



Airport Master Plan

KANSAS CITY WHEELER DOWNTOWN AIRPORT





AGENDA

Planning Advisory Committee (PAC) Meeting #1 – Kickoff

Tuesday, February 7 – 11:00 am

Brigadier General Charles E. McGee

General Aviation Terminal Building Conference Room

1. Welcome/Introductions
2. Master Plan Process
3. Role of the Planning Advisory Committee
4. SWOT Analysis/Group Discussion
5. Next Steps



PLANNING ADVISORY COMMITTEE

NAME	TITLE	REPRESENTING
Ron Achelpohl	Director of Transportation	Mid-America Regional Council (MARC)
Diane Binckley	Principal Asst. Dept. Head	Kansas City Planning and Development
Eric Bunch	City Council Member, 4th District	City of Kansas City
Tom Chandler	Regional Representative	Airport Owners and Pilot Association (AOPA)
Todd Covington	Batt. Chief/KCFD	City of Kansas City- MKC ARFF
Adam Freeman	Airport Manager	City of Kansas City - MKC
Steve Hadley	Regional Representative	National Business Aviation Association (NBAA)
Austin Hunt	President	KC Business Aviation Association (KCBAA)
Jenny Johnston	President	Northland Regional Chamber of Commerce
Melissa Kozakiewicz	Assistant City Manager	City of Kansas City
Todd Madison	Airport Planner for Missouri	Federal Aviation Administration (FAA)
Ben Moore	General Manager	Atlantic Aviation (FBO)
James Orefice	Area Manager	Signature Flight Support (FBO)
Jeremy Teague	Manager	MKC ATCT (FAA Control Tower)

PUBLIC INVOLVEMENT PLAN

• Planning Advisory Committee (PAC)

