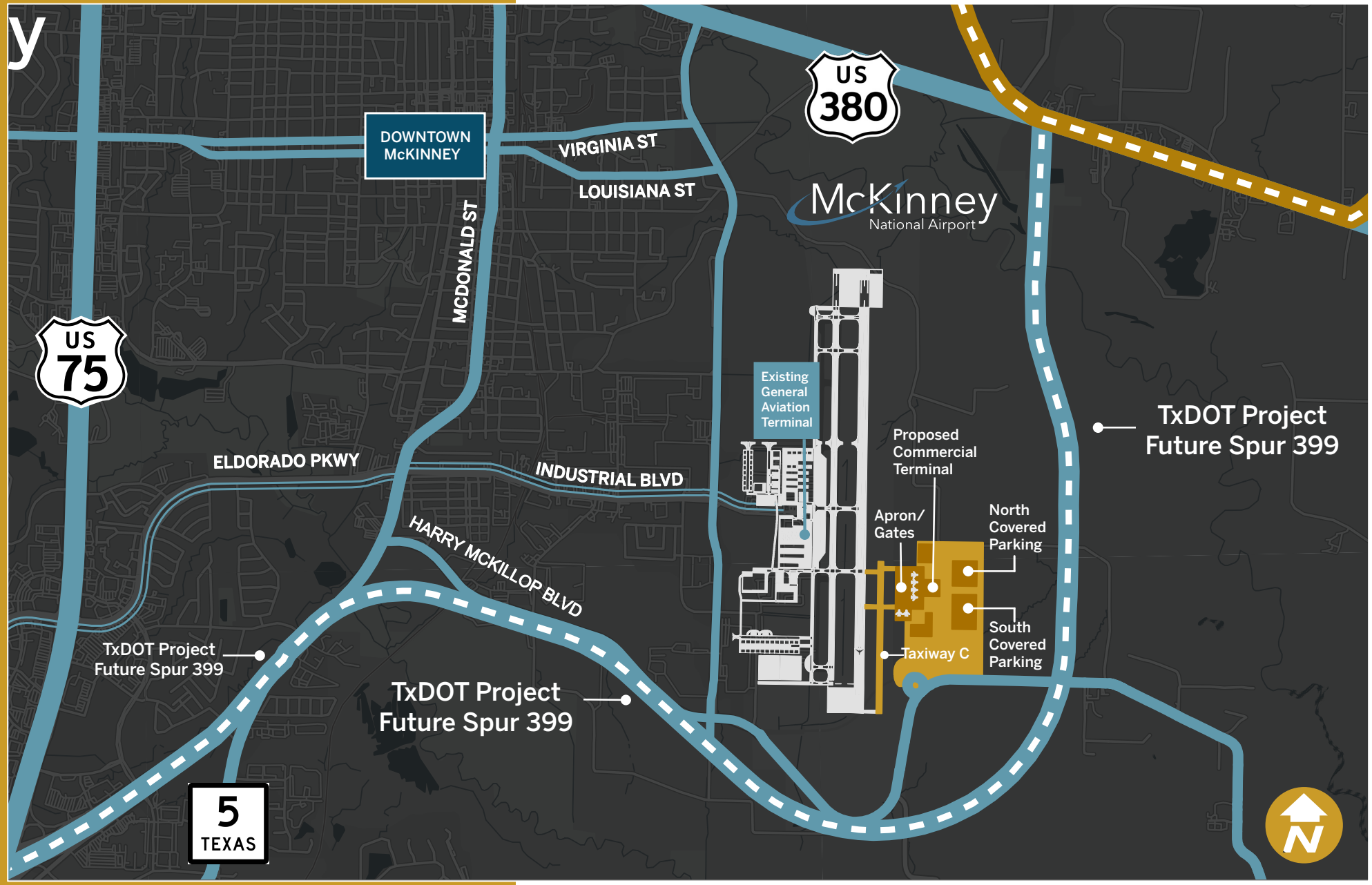
- U.S. 380 Bypass will manage congestion and east-west mobility, connectivity, traffic operations, and safety.
- An eight-lane freeway with frontage roads is proposed.

