



# **McKinney Airport Advisory Committee Airport Master Plan Update**

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

**April 4, 2017**

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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**



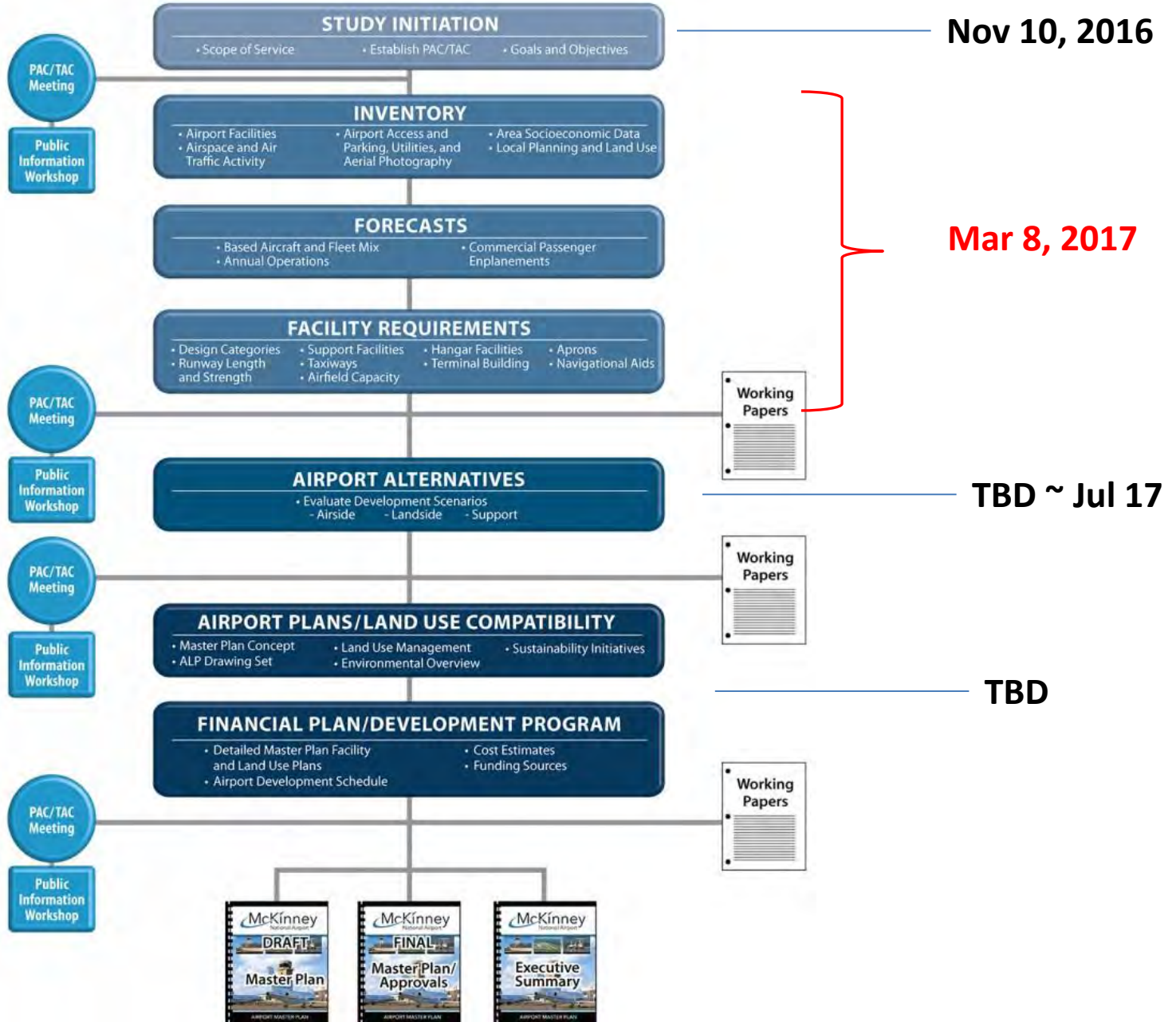


# Airport Master Plan

- **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.)**



# MASTER PLAN WORK FLOW





# 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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# **Inventory, Demand Forecasts, Facility Rqts**

## **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**



# Inventory, Demand Forecasts, Facility Rqts 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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# **Inventory, Demand Forecasts, Facility Rqts 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**





# 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**