4 Scheduled



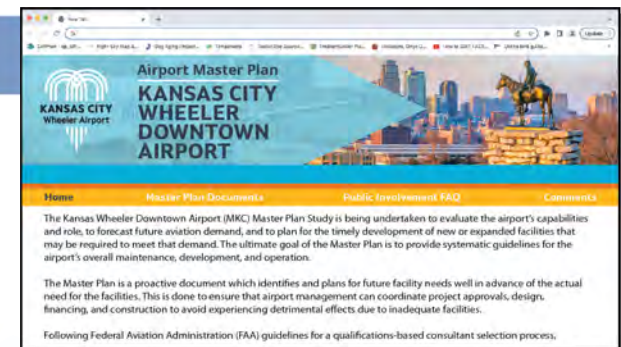
• Public Information Workshop

3 Scheduled



• Project Website

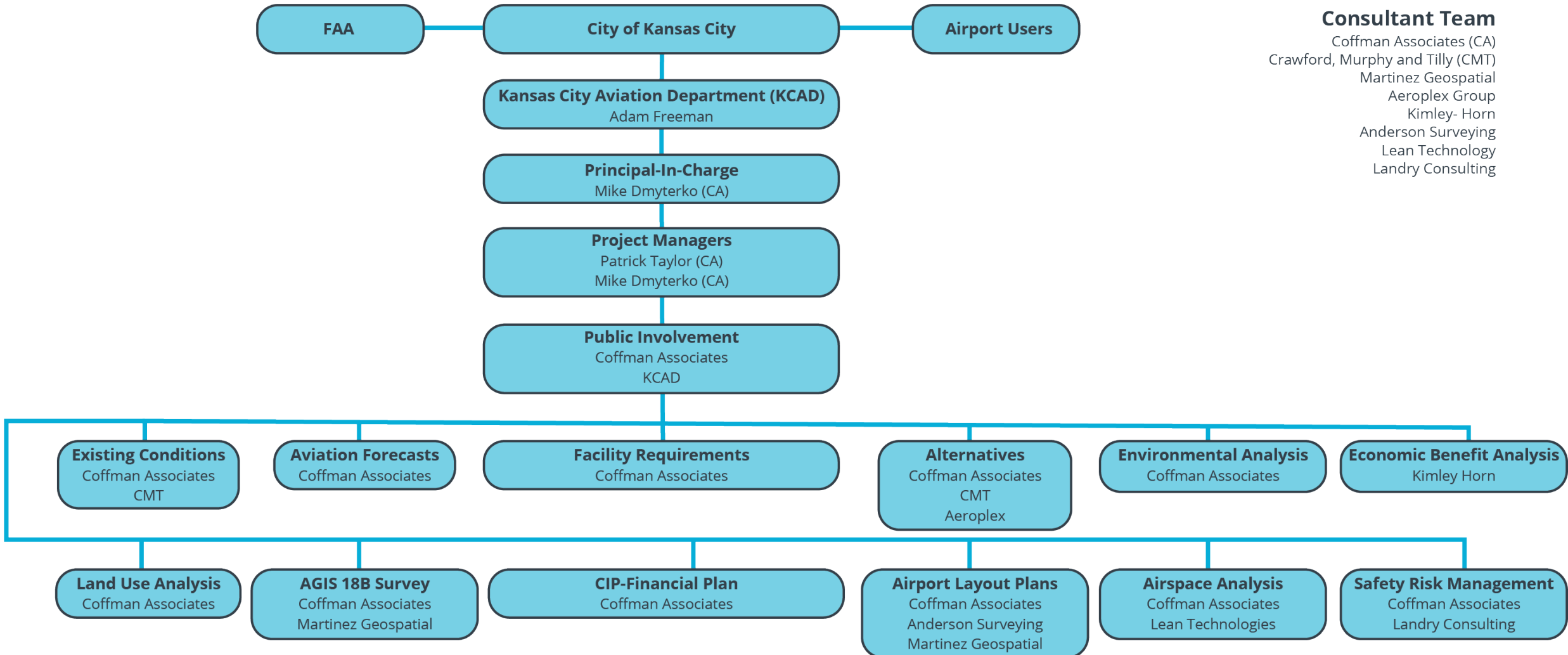
www.MKC.airportstudy.net



PURPOSE OF THE MASTER PLAN STUDY

- Provide a **visioning document** to guide airport management and other decision makers regarding development of the airport over the next 20 years.
- Address **local and national changes** in the aviation industry that could impact priorities at MKC.
- Identify and **plan for potential capital projects**, in advance, so that coordination, approvals, financing, design and construction can take place in a timely manner.
- Identify locations for appropriate **on-airport land uses** (aviation and non-aviation)
- Develop a plan that addresses **FAA and airport priorities** (i.e., safety, design standards, land use compatibility, compliance, etc.).
- Obtain **FAA approval of new aviation demand forecasts and updated Airport Layout Plan (ALP)**.
- Have a current and **approved ALP** on file with FAA so that future grant funding can continue uninterrupted.
- Increase **stakeholder/public awareness** of the airports' goals and objectives.
- Maintain **communication** and capital project discussions with FAA and airport stakeholders.