Spur 399

- TxDOT has selected the alignment east of the airport as its preferred option for the Spur 399 extension.
- A six- to eight-lane freeway with frontage roads is proposed.
- Spur 399 will improve connectivity between the eastern portion of Collin County and destinations south of McKinney.

Preliminary site plan for new commercial service terminal

- Development will be on the east side of the airport.



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Preliminary site plan for new commercial service terminal

FACILITY HIGHLIGHTS

- 144,000 square foot terminal
- 4 passenger gates
- 15-acre aircraft apron
- 2,000 parking spaces
- Taxiway C (Phase 1)

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Airlines and passengers are interested

- Initial airline discussions began in late 2019, resulting in commercial air carrier interest
- McKinney National Airport can expect 12 daily departures in the initial year and 18 daily departures by 2040
- Consumer research indicates 75% of surrounding leisure and business travelers would consider McKinney National Airport, regardless of the carrier, if competitive direct flights are offered

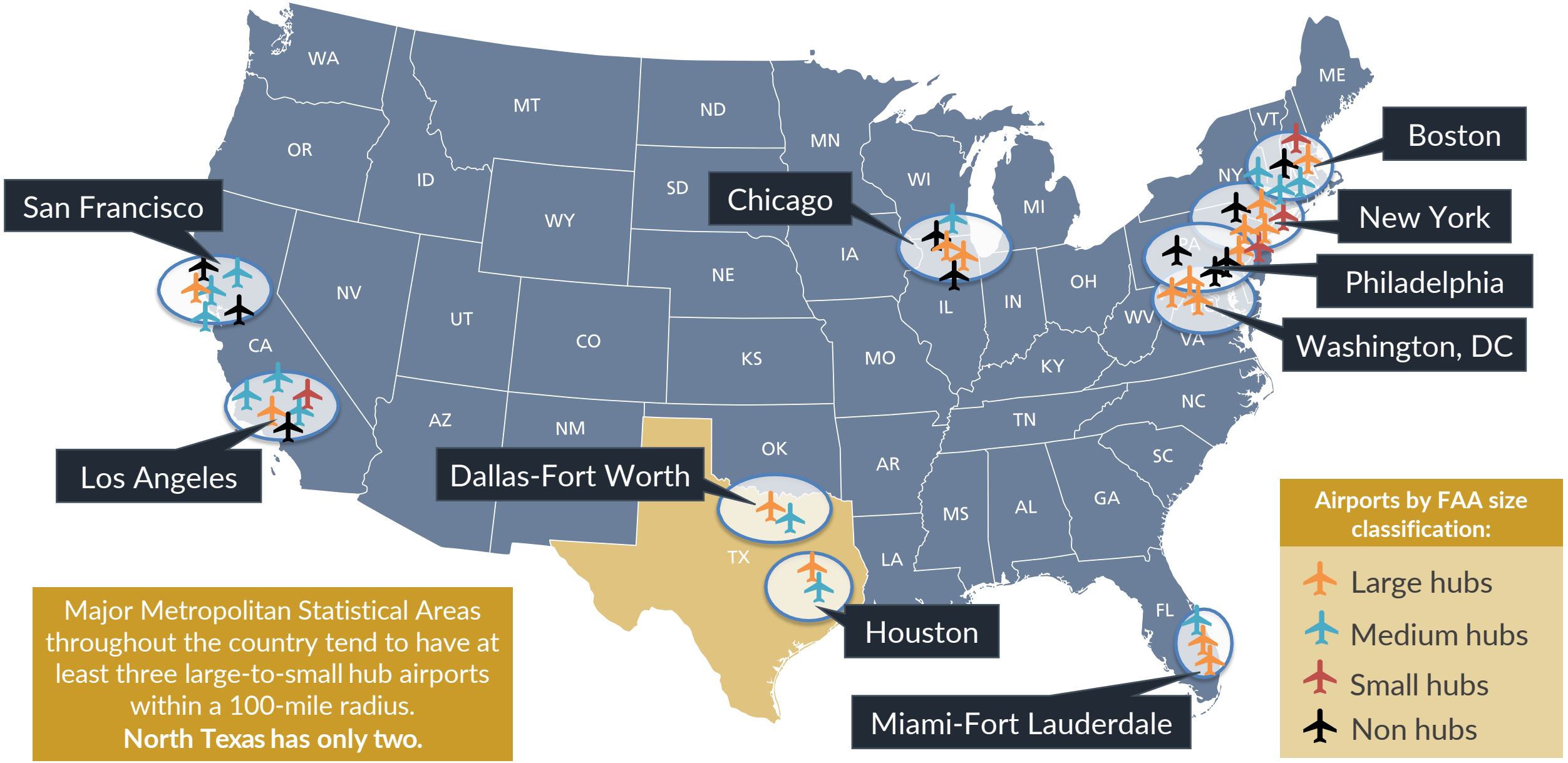
12
Proposed daily departures in the initial year

