McKinney Airport Advisory Committee
Airport Master Plan Update

http://mckinney.airportstudy.com/project-documents

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McKinney National Airport (TKI)

- McKinney National Airport is a general aviation airport and serves as a reliever airport for Dallas Love Field and Dallas/Fort Worth International Airport
- Supports all civilian flying, except scheduled commercial passenger airlines
- Runway 18 / 36 - 7,002 x 150’
- Elevation AMSL 585 ft / 178 m
- Coordinates 33°10’41″N 96°35’26″W
Airport Master Plan

• A visioning document to guide airport management/decision makers regarding future development
• Addresses local and national changes in the aviation industry that could impact priorities at McKinney National Airport
• Identifies and plans for potential capital projects in advance so that coordination, approvals, financing, design and construction can take place in a timely manner
• Develops a prioritized list of capital projects that addresses FAA and TxDOT and City of McKinney priorities (i.e. safety, design standards, land use compatibility, compliance, etc.)
Inventory, Demand Forecasts, Facility Rqts
Meeting Two: Summary

- Assigned aircraft
  - 2016: 286
  - 2036: 460 (projected)

- Annual Operations
  - 2016: Itinerant: 41,791; Local: 78,679; Total: 120,470
  - 2036: Itinerant: 64,600; Local: 113,700; Total: 178,300 (projected)
  - 65% of operations are touch and goes for training
    - Addison and other flight training school airports contribute to Touch and Goes

- Flight operations: 88% VFR; 8% IFR; 4% PVC

- Airfield restrictions, curfews or noise abatement: None
  - Open 24 hours; noise abatement suggestions provided to pilots for “friendly” departures
  - 2004 noise study: 65 DNL within airport property
  - No noise abatement procedures included in Noise Compatibility Program

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Meeting Two: Summary

- Area conditions, changes and local drivers
  - Airline consolidations: Number of viable airlines have been reduced (AA, Delta, United, SWA)
  - Wright Amendment:
    - Expanded gates and passenger capacity at DAL
    - Increased competition and capacity expansion at DFW

- Airline service from DAL and DFW appear have capacity to support commercial passenger travel for the foreseeable future
  - Irregularly scheduled carrier commercial passenger service may be viable

- Commuter flights to DAL and DFW from TKI: not cost effective
  - Creation of the Sam Rayburn toll road – direct access to DFW and DAL

- Cargo shipment: not likely due to wide use of ground transportation by FedEx and UPS

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Meeting Two: Summary

- **Annual Service Volume (ASV)**
  - Airfield capacity to avoid aircraft delays
  - Factors:
    - Runway length, usage, taxiways, weather conditions, aircraft mix, touch and go activity, etc.

- **ASV**
  - 2016: 52.7%, 1,054 hrs annual delay
  - Short Term (1 – 5 years): 58.2%, 1,379 hrs annual delay (projected)
  - Intermediate Term (6 –10 years): 66.5%, 2,066 hrs annual delay (projected)
  - Long Term (11 – 20 years): 83.2%, 3,744 hrs annual delay (projected)

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Meeting Two: Summary

- FAA requirements
  - Airfield capacity should be modified when 60 – 75% ASV is reached
  - ASV > 80% require higher capital improvement priority
- Candidate airfield improvements (Table 3F)
  - Parallel Runway – reduced time in holding
  - Runway Length – Increased capability during high temperatures, wet weather, heavy aircraft
  - Local area safety – obstacle free areas
  - Taxiway exits – reduced time on runway
  - Navigation Aids improvements

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Assessment

• Study appears to be comprehensive, but is still in work
• Capital improvements recommendations will focus on areas that would be eligible for federal and state grants
Observations To Date

- ASV drivers – increase traffic opportunities
- Implied desire for business growth
- Noise study was conducted in 2004
- Notices to pilots for departures are suggestions only
- Touch and Goes at McKinney are a prime driver for field operations (65%) and are driven by other airports
Opportunities

- Investigate opportunity to be more prescriptive for flight path noise and safety abatement
- Examine Noise study and revisit opportunity
- Investigate methods and impacts to defer touch and goes to other airports
- Confer with FAA consultant
- Continue to participate in PAC and other McKinney airport interfaces
  - Build informational relationships
  - Report to Town Council and Community on progress and actions
- Develop community coordination team
  - Define facts and impacts
Master Plan Update Requirement

• Obtain FAA and TxDOT approval of new Aviation Demand Forecasts and updated Airport Layout Plan (ALP)

• Have a current and approved ALP on file with FAA and TxDOT so that future grant funding can continue uninterrupted

• Increase stakeholder/public awareness of the airport’s goals and objectives

• Maintain communications and capital project discussions with FAA, TxDOT and airport stakeholders