

TECHNICAL ADVISORY COMMITTEE (TAC)

AIRPORT MASTER PLAN MEETING #6 NOTES

SEPTEMBER 3, 2008 9:00 A.M
AVIATION DEPARTMENT

PARTICIPANTS

Dan Stratman	Airline Pilots Association
Mark Schenkelberg	FAA
Todd Madison	FAA
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Mark VanLoh	Aviation Department, Director
Phil Muncy	Aviation Department
David Long	Aviation Department
Joe McBride	Aviation Department
Ian Redhead	Aviation Department
Greg Baker	Aviation Department
Stan Barrett	Aviation Department
Bruce Wiggins	Aviation Department
Kyle Elliott	City Planning and Development
Russell Blanck	Landrum & Brown
Jon Woodward	Landrum & Brown
Bruce Anderson	Landrum & Brown
Nick Brown	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Sara Clark	TranSystems
Emiel Cleaver	Phillips West

Current Study Status

- Russell Blanck and Bruce Anderson presented the Master Plan recommendations, terminal development considerations, preferred Master Plan terminal concept, preferred terminal concept pros and cons, and KCI's position for the future.

COMMITTEE COMMENTS & QUESTIONS

- **Question: Are there any examples of terminals like this already on the ground?**
 - **Answer:**
I can't say we have one precisely in this arrangement. We have proposed them in other places and internationally, but there are other terminals that have similar arrangements in a little different geometry. There are very few new "green field" terminals being built these days, but there are some that have been designed like this.
- **Comment: It will be interesting to see how Indianapolis works when it opens. Dallas' consolidated international terminal is another example to look at.**
- **Comment: This would give Kansas City a chance to be a benchmark and innovational leader in design.**
- **Question: Did you calculate an estimated security transit time with this new layout?**
 - **Answer:**
We haven't calculated that specifically yet, but it will be in range of what it is today, if not less. Also, security technology is changing and it will change the estimated times for security transit.
- **Question: Have you considered the changing technology in terminal design?**
 - **Answer:**
From a physical planning perspective, technology doesn't drive the design or terminal configuration although it is in the back of our minds. We design with more opportunities for flexibility to accommodate no matter what the technology. Even security technology is changing fast. It is an exponential explosion in terms of the technology and information needed to move people through security.
- **KCI Team Comment: The public is most concerned about increased wait times and increased walking distances. We need to address the current high level of passenger convenience in the new terminal plan. Moving walkways will address the increased walking distances, and the terminal will have advances to help mitigate those distances. Anything is possible with the new design, and we have to weigh it all. KCI's current strong suit is little walking but that is not in step with current trends in the aviation industry.**

The meeting concluded at 10:30 AM.