18
Proposed daily departures by 2040

75%
Surrounding travelers would consider TKI

Source: Crawford, Murphy, & Tilly Demand Analysis. June 2022; Carnegie Dartlet Traveler Insights Survey. August 2020

Large metropolitan areas with multiple commercial airports

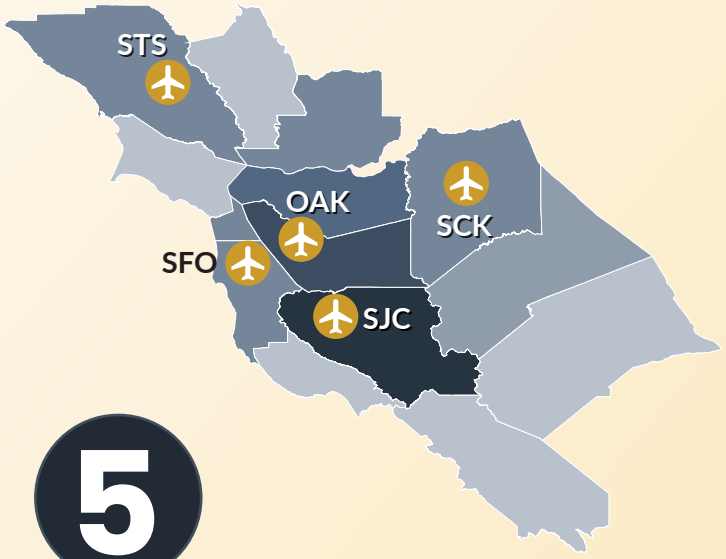


Major Metropolitan Statistical Areas throughout the country tend to have at least three large-to-small hub airports within a 100-mile radius.
North Texas has only two.

Similar-sized markets with multiple commercial airports

Combined Statistical Area (CSA) population maps by county

San Jose-San Francisco-Oakland Combined Statistical Area



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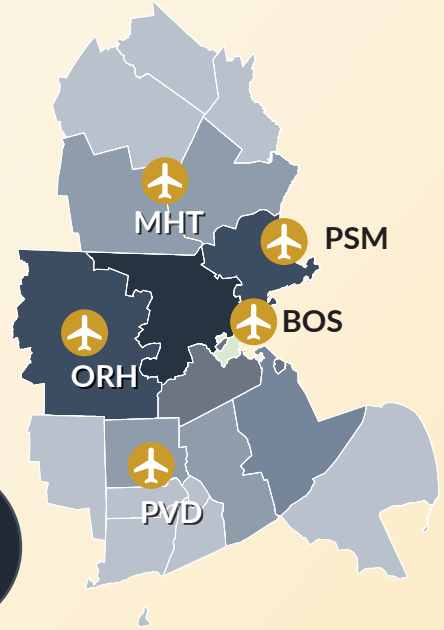
STS: Charles M. Schulz Sonoma County Airport
SCK: Stockton Metropolitan Airport
SFO: San Francisco International Airport
OAK: Oakland International Airport
SJC: San Jose International Airport