PROJECT TEAM/ORGANIZATION CHART



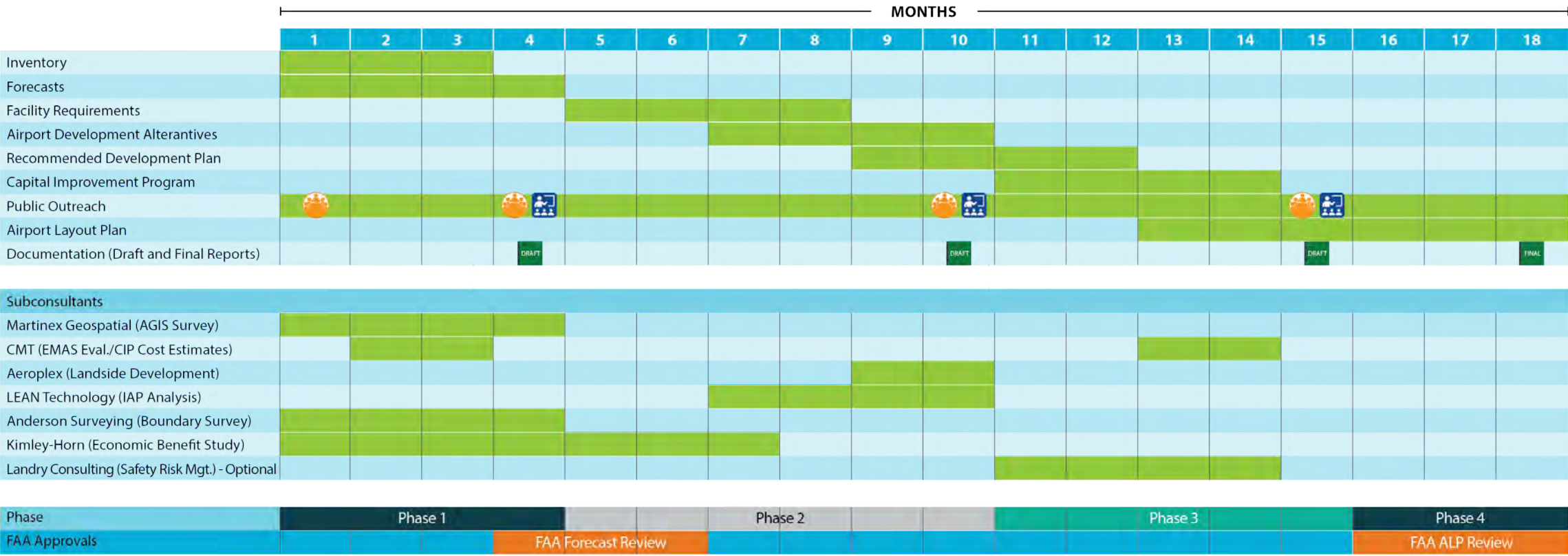


MASTER PLAN PROCESS





PROJECT SCHEDULE



ROLE OF THE PLANNING ADVISORY COMMITTEE (PAC)

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the City of Kansas City Aviation Department (KCAD) and the Consulting Team with input into the Airport Master Plan.
- The members of the PAC represent a **variety of organizations and individuals** with interest in the use and development of the airport. These include governmental interests (FAA, KCAD), aviation interests (airport tenants, airport users, pilot groups), non-aviation airport tenants and area economic development interests.
- The **role of the PAC** is to provide input to the airport and the consultant team regarding the current and future use of the Airport. The PAC will **review elements** of the Airport Master Plan while they are in draft form and **comment** on the accuracy of the assumptions and relevance of the information used to develop the report.
- The PAC is a **non-voting advisory body**. While comments and suggestions by PAC members will be considered by the Consultant in developing the draft and final version of the report, the PAC will not vote to approve or disapprove elements of the study, however, a general consensus and understanding of the plan is optimal.



ROLE OF THE PLANNING ADVISORY COMMITTEE (PAC)

- Individual PAC members are considered to **represent their organizations**. It is the responsibility of PAC members to communicate with their respective organizations and report any comments/concerns regarding the development of the Airport Master Plan from their organization back to the PAC, the airport, and the consultant team throughout the process.
- PAC meetings will be held periodically throughout the preparation of the Airport Master Plan. There are **four (4) meetings** planned at this time. Because of the advisory nature of the PAC, a quorum is preferred, but will not be required.
- Attendance at the meeting is **strongly encouraged**. Each member of the PAC represents a unique or significant stakeholder group. If you are unable to attend any given meeting, please send a representative who is able to speak for you or your organization.

ROLE OF THE PLANNING ADVISORY COMMITTEE (PAC)

- For your convenience, [comment forms](#) will be provided for PAC members to submit written comments for consideration in preparing the final report. It would be greatly appreciated if comments are submitted by the due date indicated on the form (approximately [two weeks](#) following the meeting). If this is not possible, contact the project manager (Patrick Taylor) to let him know when you plan to submit comments.
- Comments/suggestions may also be submitted electronically through the project website: (www.MKC.airportstudy.net)
- Comments or questions regarding the PAC, PAC meetings, or draft reports should be directed to [Patrick Taylor or Chandra Burks](#) with Coffman Associates (816-524-3500) or [Mike Waller](#) with KCAD (816-243-3038) or [Adam Freeman](#) with KCAD (816-289-2718).
- [Three \(3\) Public Information Workshops](#) will be held during the course of the study. The primary purpose of the workshop is to encourage the public to obtain information about the study, ask questions, and provide input. Each PAC member is invited to attend this meeting and to encourage members of their organization to attend.



