



TEXARKANA
REGIONAL AIRPORT



WELCOME TO THE AIRPORT MASTER PLAN PUBLIC INFORMATION WORKSHOP

TONIGHT:

- ▶ Participate in the open house meeting format
- ▶ Visit the information stations
- ▶ Discuss various study elements with the project team
- ▶ Offer your comments (comment sheets are available)
- ▶ Obtain additional information from the project website txk.airportstudy.net

Scan Me!





MASTER PLAN DEFINITION

What an Airport Master Plan is:

→ A comprehensive, long-range study of the airport and all air and landside components that describes plans to meet FAA safety standards and future aviation demand.

- Required by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations.
- Funded by the FAA through the Airport Improvement Program (AIP), which provides 90% of the total project costs. The remaining 10% is funded by the Arkansas Department of Aeronautics (ADA).
- A TRAA document that will ultimately be presented for approval by the TRAA Board. FAA approves only two elements of the Master Plan: the Aviation Demand Forecasts and the Airport Layout Plan (ALP drawing set).
- An opportunity for airport stakeholders and the general public to engage with airport staff on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Up to three (3) public information workshops will be conducted throughout the Master Plan process to facilitate this public outreach effort.

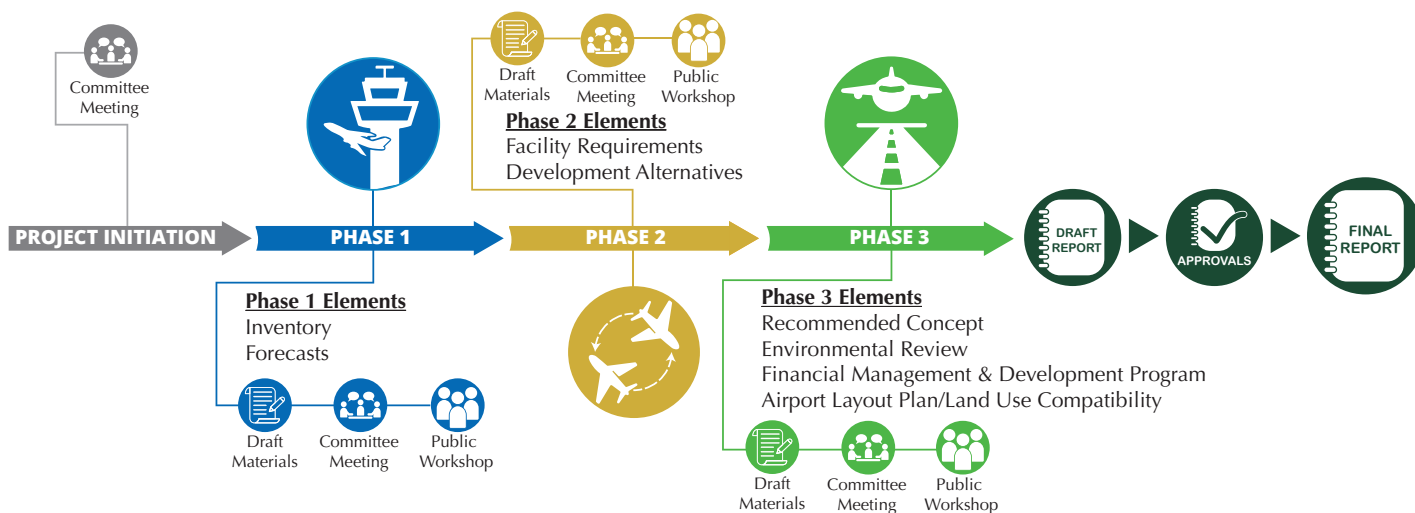
What an Airport Master Plan is not:

- A guarantee that the airport will proceed with any planned projects. Master Plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- A guarantee that the TRAA, ADA, or the FAA will fund any planned projects. Project funding is considered on a project-by-project basis and requires appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- Environmental clearance for specific projects. The Master Plan includes an environmental overview that identifies potential environmental sensitivities per the *National Environmental Policy Act of 1969* (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental impact statement/environmental assessment/categorical exclusion) prior to construction.

OBJECTIVES OF A MASTER PLAN

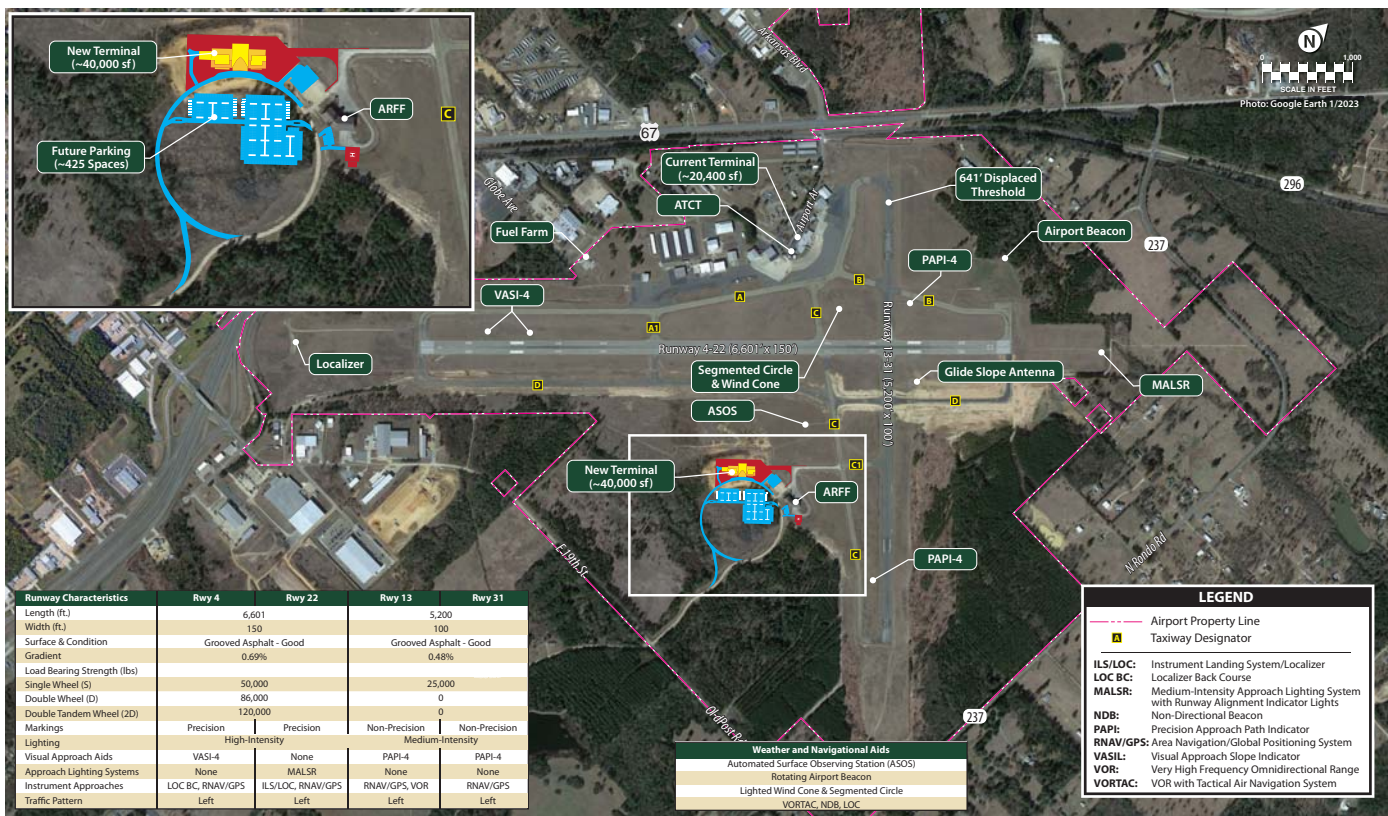
- **DEVELOP** strategic visions and mission statements to guide airport development/growth
- **RESEARCH** factors likely to affect air transportation demand segments in the Ark-La-Tex region over the next 20 years
- **DETERMINE** the airport's current and future critical design aircraft
- **ANALYZE** the airport's existing airfield system to determine if any deficiencies exist and correct areas of non-standard geometry
- **EVALUATE** highest and best uses of airport property for aeronautical development, including hangar expansion and maintenance facilities
- **EVALUATE** the potential for expanding commercial air service operations
- **CONSIDER** options for non-aeronautical development that could produce additional revenue streams for the airport
- **DEVELOP** a phased, demand-based 20-year Capital Improvement Plan
- **PRODUCE** an updated Airport Layout Plan drawing set, detailing future airside and landside development
- **REVIEW** future use and zoning of airport property, instrument approach areas, and nearby developments to ensure flight safety and land use compatibility is maintained