Boston-Worcester-Providence Combined Statistical Area



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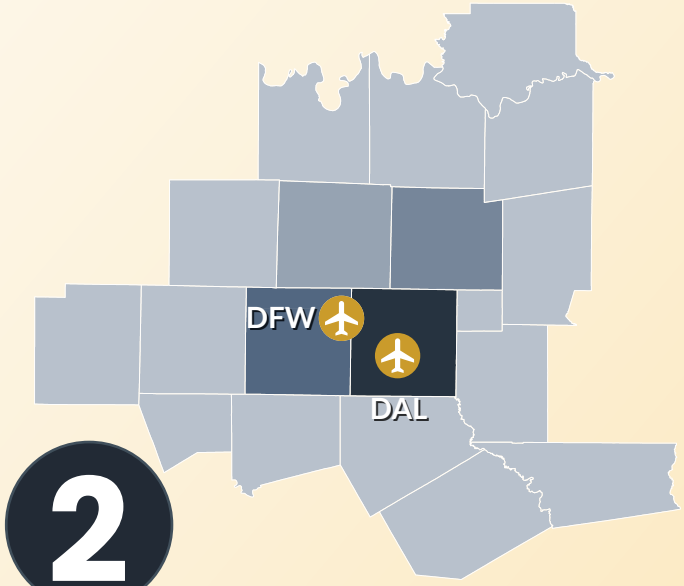
MHT: Manchester-Boston Regional Airport
BOS: Boston Logan International Airport
PSM: Portsmouth International Airport at Pease
ORH: Worcester Regional Airport
PVD: Rhode Island T.F. Green International Airport

Dallas-Fort Worth Combined Statistical Area