SWOT DISCUSSION





NEXT STEPS



**Inventory, Forecasts,
Economic Impact Study,
Boundary Survey, AGIS
Survey**



QUESTIONS? NEED MORE INFORMATION?

We want to hear from you!

Direct any questions or comments after this meeting to Patrick Taylor with Coffman Associates at 816-524-3500 or ptaylor@coffmanassociates.com or visit the project website to submit comments online.

www.MKC.airportstudy.net

Want to learn more? Visit the Kansas City Aviation Department's websites at:

Kansas City International Airport – www.flyKC.com
Kansas City Wheeler Downtown Airport – www.flyMKC.com
Build KCI New Terminal Project – www.buildKCI.com
Kansas City Aviation Department – www.KCairports.com



TRAFFIC PATTERN AIRSPACE (MKC)

TRAFFIC PATTERN INFORMATION

- Left traffic pattern for Runway 1-19
- Left traffic pattern for Runway 21
- Right traffic pattern for Runway 3
- When departing Runway 3, attain TPA prior to turning crosswind.
- When landing to Runway 21, maintain TPA until passing north of Missouri River.
- Multiple obstructions 0.5-1.0-mile ESE from departure end of Runway 19 up to 1100' MSL (290' AGL).
- Avoid overflight of River Market and Downtown buildings/structures.
- Be aware of tall communication towers 3-miles south of departure end of Runway 19, 3,000' east of centerline.
- Light aircraft to follow I-70 corridor between Downtown and River Market for crosswind leg of traffic pattern (unless otherwise directed by ATCT).

LOCATION

FAA Identification: MKC
 Lat/Long: 39° 07'-23.70" N/94° 35' 33.90" W
 Field Elevation: 757' MSL
 Runway 1-19: 6,827' x 150'
 Runway 3-21: 5,050' x 100'

TRAFFIC PATTERN ALTITUDES

- Light Aircraft (A&B) – 1,800' MSL (1,000' AGL)
- Multi-engine/Jet Aircraft (C&D) – 2,300' MSL (1,500' AGL)

COMMUNICATIONS

CTAF/UNICOM: 122.95 Mhz
 ATIS : 120.75 Mhz
 WX ASOS: 120.75 Mhz/ 816-329-2843
 MKC Ground Control (24 hr.): 121.9 Mhz
 MKC Tower (24 hr.): 133.3 Mhz/ 233.7 Mhz
 Kansas City Approach/Departure: 118.4 Mhz
 Clearance Delivery: 121.9 Mhz
 Pre-Taxi Clearance: 121.9 Mhz

AIR CARRIER OPERATIONS

Airport CLOSED to air carrier operations with more than 30 passenger seats except 24 hr. PPR; Air carrier operations not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with airport manager confirming ARFF availability prior to landing or takeoff.

AIRPORT SERVICES

- Atlantic Aviation: Full service FBO – West Ramp
 - Jet A and 100LL
- Signature Flight Support: Full service FBO – East Ramp
 - Jet A and 100LL
- Self-Serve 100LL – West Ramp



Christopher Bond Bridge - 1,038'



River Market Tall Buildings - 1,000'



Downtown Tall Buildings - 1,510'



Transmission Towers - 2,049'

Charles B. Wheeler Downtown Airport (MKC) ECONOMIC IMPACT ANALYSIS

Answer a few questions about your trip to Kansas City to help demonstrate the value of the airport.