MASTER PLAN ELEMENTS AND PROCESS





AIRSIDE FACILITIES



LANDSIDE FACILITIES





TEXARKANA
REGIONAL AIRPORT



NEW AIRPORT TERMINAL

First Level



LEGEND	
Mechanical	Screen Monitor
Electrical	Janitor
Data	Storage
Restrooms	T.S.A.
Concessions	Manager Office
Airport Security	Work Space
Egress Stair	Elevator
Private Screen	Car Rental Office



Second Level

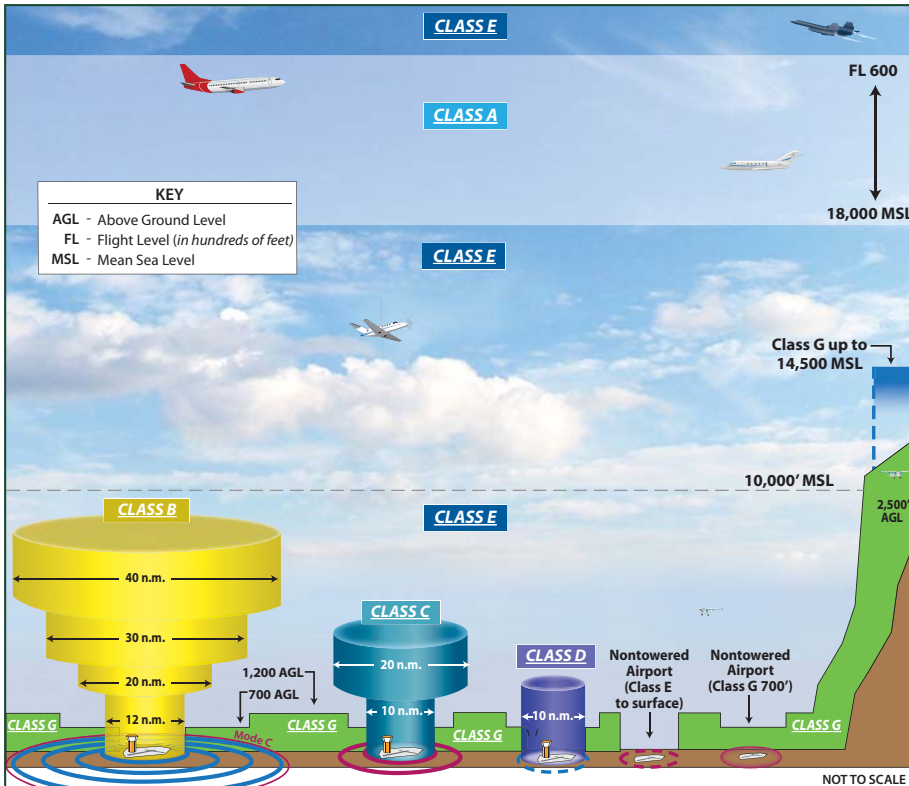


LEGEND	
Restrooms	Janitor
Conference Room	Storage
Kitchen	Office
Reception Desk	Elevator
Copy Room	



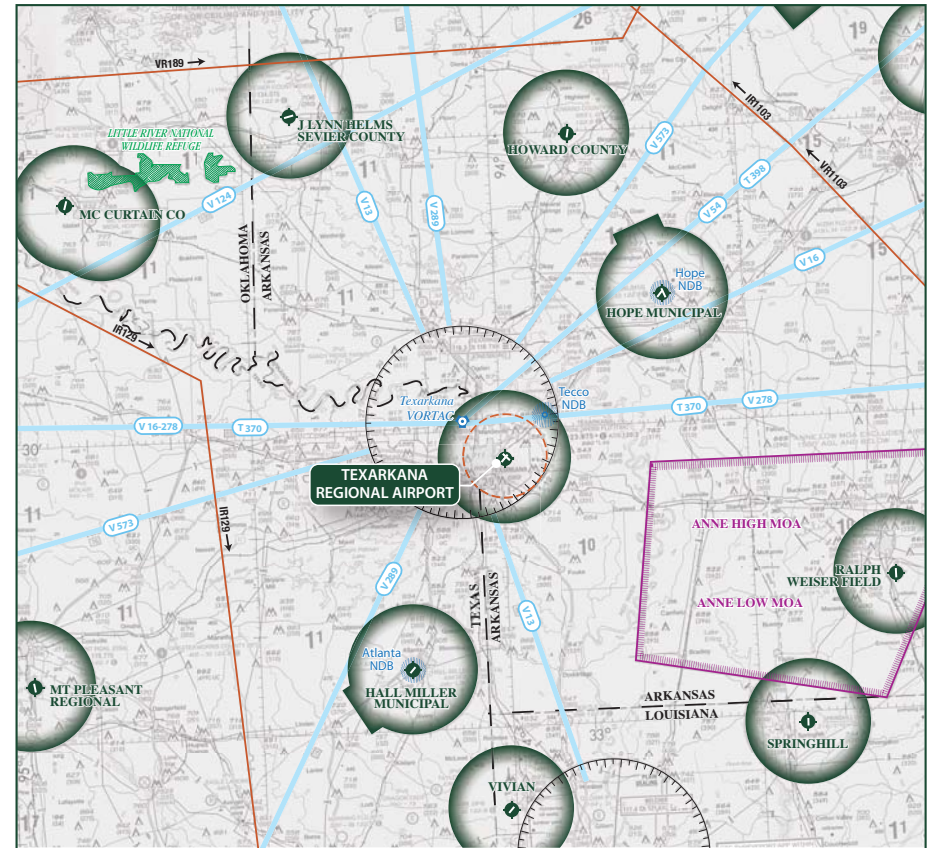
AIRSPACE CLASSIFICATIONS

TXK REGIONAL AIRSPACE MAP



DEFINITION OF AIRSPACE CLASSIFICATIONS

- CLASS A** Think A - Altitude. Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS B** Think B - Busy. Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.
- CLASS C** Think C - Mode C. Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.
- CLASS D** Think D - Dialogue. Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.
- CLASS E** Think E - Everywhere. Controlled airspace that is not designated as any other Class of airspace.
- CLASS G** Think G - Ground. Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.