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DFW: Dallas/Fort Worth International Airport
DAL: Dallas Love Field Airport

Source: Woods & Poole Economics, Inc. 2021 Regional Projections and Carrier Schedule data via Airline Data Inc.

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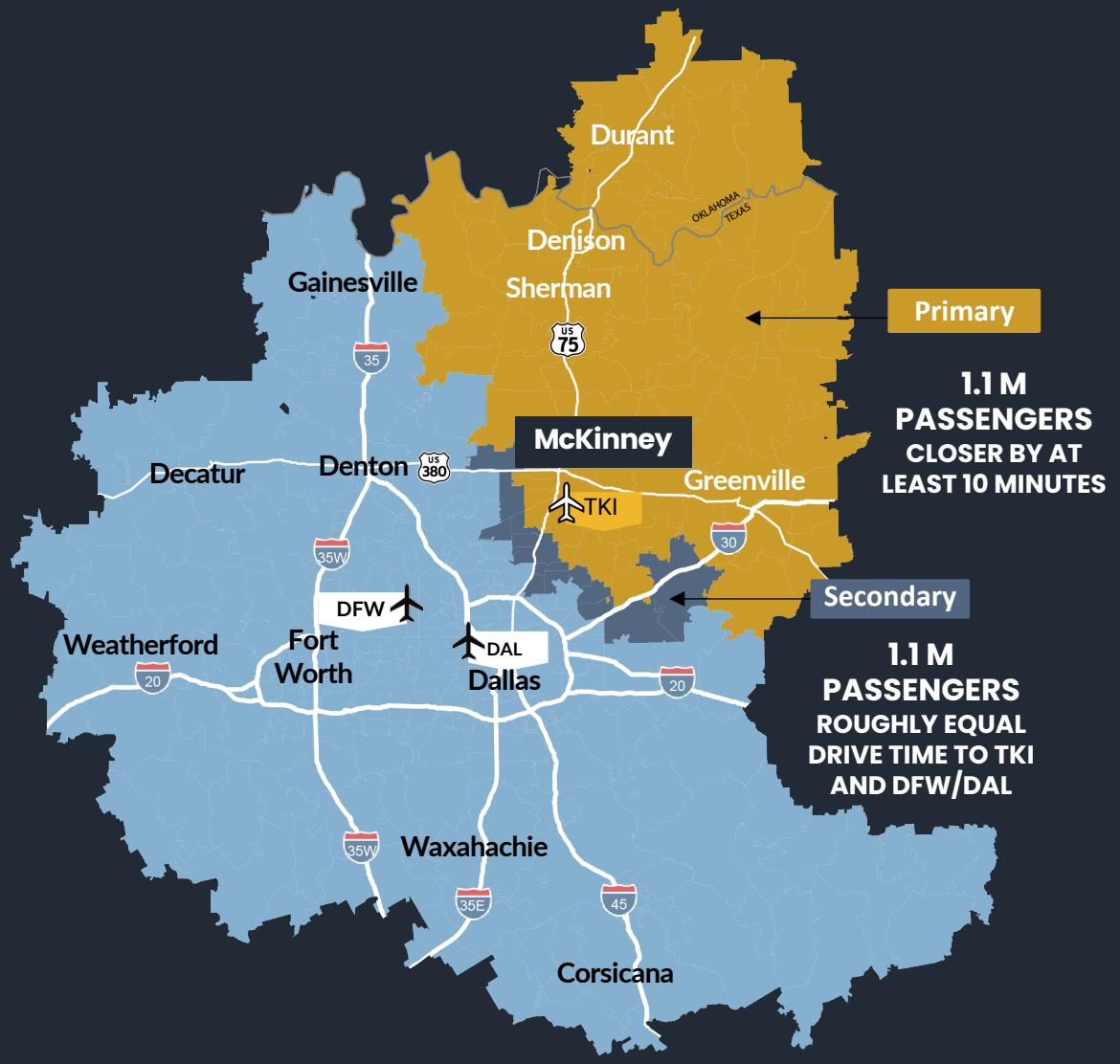
McKinney National Airport's target market

