

TECHNICAL ADVISORY COMMITTEE (TAC)

AIRPORT MASTER PLAN MEETING #3 NOTES

JULY 18, 2007 9:00 A.M.

PARTICIPANTS

Dan Stratman	Airline Pilots Association
Steve Baker	FAA Manager, KCI Airport Tower
Todd Madison	FAA Central Region, Environmental Planner
David Price	FAA Manager of the KCI Airport Tower
Yvonne Jackson	Fed EX Rep- Local Air Cargo
Mark Schenkelberg	FAA
Joe Pestka	MODOT
Daniel Erickson	Platte County
Lapondzia Jones	Aviation Department, Project Manager
Jade Liska	City Planning and Development, Project Manager
Mark VanLoh	Aviation Department, Director
Phil Muncy	Aviation Department
David Bowen	Aviation Department
Rich Weems	Aviation Department
Kyle Elliott	City Planning and Development
Dave Rickerson	Landrum & Brown
Bruce Anderson	Landrum & Brown
Shane Wirth	Landrum & Brown
Jon Woodward	Landrum & Brown
Lisa Briscoe	Patti Banks Associates
Lynnis Jameson	Patti Banks Associates
Myra Karasik	Patti Banks Associates
Sara Clark	TranSystems
Emmet Morris	Phillips West

Current Status Study

- Dave Rickerson, Bruce Anderson and Shane Wirth presented the status of the KCI Airport Master Plan, airport terminal alternatives and evaluation criteria.

COMMITTEE COMMENTS & QUESTIONS

- ***Question: How long is tunnel shown in South - Concept C? How can it be shortened? Is it needed? Have you looked at hub bus?***

- **Answer:**

As currently shown the landside access tunnel carries vehicular traffic to and from the south is roughly 2 miles long in this conceptual plan. Concept C is now at level of generic master plan, with a specific master plan there would be more detail but it does appear that this tunnel can be shortened. Providing a ground access connection from the south provides both a time savings to vehicles coming from downtown and as a result provides environmental advantages in reducing emissions.

- ***Question: How would West Concept A affect new west side runway, development on west side and connector to existing runway?***

- **Answer:**

Operationally this alternative is a challenge due to its location on the west side of the airport and not between the two existing parallel runways. The flow of aircraft to and from the runway system would be an issue due to the FAA's increased focus on potential for runway incursions. The layout would likely increase operational costs to carriers particularly related to taxi time and movements to and from Runway 1R-19L and Runway 9. The West A option would be a more acceptable option if the third parallel runway were actually required, based on demand at some point in the master plan horizon. Problems with West A include difficulty in taxiing across if there are any shut downs in other runways and issues related to the manner in which the airport maintains operations during snow removal operations.

- ***Question: Are there environmental issues?***

- **Answer:**

Do not see major issues with any option.

- ***Question: Are you running part 77 and TERPS?***

- **Answer:**

Yes, the planning team is evaluating all options using the imaginary surfaces associated with FAR Part 77 and the United States Terminal Instrument Procedures criteria.

- ***Question: Are you going to look at issue of aviation traffic movement around end of West runway?***

- **Answer:**

A series of aircraft traffic ground movement issues are being investigated. These will include the need for end around taxiways to access airfield areas while minimizing the potential for runway incursions. Additional analysis will also be undertaken to address

issues of aircraft queuing on the runway taxiway system associated with key terminal alternatives and the taxi flows into and out of the various terminal complex alternatives. Meetings with the FAA are being scheduled to discuss in operational and configuration issues in detail.

• **Question: Have you looked at hubbing potential?**

▸ **Answer:**

The development of both the terminal area concepts and the airfield alternatives have taken into consideration the ability to not only serve the projection of demand contained in the approved forecasts, but also to ensure the flexibility to accommodate a change in both the level and type of airline operation conducted at KCI including the potential for a hub operations.

• **Question: What is your experience in building new terminal facilities and phasing of construction?**

▸ **Answer:**

Would be easier to do as turnkey. Aviation department noted that they had experience with phasing while keeping an existing terminal open and it had been a nightmare. Building a separate new terminal while keeping the current one open can be expensive, however. Cost to airlines per passenger in Kansas City is low; airlines may protest a higher cost associated with a new terminal. With the West side terminal option,

• **Question: What are the benefits of the Southern options? Potential issues?**

▸ **Answer:**

Benefits include the fact that the southern option is situated in closer proximity to the majority of the terminal related demand and the location of the terminal in this area would reduce drive time for most users by up to five miles and potentially 10 to 15 minutes. This facility could be developed so as to continue to use the existing and recently completed Consolidated Rental Car facility and can be constructed without impacting the operations or level of service in the current terminal complex which can remain operational throughout. The layout of the terminal provides excellent accessibility to the current runway system.

- **Issues:** The most significant issue is the strong affinity that most of the Kansas City based travelers have for the current terminal particularly due to its narrowness and the east of moving quickly through the facility.

The meeting concluded at 10:30 AM.