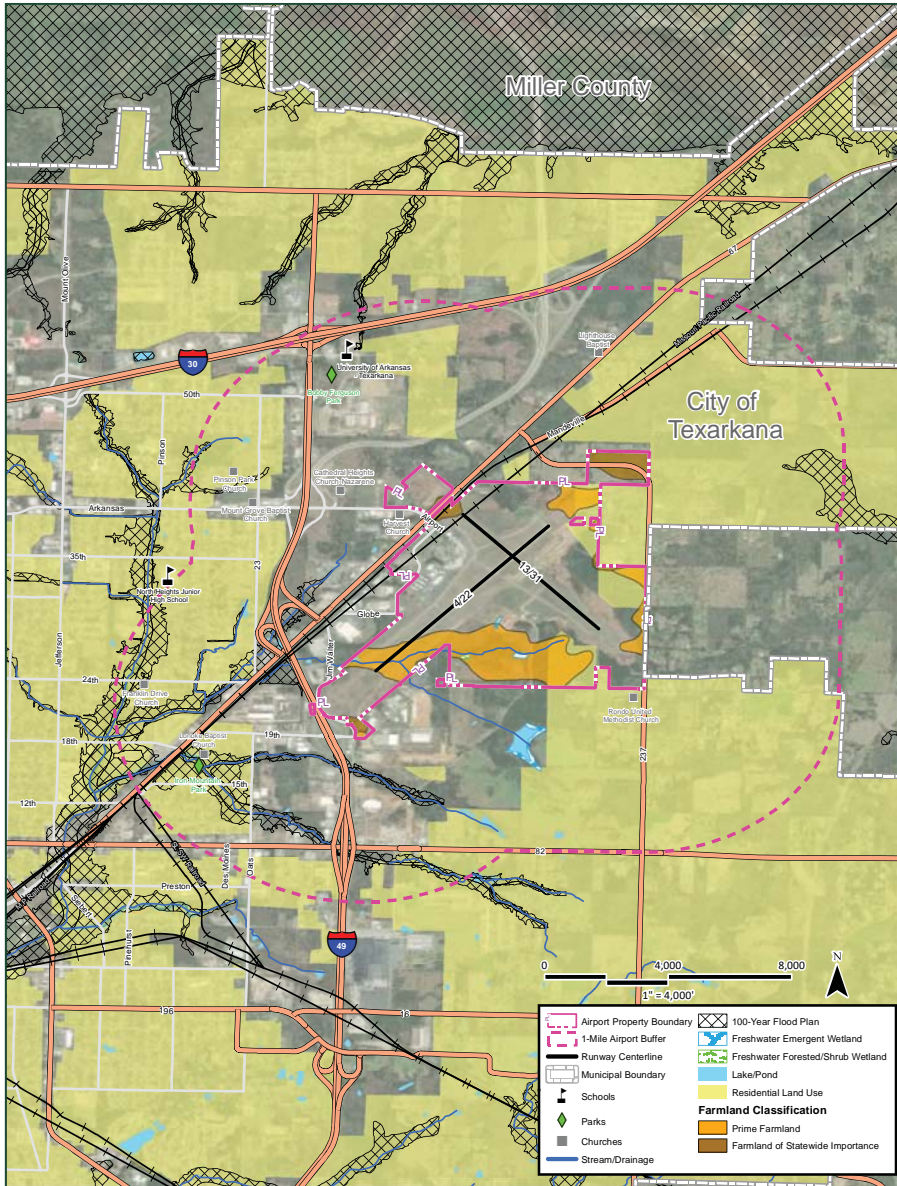
LEGEND

- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Compass Rose
- Non-Directional Radio Beacon (NDB)
- VORTAC
- Military Operations Area (MOA)
- Class D Airspace
- Class E (sfc) Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E airspace
- Victor Airways
- Military Training Routes
- Wildlife Refuge
- NORTH

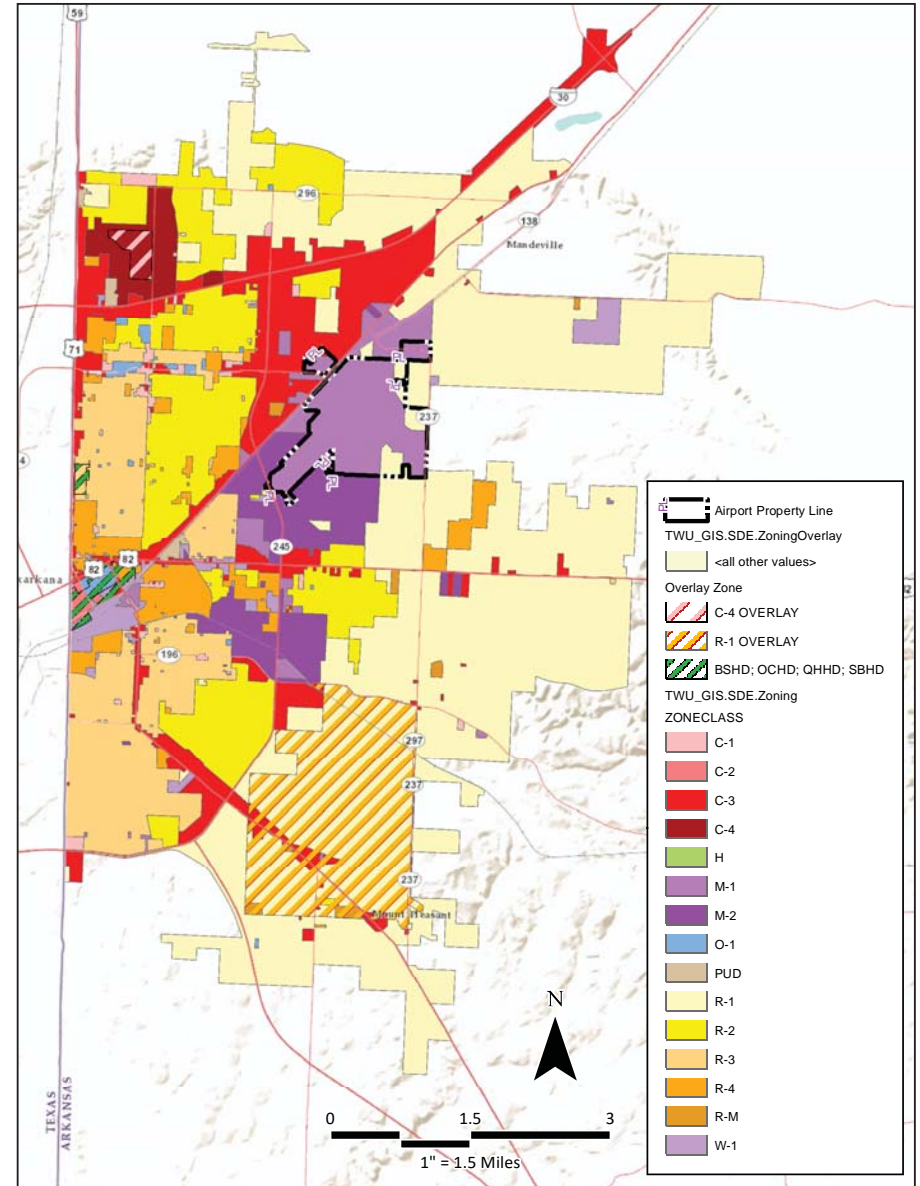
Source: Dallas Fort-Worth and Memphis Sectional Chart, US Department of Commerce, National Oceanic and Atmospheric Administration, September 08, 2022



