



EXECUTIVE SUMMARY
AVIATION RELATED DEVELOPMENT PLAN

McGhee Tyson Airport



PREPARED FOR

METROPOLITAN KNOXVILLE AIRPORT AUTHORITY

BY

LOCKWOOD GREENE

AND

THE LPA GROUP

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Overview – During the past three years, many prospective tenant representatives have approached the Airport Authority regarding the availability of land to develop facilities for businesses that require airport access. While attempting to follow the recommendations of the FAA 1995 Master Plan, and accommodate the needs of the prospective tenants, the Airport Authority realized that a plan with a greater level of detail than what the Master Plan provided was necessary.

This Development Plan has been prepared to help assure that the most functional and economical growth and development of airport land and facilities are achieved. The plan provides the guidance to prepare the land and access that will encourage and enable the development of specific business facilities. The plan addresses the following issues:

- Land Use
- Property Ownership and Acquisition
- Airfield Access Requirements
- Roadway Access Requirements
- Interaction with Intermodal Transportation facilities
- Utility Requirements
- Land Preparation
 - Environmental Overview
 - Earthwork
 - Storm Water Management
- Estimates of Development Costs

Land Areas 1, 2, 3, 4, and 5 – Five areas within the perimeter of the airport have been identified by the Airport Authority as being the primary areas of potential development. These five areas are the focus for the study. In order to study the five areas, consideration has also been given to adjoining lands and facilities for the evaluation of compatibility and growth.

A market analysis and identification of potential opportunities for the Airport has been conducted by Global Aviation Associates, Ltd. Initially, the facility needs of the existing tenants that are the Airport Authority's core market, should be addressed. These needs include expansion of facilities for terminal support, general aviation, cargo, military, and aircraft maintenance-repair-overhaul (MRO) operations.

Other opportunities for aviation related businesses could also exist, that were not significant to be represented as marketing opportunities in the study.

For the Airport Authority to be in a position of timely responding to the needs of tenants, and requests from prospective tenants, an aggressive and pro-active program of land acquisition and the preparation of development and zoning standards should be pursued.

The following exhibits summarize the development plan:

- Development Plan

Each of the five development areas is depicted on a graphical layout of the airport.

- Attributes

The matrix identifies advantages and disadvantages of different attributes for the development areas that may be used to assist the Airport Authority in the decision process regarding development within the areas. The non-presence of an 'X' within a box for an attribute/area, signifies that the attribute was neither an advantage nor a disadvantage to the respective development area.

- Development Area Statistics





The matrix is a compilation of statistical information based on the conceptual layouts prepared for each area. The matrix allows for an efficient review and comparison of each of the development areas. The inclusion of hypothetical building and apron statistics are for the purpose of demonstrating potential capacity, and not as recommendation of specific tenant facilities and individual site layouts. Therefore, the associated estimates do not include the cost for any hypothetical building or apron facilities. The cost estimates do include in part the estimated costs for Phases 1 and 2 of the combined Areas 2 and 3 (The West Development Area) as prepared by The MEA Group and Airport Authority Staff. These costs are \$22.7M and \$2.1M respectively.