The region served by an airport considers:

- Geography
- Accessibility
- Proximity of alternative airports

Drive time analysis from zip codes in the Dallas-Fort Worth combined statistical area to TKI versus DAL and DFW



Source: Google Maps search results for drive time on Tuesday, January 25, 2022, at 5 p.m.

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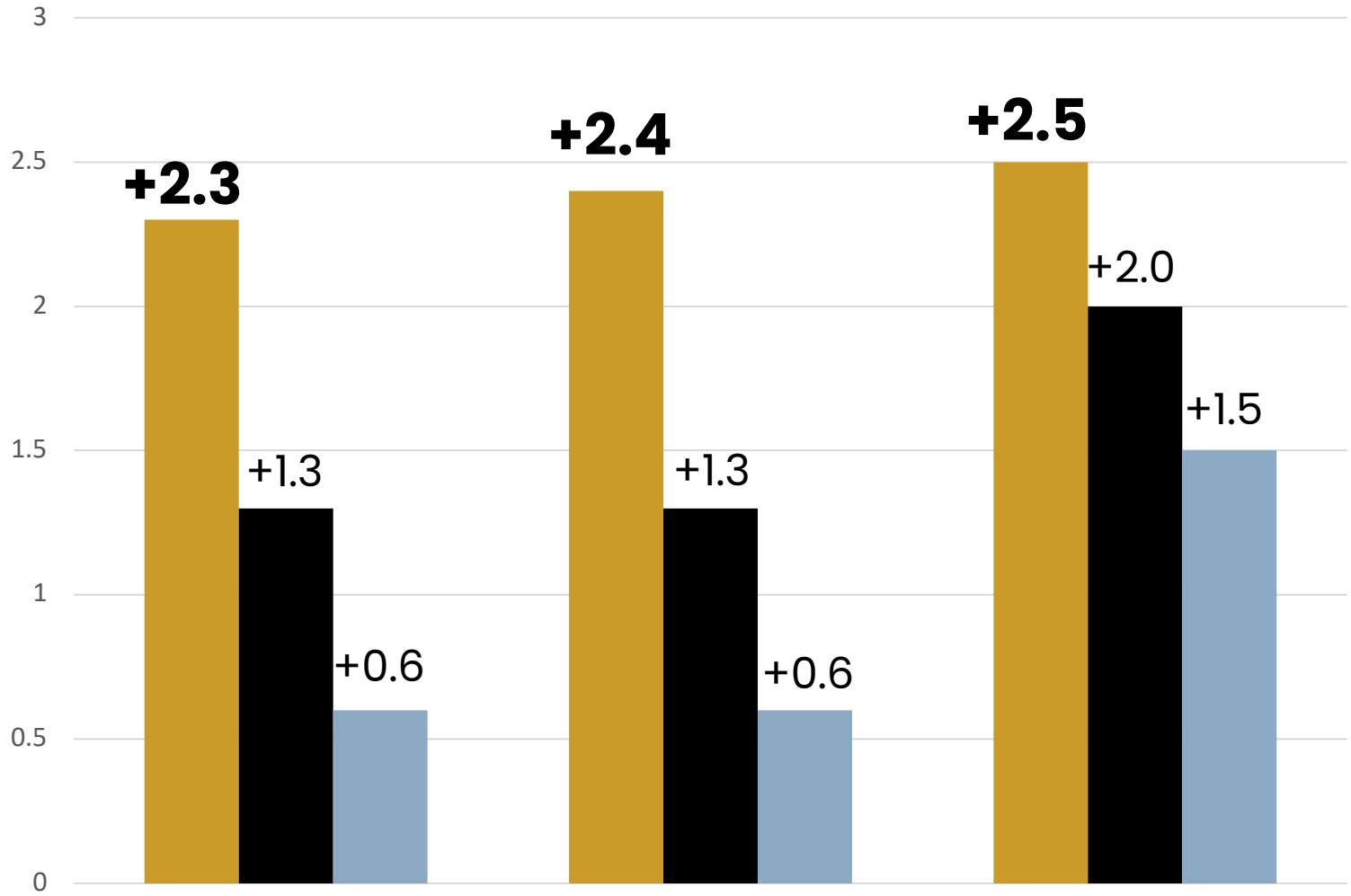
Strong regional growth

Population, economic, and socio-economic statistics in Collin County indicate strong growth through 2040, making McKinney a prime location for a third commercial airport.

COMPOUND ANNUAL GROWTH RATE 2020-2040



	Total Population	Number of Households	Mean Household Income
Collin County	1.1M	381K	$173K
Dallas-Fort Worth CSA	8.2M	3.0M	$147K
United States	329.9M	129.4M	$131K

Source: Woods & Poole and U.S. Census American Community Survey, S1901 Report for 2020 5-Year Estimate