ENVIRONMENTAL SENSITIVITIES

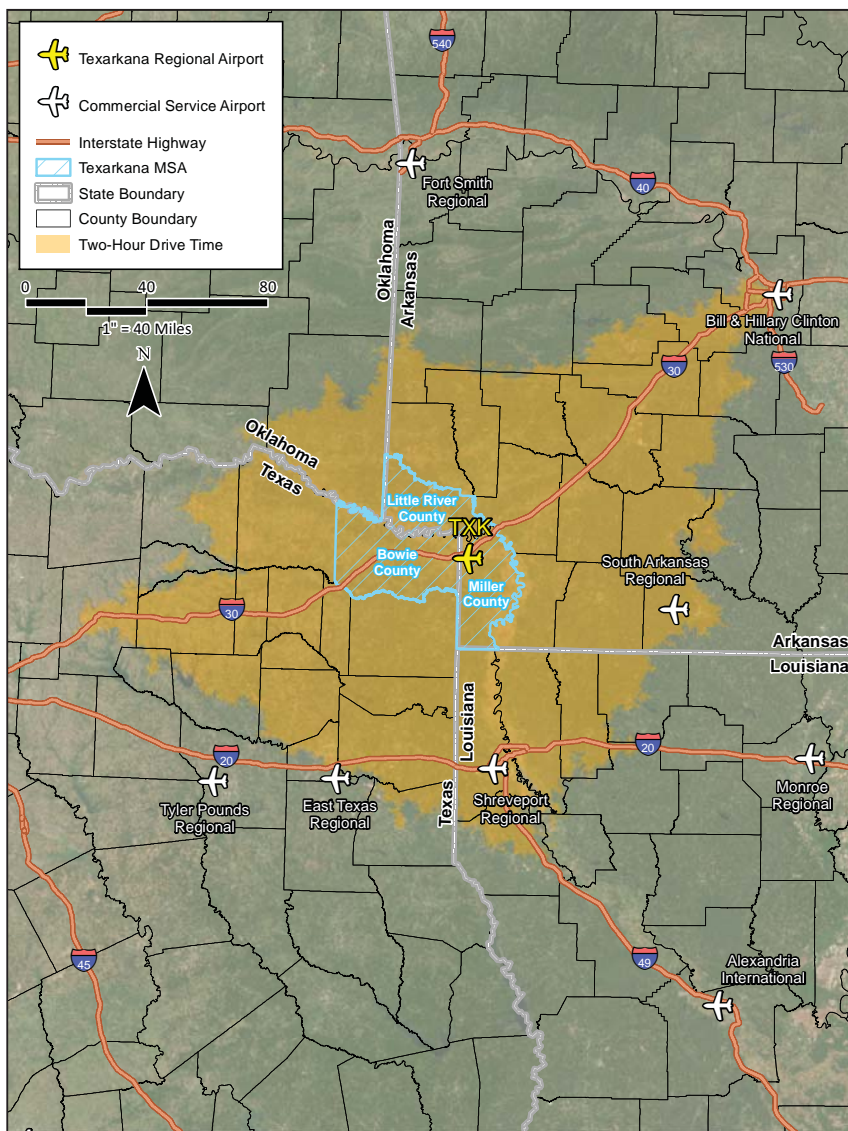


ZONING MAP

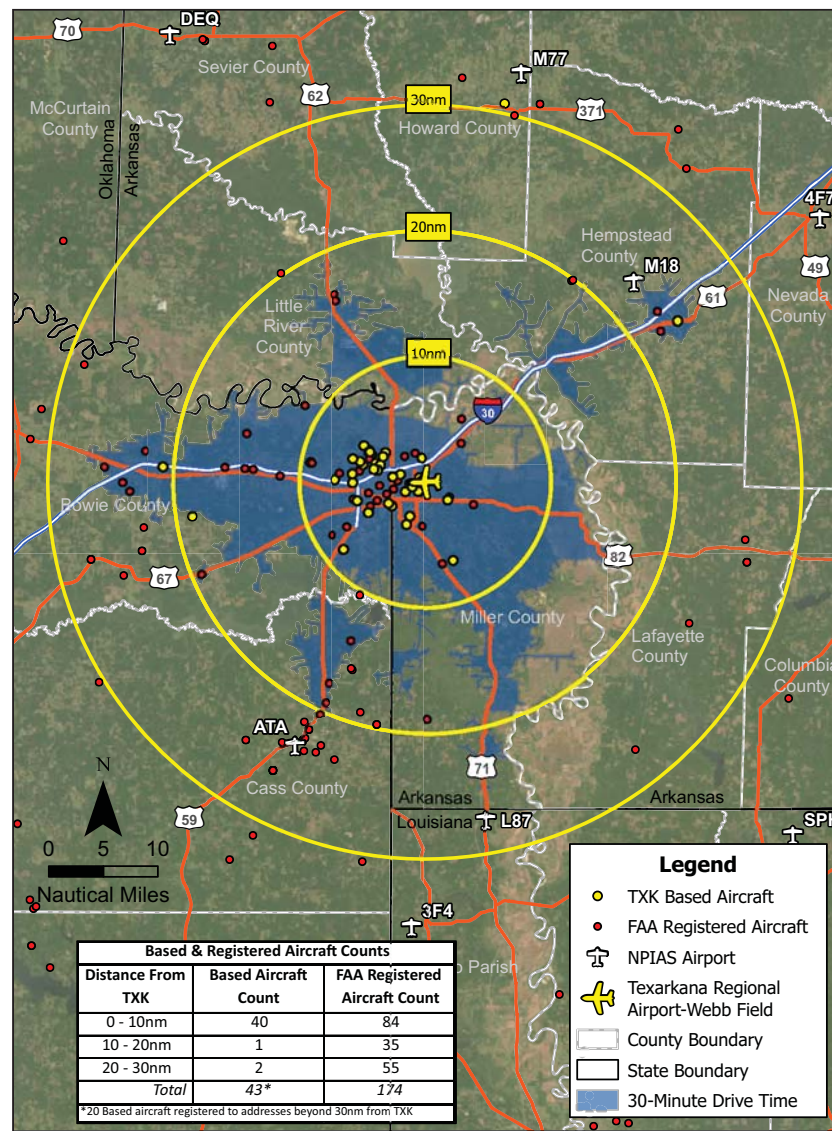




COMMERCIAL PASSENGER SERVICE AREA



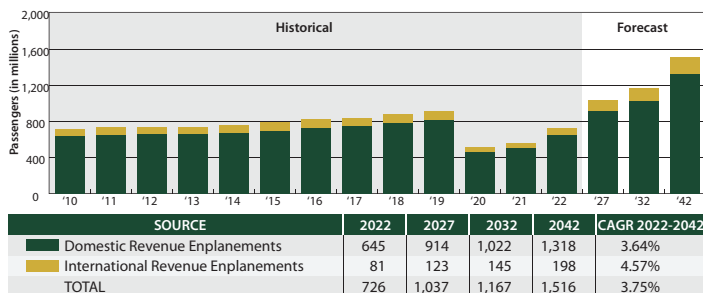
BASED AIRCRAFT SERVICE AREA





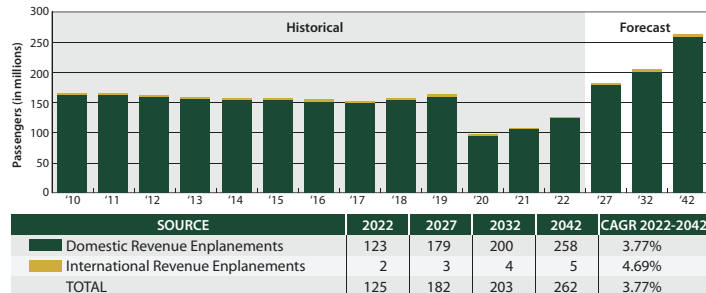
U.S. COMMERCIAL AIR CARRIER FORECASTS

U.S. AIR CARRIER PASSENGER ENPLANEMENTS



Note: All figures measured in millions. Totals may not equal due to rounding

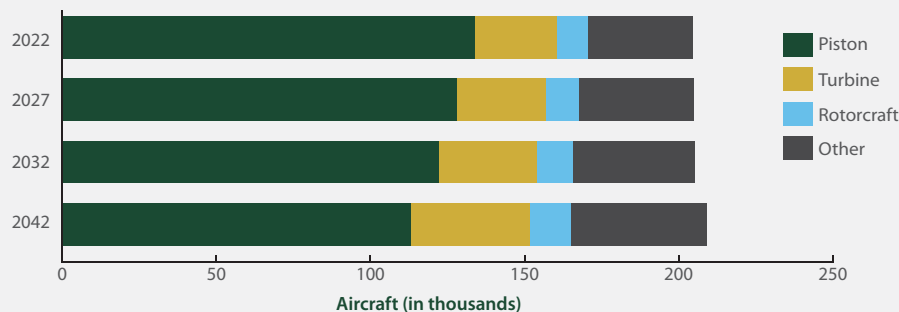