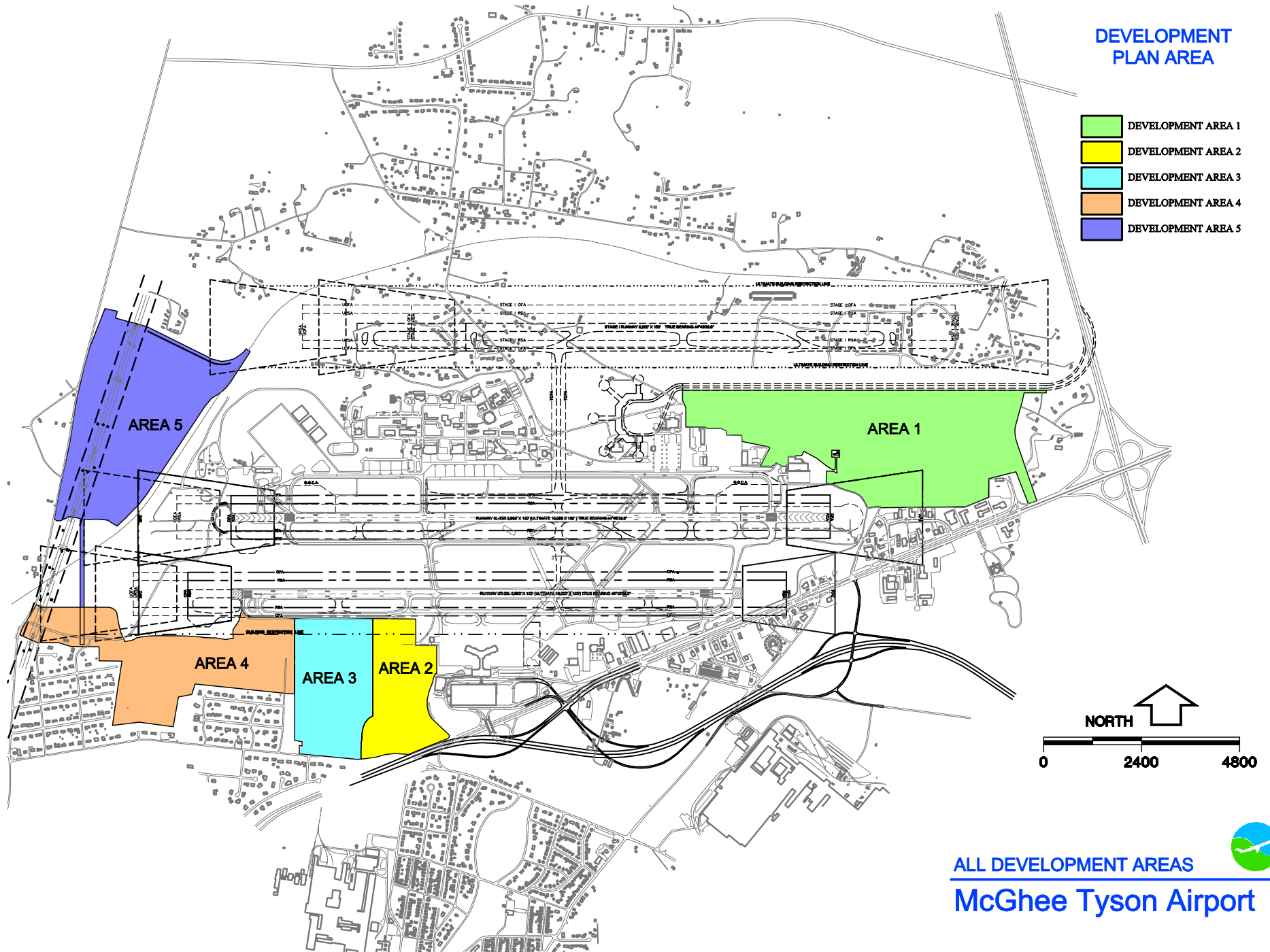
Over All Cost Summary

The table represents the potential of distribution of the estimated costs. The summary addresses specifically the distribution of costs for work that is eligible for funding from the Federal Aviation Administration through the AIP program. The summary also identifies non-AIP eligible costs that will require funding from other sources that may include the Airport Authority, state and local grants, third party development, and other sources.

The implementation of the plan should be driven by demand and need.

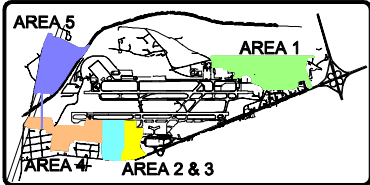
DEVELOPMENT PLAN AREA

-  DEVELOPMENT AREA 1
-  DEVELOPMENT AREA 2
-  DEVELOPMENT AREA 3
-  DEVELOPMENT AREA 4
-  DEVELOPMENT AREA 5



ALL DEVELOPMENT AREAS
McGhee Tyson Airport

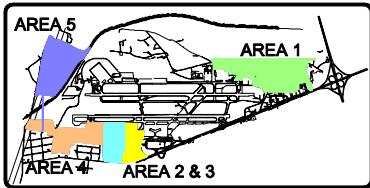


ADVANTAGES										
DISADVANTAGES										
	DEVELOPMENT AREA 1	DEVELOPMENT AREA 2	DEVELOPMENT AREA 3	DEVELOPMENT AREA 4	DEVELOPMENT AREA 5					
AIRSIDE ACCESS	X	X	X	X						
LANDSIDE ACCESS	X	X	X	X	X					
RAIL ACCESS									X	
TERMINAL PROXIMITY		X	X							
UTILITY ACCESS	X	X	X	X	X				X	
AFFF PUMP HOUSE	X			X						
SITE REMEDIATION		X	X	X	X				X	
ATCT LINE OF SIGHT		X			X					
AVIATION RELATED DEVELOPMENT										
AIRCRAFT MRO	X			X						
GENERAL AVIATION FBO				X	X					
CORPORATE HANGARS	X			X	X					
CARGO	X	X								
TERMINAL SUPPORT DEVELOPMENT		X	X							
INDUSTRIAL DEVELOPMENT	X								X	
PROPERTY AQUISITION		X								

ATTRIBUTE MATRIX

McGhee Tyson Airport

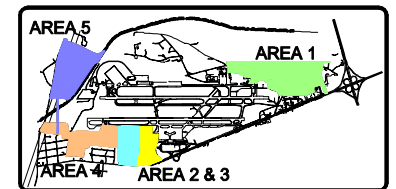




		DEVELOPMENT AREA 1	DEVELOPMENT AREA 2 & 3	DEVELOPMENT AREA 4	DEVELOPMENT AREA 5
POTENTIAL DEVELOPMENT AREA	Acres	210	140	95	160
HYPOTHETICAL BUILDING AREA	Square Feet	1,130,000	1,000,000	TBD*	935,000
PROPOSED GENERAL USE APRON	Square Feet	1,750,000	352,000	TBD*	NONE
CONCEPTUAL TAXIWAY	Linear Feet	5,000	1,800	2,900	NONE
CONCEPTUAL ROADWAY	Linear Feet	21,000	14,000	12,000	5,500
CONCEPTUAL RAILROAD SPUR	Linear Feet	NONE	NONE	NONE	2,250
AFFF PUMPHOUSE FACILITY		EXISTING	1 NEW	NONE	NONE
ESTIMATED COSTS		\$56,994,000	\$41,356,000	\$12,472,000	\$8,474,000



	Total	FAA	MKAA	Other
Area 1	\$ 56,994,000	\$ 45,122,100	\$ 5,014,000	\$ 6,857,900
Area 2 & 3	\$ 41,356,000	\$ 35,765,000	\$ 3,975,000	\$ 1,616,000
Area 4	\$ 12,472,000	\$ 9,624,600	\$ 1,069,400	\$ 1,778,000
Area 5	\$ 8,474,000	\$ -	\$ -	\$ 8,474,000
Total	\$ 119,296,000	\$ 90,511,700	\$ 10,058,400	\$ 18,725,900



OVER ALL COST SUMMARY

McGhee Tyson Airport

