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.
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.

Source: Texas Aviation Economic Impact Study 2018
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.
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
TKI

State-of-the-art facility

Conceptual rendering
Four Gates

Conceptual rendering
Spacious waiting areas with multiple seating options

Conceptual rendering
2,000 parking spaces, including covered parking and valet.
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

**FACILITY HIGHLIGHTS**

- Development will be on the east side of the airport.
- 144,000 square foot terminal
- 4 passenger gates
- 15-acre aircraft apron
- 2,000 parking spaces
- Taxiway C (Phase 1)
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
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

- 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

- 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

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

**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.

### 2020-2040 Compound Annual Growth Rate

<table>
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<th></th>
<th>Total Population</th>
<th>Number of Households</th>
<th>Mean Household Income</th>
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<tbody>
<tr>
<td>Collin County</td>
<td>1.1M</td>
<td>381K</td>
<td>$173K</td>
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<tr>
<td>Dallas-Fort Worth CSA</td>
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<td>United States</td>
<td>329.9M</td>
<td>129.4M</td>
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**Source:** Woods & Poole and U.S. Census American Community Survey, 5-Year Estimate for 2020-2025.
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)

- **53%** Bonds
- **24%** Passenger Facility Charge
- **15%** AIP Program Grants
- **6%** Capital Contributions
- **2%** State Grants

TKI
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.
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

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