U.S. REGIONAL AIR CARRIER PASSENGER ENPLANEMENTS



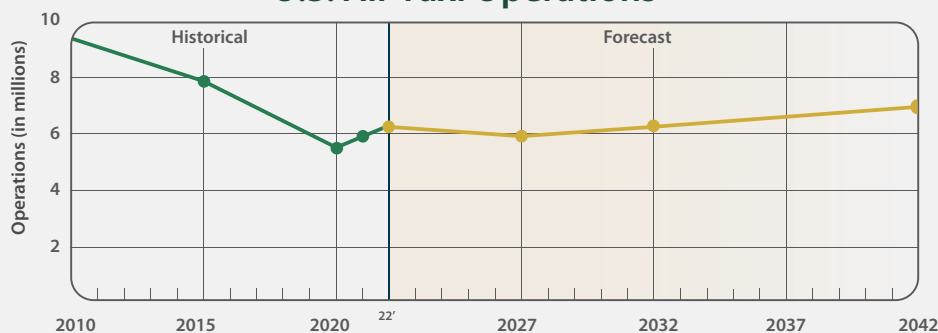
Note: All figures measured in millions. Totals may not equal due to rounding

NATIONAL GENERAL AVIATION/AIR TAXI FORECASTS

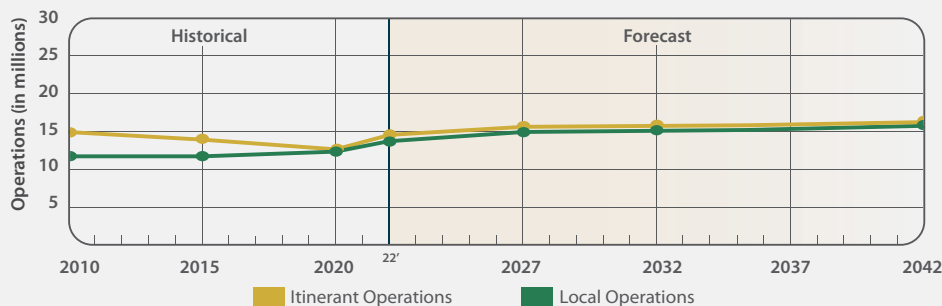
U.S. Active General Aviation Aircraft



U.S. Air Taxi Operations



U.S. General Aviation Operations



TOP TWENTY MARKETS

ENPLANEMENT FORECASTS

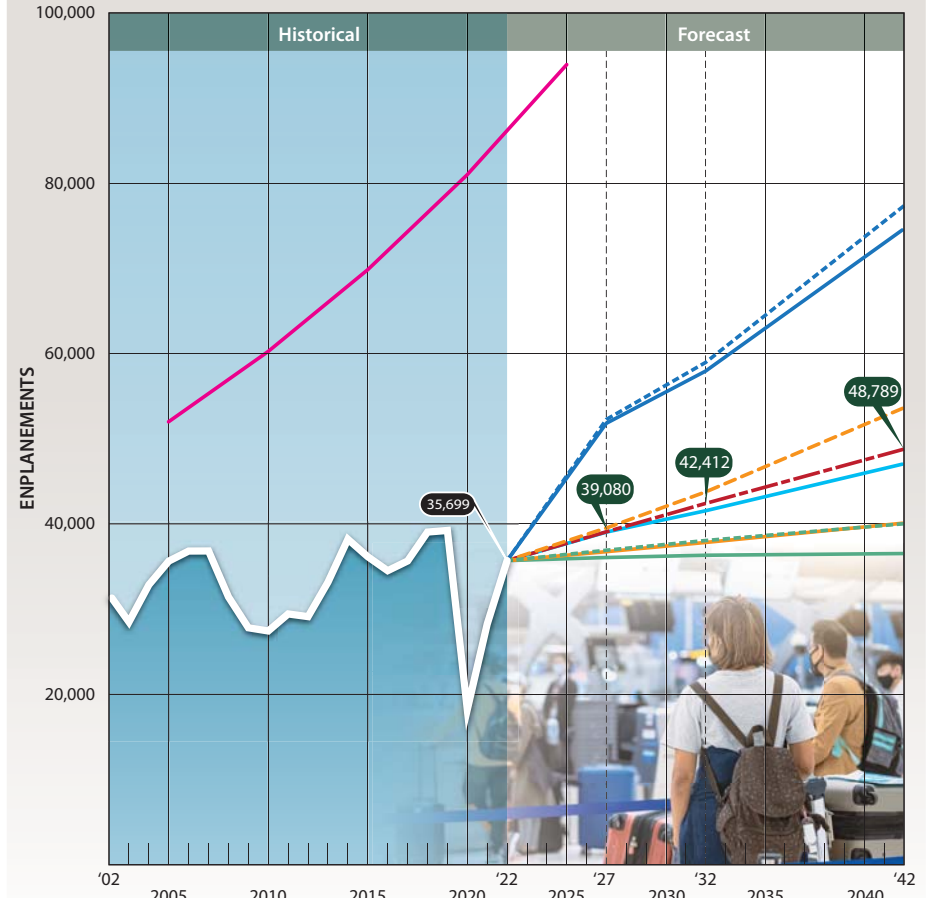
2022 TOP TWENTY MARKETS/NON-STOP SERVICE CITY PAIRS