Potential annual economic impact in the initial year

2,780-3,280
new jobs to the region

$207-265M
in wages

$615-850M
in economic output

$77-115M
in taxes benefitting local, state, and federal governments

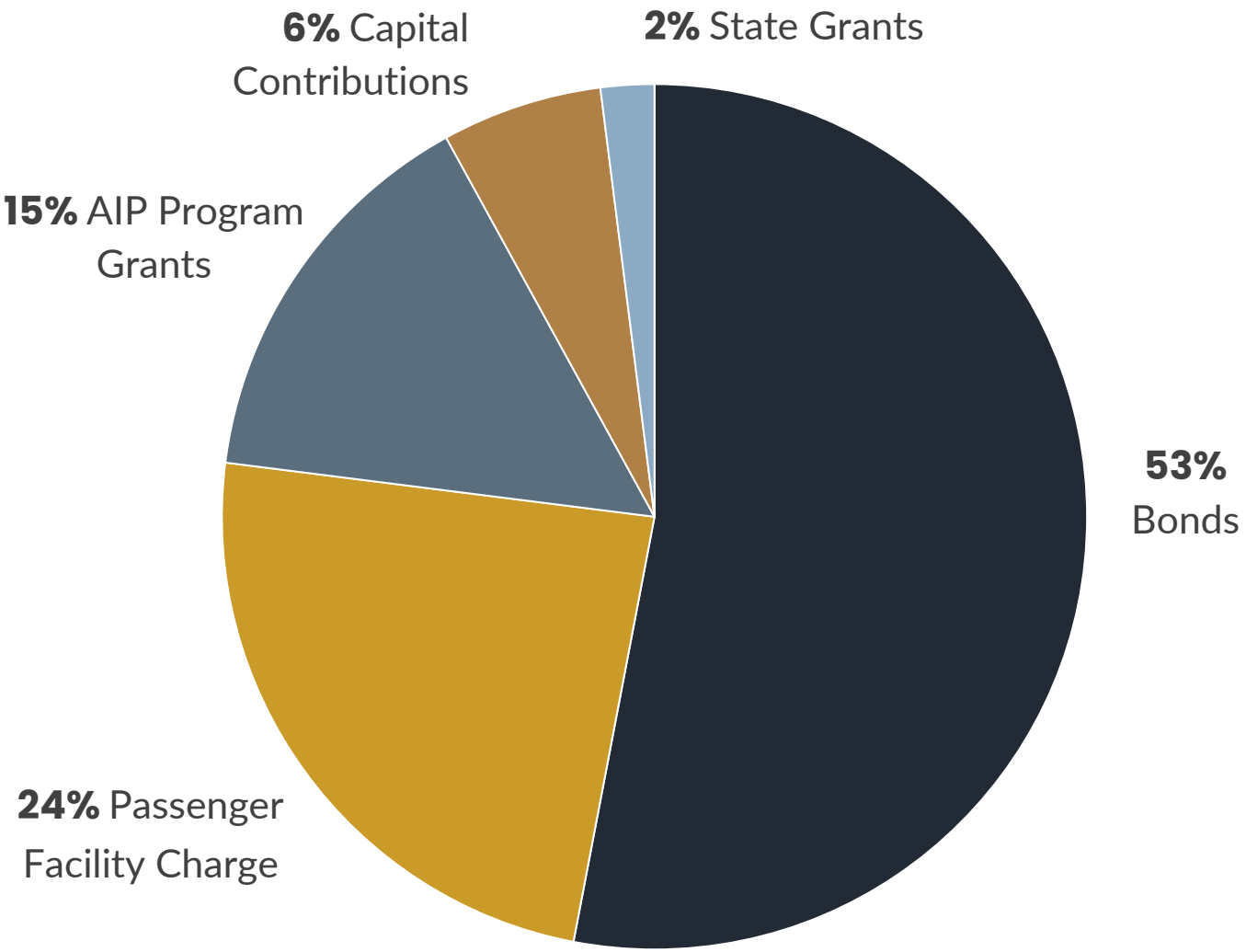
Monetary impacts are presented in 2022 dollars
Source: InterVISTAS Consulting, Inc. Economic Impact Study Analysis. October 2022

Funding proposal

Funding for the project is proposed to come from several sources, including:

- General Obligation bonds
- Federal grants
- Low-interest federal transportation infrastructure loans

TYPICAL AIRPORT INDUSTRY FUNDING SOURCES
(NOT INDICATIVE OF TKI)



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Environmental assessment

- An environmental assessment, started in 2022, will analyze the potential environmental impacts to resources such as water, wildlife and habitat, culture, air quality, noise, surface transportation, residences, and community populations.
- Public Hearings for the draft environmental assessment will occur in early 2023, with additional opportunities for public feedback to follow.

Boarding time

2022 – 2023

Environmental Assessment

May 2023

Bond Election (if authorized)

2024 – 2025

Construction

2026

Terminal Opens

TKI

Add-on benefits to McKinney and the region

Commercial service will not only offer convenience and connectivity to travelers but also increase the desirability of McKinney and Collin County for business growth and enhance the city's ability to attract leisure and hospitality industries, benefitting even those who don't travel by air.

Questions

BEFORE DEPARTURE

LEARN MORE AT FLYTKI.COM/COMMERCIAL