

McKinney National Airport Public Safety Funding

TIRZ #2 – August 18, 2026



Public Safety Funding Request

- This request is for \$1,252,319 for Police and Fire Personnel for commercial air service at McKinney National Airport.
 - Fire - \$424,084 for overtime costs associated with two additional positions required during commercial service operations.
 - Police - \$828,235 for salaries for five additional Police Officers to adequately cover the terminal during commercial service operations

Required Fire Coverage

- FAA regulations (14 CFR Part 139) require commercial service airports to maintain a minimum number of ARFF vehicles and trained personnel based on the size and type of commercial aircraft served.
- The FAA requires ARFF personnel and equipment to reach the farthest runway and begin firefighting operations within three minutes of an aircraft emergency.
- Currently, each 24-hour shift is staffed with one ARFF Driver/Engineer assigned to the ARFF vehicle, providing continuous ARFF coverage for the airport's general aviation operations.
- During commercial service hours, ARFF staffing will increase from one to three personnel through the addition of an ARFF Captain and an ARFF Firefighter.

Required Police Coverage

- TSA regulations (49 CFR Part 1542) require commercial service airports to provide sufficient law enforcement officers to support the Airport Security Program.
- LEOs provide law enforcement support for passenger screening operations, respond to security incidents, and protect the airport's secure and sterile areas.
- McKinney National Airport's Airport Security Program requires law enforcement officers to respond to passenger screening checkpoints within five minutes. Maintaining this response capability is a federal requirement for airports serving scheduled commercial passenger flights.
- To meet the security requirements set out in the Airport Security Plan, the Police Department will deploy an eight (8) officer airport unit led by one (1) dedicated sergeant.

Financial Summary

- Commercial service will establish multiple recurring revenue streams for the Airport, including airline rates and charges, parking, rental cars, concessions, and other non-airline revenues that are expected to grow as passenger activity increases.
- During the initial years of commercial service, the TIRZ is intended to help fund public safety personnel and other eligible costs while the Airport's revenue base matures.
- Over time, airport-generated operating revenues are expected to assume a greater share of operating and maintenance costs, reducing reliance on the TIRZ and other City funding sources.
- In addition, FAA Airport Improvement Program (AIP) grants and Passenger Facility Charges (PFCs) will provide dedicated funding for eligible capital projects, supporting the Airport's long-term financial sustainability while generating broader economic and tax benefits for the City and surrounding community.

Questions?

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