2012 Top Twenty Markets			2017 Top Twenty Markets			2021-2022 Top Twenty Markets		
Rank	Destination	Passengers	Destination	Passengers	Destination	Passengers	Destination	Passengers
1	Dallas/Fort Worth	3,280	Los Angeles	3,840	Los Angeles	4,330	Los Angeles	4,330
2	Los Angeles	2,850	Dallas/Fort Worth	2,990	Orlando	2,490	Orlando	2,490
3	Washington DC	2,610	Washington DC	2,120	Las Vegas	2,270	Las Vegas	2,270
4	New York City	2,010	Chicago	1,940	Houston	2,150	Houston	2,150
5	San Francisco	1,640	Orlando	1,940	Washington DC	2,130	Washington DC	2,130
6	San Antonio	1,630	San Francisco	1,680	Denver	1,990	Denver	1,990
7	Chicago	1,580	Atlanta	1,650	Dallas/Fort Worth	1,750	Dallas/Fort Worth	1,750
8	Las Vegas	1,440	Denver	1,640	Phoenix	1,680	Phoenix	1,680
9	Atlanta	1,270	Charlotte	1,590	New York City	1,650	New York City	1,650
10	Detroit	1,270	Las Vegas	1,580	San Antonio	1,610	San Antonio	1,610
11	Indianapolis	1,140	San Antonio	1,530	San Francisco	1,590	San Francisco	1,590
12	Columbus, OH	1,130	Miami	1,510	Miami	1,490	Miami	1,490
13	Austin	1,120	New York City	1,500	Atlanta	1,380	Atlanta	1,380
14	Phoenix	1,110	Phoenix	1,470	San Diego	1,360	San Diego	1,360
15	Boston	1,090	Detroit	1,380	Tampa	1,310	Tampa	1,310
16	Denver	1,030	Philadelphia	1,370	Chicago	1,290	Chicago	1,290
17	Seattle	1,000	Tampa	1,290	Austin	1,270	Austin	1,270
18	Orlando	950	Austin	1,190	Seattle	1,220	Seattle	1,220
19	San Diego	940	Houston	1,190	Salt Lake City	990	Salt Lake City	990
20	Philadelphia	940	Seattle	1,140	Charlotte	990	Charlotte	990
Top 20 Total O&D Passengers		30,030	Top 20 Total O&D Passengers		34,540	Top 20 Total O&D Passengers		34,940
Total O&D Passengers		55,080	Total O&D Passengers		66,930	Total O&D Passengers		66,550
% Top 20/Total O&D Passengers		54.5%	% Top 20/Total O&D Passengers		51.6%	% Top 20/Total O&D Passengers		52.5%

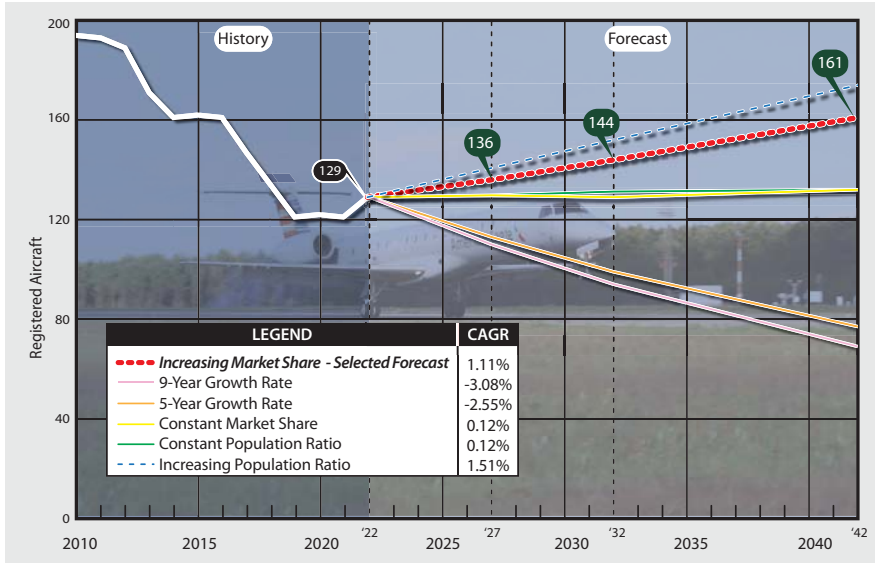
Non-Stop Service (2022)

• Dallas/Fort Worth

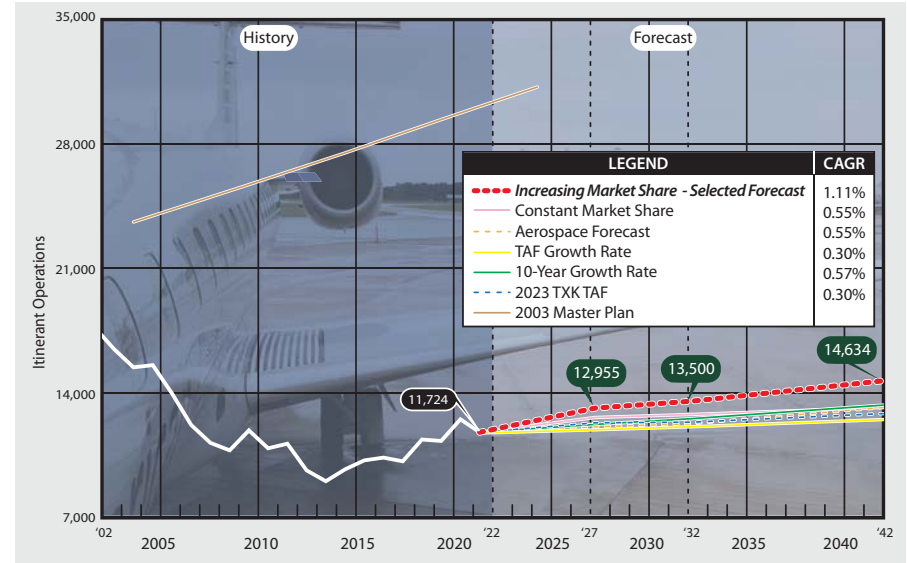


LEGEND	
Travel Propensity Factor (TPF) Projections	CAGR
Constant TPF	0.12%
Increasing TPF - Peak Ratio	0.57%
Increasing TPF - Maximum Change (Selected)	1.57%
Market Share of Regional Airline Projections	
Constant Market Share	3.76%
Increasing Market Share	3.94%
Historic Trend Projections	CAGR
10-Year Growth Rate	2.06%
20-Year Growth Rate	0.58%
Other Forecasts	
2023 TXK TAF	1.48%
2003 Master Plan	

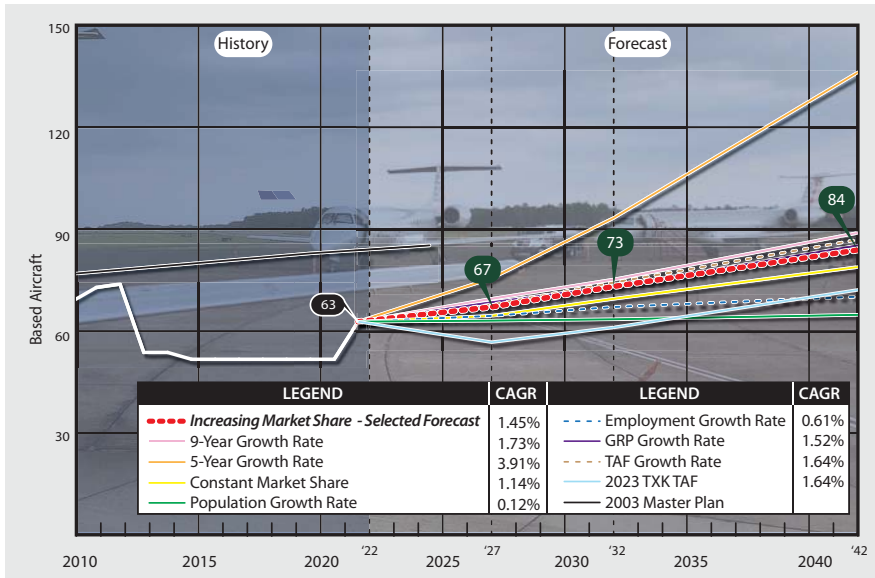
REGISTERED AIRCRAFT



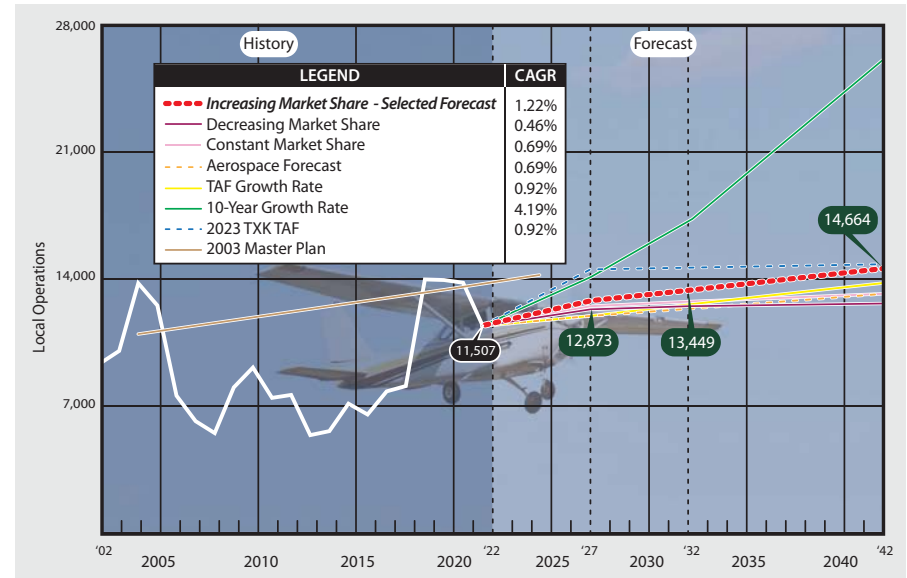
ITINERANT GENERAL AVIATION OPERATIONS



BASED AIRCRAFT



LOCAL GENERAL AVIATION OPERATIONS





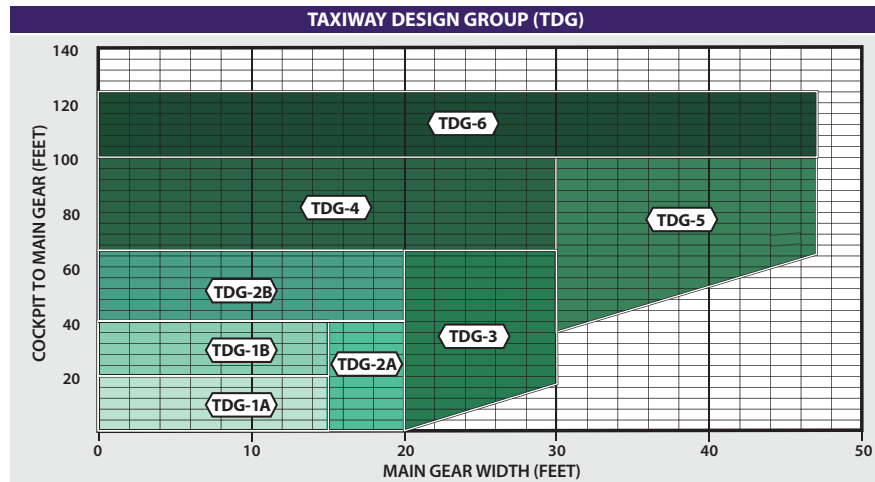
AIRCRAFT CLASSIFICATION PARAMETERS

AIRCRAFT APPROACH CATEGORY (AAC)	
Category	Approach Speed
A	less than 91 knots
B	91 knots or more but less than 121 knots
C	121 knots or more but less than 141 knots
D	141 knots or more but less than 166 knots
E	166 knots or more

AIRPLANE DESIGN GROUP (ADG)		
Group #	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262

VISIBILITY MINIMUMS	
RVR* (ft)	Flight Visibility Category (statute miles)
VIS	3-mile or greater visibility minimums
5,000	Not lower than 1-mile
4,000	Lower than 1-mile but not lower than ¾-mile
2,400	Lower than ¾-mile but not lower than ½-mile
1,600	Lower than ½-mile but not lower than ¼-mile
1,200	Lower than ¼-mile

*RVR: Runway Visual Range



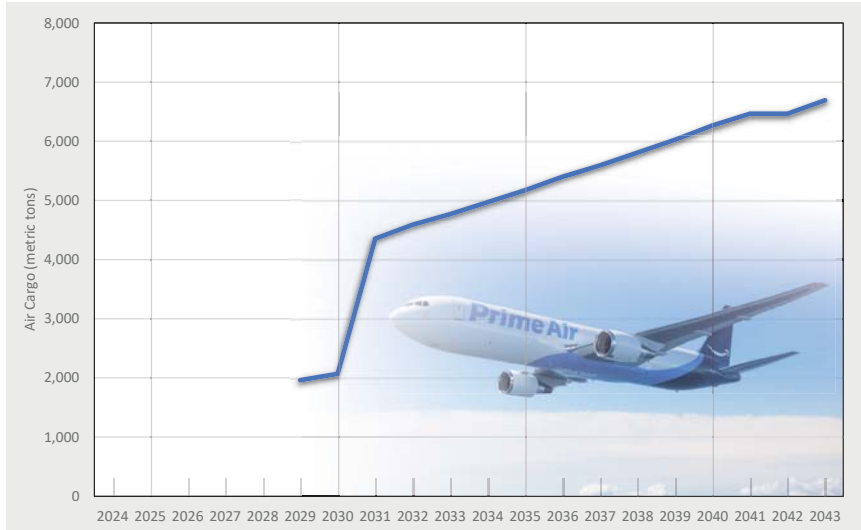
AIRCRAFT REFERENCE CODES

A-I	Aircraft	TDG	C/D-I	Aircraft	TDG
	<ul style="list-style-type: none"> Beech Baron 55 Beech Bonanza Cessna 150, 172 Eclipse 500 Piper Archer, Seneca 	1A 1A 1A 1A 1A		<ul style="list-style-type: none"> Lear 25, 31, 45, 55, 60 Learjet 35, 36 (D-I) 	1B 1B
	<ul style="list-style-type: none"> Beech Baron 58 Beech King Air 90 Cessna 421 Cessna Citation CJ1 (525) Cessna Citation 1 (500) Embraer Phenom 100 	1A 1A 1A 1A 2A 1B		<ul style="list-style-type: none"> Challenger 600/604/800/850 Cessna Citation VII, X+ Embraer Legacy 450/500 Gulfstream IV, 350, 450 (D-II) Gulfstream G200/G280 Lear 70, 75 	1B 1B 1B 2A 1B 1B
	<ul style="list-style-type: none"> Beech Super King Air 200 Cessna 441 Conquest Cessna Citation CJ2 (525A) Pilatus PC-12 	2A 1A 2A 1A		<ul style="list-style-type: none"> Gulfstream V Gulfstream G500, 550, 600, 650 (D-III) 	2A 2B
	<ul style="list-style-type: none"> Beech Super King Air 350 Cessna Citation CJ3(525B), V (560) Cessna Citation Bravo (550) Cessna Citation CJ4 (525C) Cessna Citation Latitude/Longitude Embraer Phenom 300 Falcon 10, 20, 50 Falcon 900, 2000 Hawker 800, 800XP, 850XP, 4000 Pilatus PC-24 	2A 2A 1A 1B 1B 1B 1B 2A 1B 1B		<ul style="list-style-type: none"> Airbus A319-100, 200 Boeing 737-800, 900, BBJ2 (D-III) MD-83, 88 (D-III) 	3 3 4
	<ul style="list-style-type: none"> Bombardier Dash 8 Bombardier Global 5000, 6000, 7000, 8000 Falcon 6X, 7X, 8X 	3 2B 2B		<ul style="list-style-type: none"> Airbus A300-100, 200, 600 Boeing 757-200 Boeing 767-300, 400 MD-11 	5 4 5 6
				<ul style="list-style-type: none"> Airbus A330-200, 300 Airbus A340-500, 600 Boeing 747-100 - 400 Boeing 777-300 Boeing 787-8, 9 	5 6 5 6 5

TDG: Taxiway Design Group

Note: Aircraft pictured is identified in bold type.

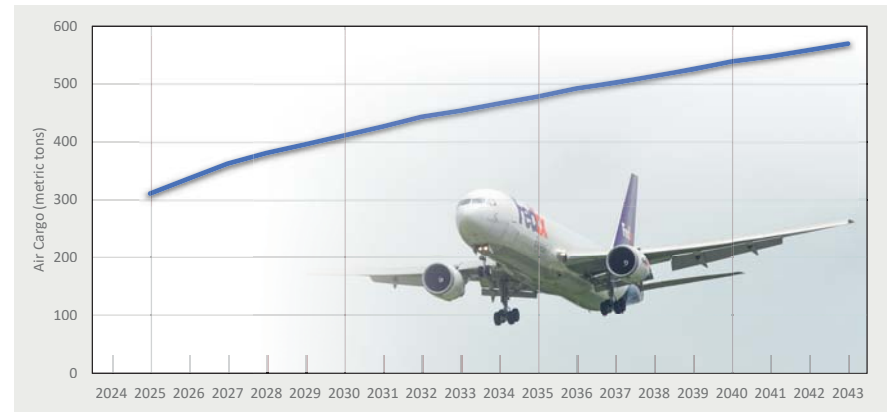
AMAZON AIR CARGO FORECASTS



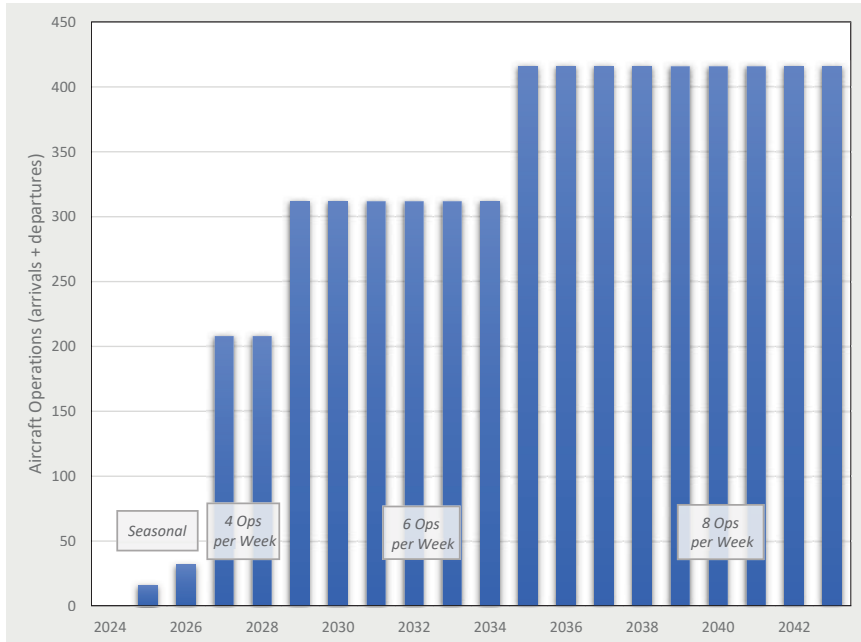
GENERAL FREIGHTER AIR CARGO FORECASTS



FEDEX AIR CARGO FORECASTS



GENERAL CARGO FREIGHT SERVICE - ANNUAL AIRCRAFT OPERATIONS FORECAST



AIR CARGO FORECASTS SUMMARY

	2025	2029	2033	2037	2042/2043
Annual Operations					
FedEx Scenario					
Cessna C208B	522	522	0	0	0
Cessna C408	0	0	522	522	522
Amazon Air Scenario					
ATR-72F		626	1,256	1,256	0
Boeing 737-800F		0	0	0	626
General Cargo Freighter Scenario					
Boeing 757-200F	16	312	312	416	416
Air Cargo Tonnage (metric tons)					
FedEx Scenario	310	395	453	502	569
Amazon Air Scenario		1,961	4,768	5,592	6,693
General Cargo Freighter Scenario	166	1,622	2,839	3,245	5,408

TXK AIR CARGO FORECASTS

MAJOR ASSUMPTIONS FOR DEFINED SCENARIOS

FEDEX SCENARIO

- Assume FedEx flights with 10x per week operations at TXK (5 arrivals & 5 departures)
- In 2025, start with Cessna 208B & upgauge in 2031 to the larger Cessna C408 SkyCourier
- Aircraft tonnage capacities adjusted for FedEx lower density shipments
- Startup years have accelerated growth for new TXK market, then taper for consistency to Boeing long-terms forecasts
- Validate assumptions with FedEx feeder flights at AFW hub



GENERAL CARGO FREIGHTER SCENARIO

- Scenario depends on new auto manufacturer or similar industrial activity starting near TXK
- Assume B757-200F operation at TXK which will increase weekly frequencies over the forecast period
- Freighter has multi-stop itineraries with only part of a/c allocated to each airport
- 8 flights (2025); 16 flights (2026)
- 4x weekly ops (2027); 6x weekly ops (2029); 8x weekly ops (2035)
- TXK a/c allocation range: 20%- 50%



AMAZON AIR SCENARIO

- Scenario depends on presence of a large Amazon fulfillment center near TXK
- 2029 startup with ATR-72F at 6x weekly ops service to AFW hub,
- Expect increase to 12x weekly ops with ATR; then eventually upgauge to B737F at 6x weekly service ops
- Tonnage growth occurs at accelerated pace compared to Boeing forecast
- Payload capacity for the ATR-72F is based on analysis Amazon Air's current operations of the aircraft in the U.S.





FORECAST SUMMARY

	Base Year	Forecast			CAGR
	2022	2027	2032	2042	
ENPLANEMENTS	35,699	39,080	42,412	48,789	1.57%
ANNUAL OPERATIONS					
Itinerant					
Air Carrier	386	1,983	2,001	2,099	8.84%
Air Taxi	5,361	3,583	3,746	4,094	-1.34%
General Aviation	11,724	12,955	13,500	14,634	1.11%
Military	841	841	841	841	0.00%
Total Itinerant Operations	18,312	19,362	20,088	21,668	0.84%
Local					
General Aviation	11,507	12,873	13,449	14,664	1.22%
Military	926	926	926	926	0.00%
Total Local Operations	12,433	13,799	14,375	15,590	1.14%
Total Annual Operations	30,745	33,161	34,463	37,258	0.97%

CAGR: Compound Annual Growth Rate

	2022	2027	2032	2042
PEAKING				
Enplanements				
Peak Month	3,570	3,908	4,241	4,879
Design Day	115	126	137	157
Design Hour	39	41	88	96
Annual Operations				
Peak Month	3,159	3,407	3,541	3,828
Design Day	106	112	116	126
Busy Day	187	198	205	223
Design Hour	6	6	6	7
FLEET MIX				
Single Engine Piston	33	34	35	38
Multi-Engine Piston	8	7	5	3
Turboprop	6	8	11	16
Jet	12	13	16	20
Helicopter	4	5	6	7
Based Aircraft	63	67	73	84