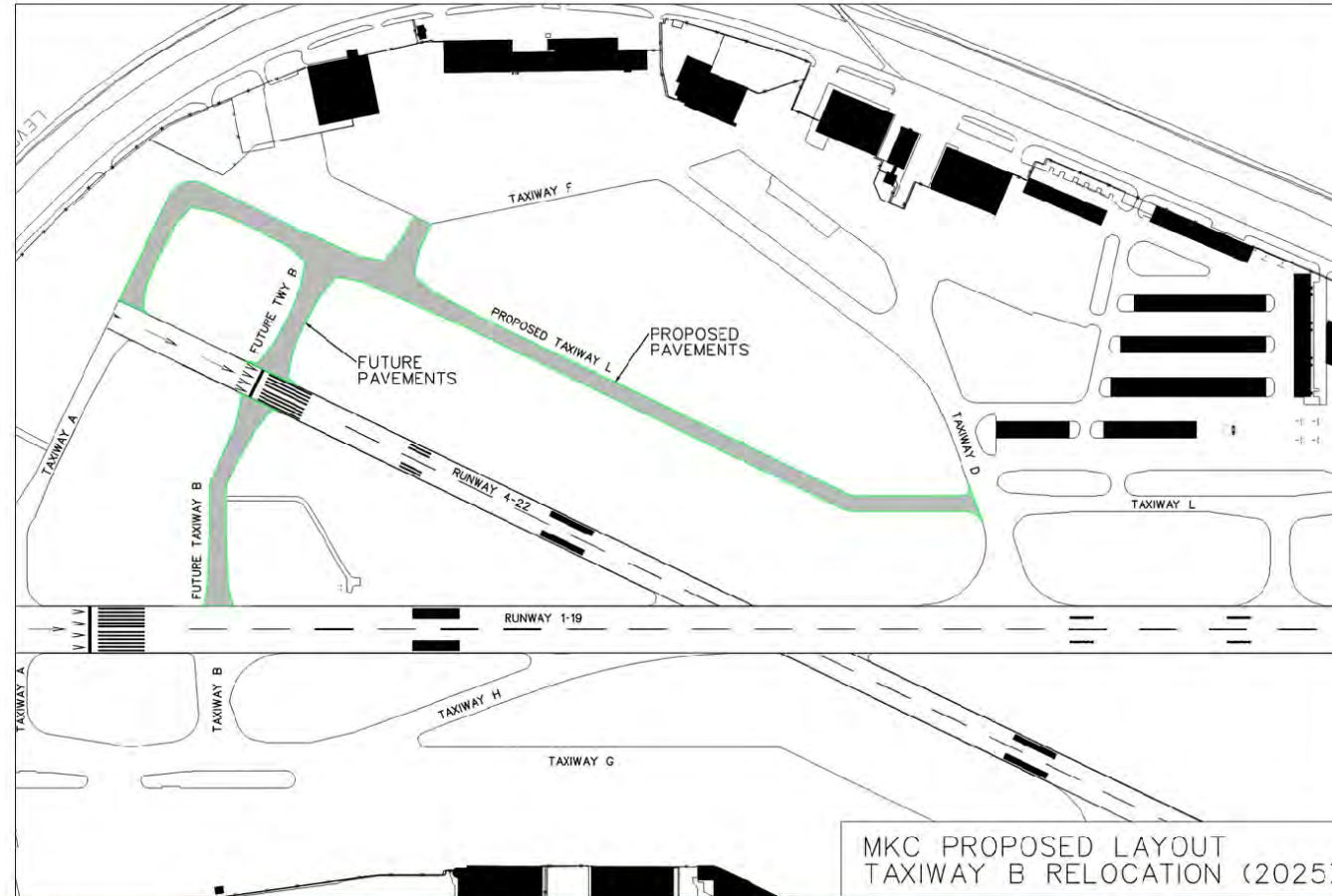
SCAN THE QR CODE TO TAKE THE 5-MINUTE SURVEY!



Your responses to this survey will contribute to calculating the economic impact of the Charles B. Wheeler Downtown Airport (MKC) and will help demonstrate the value of this facility to the regional economy.



TAXIWAYS L AND B PLAN



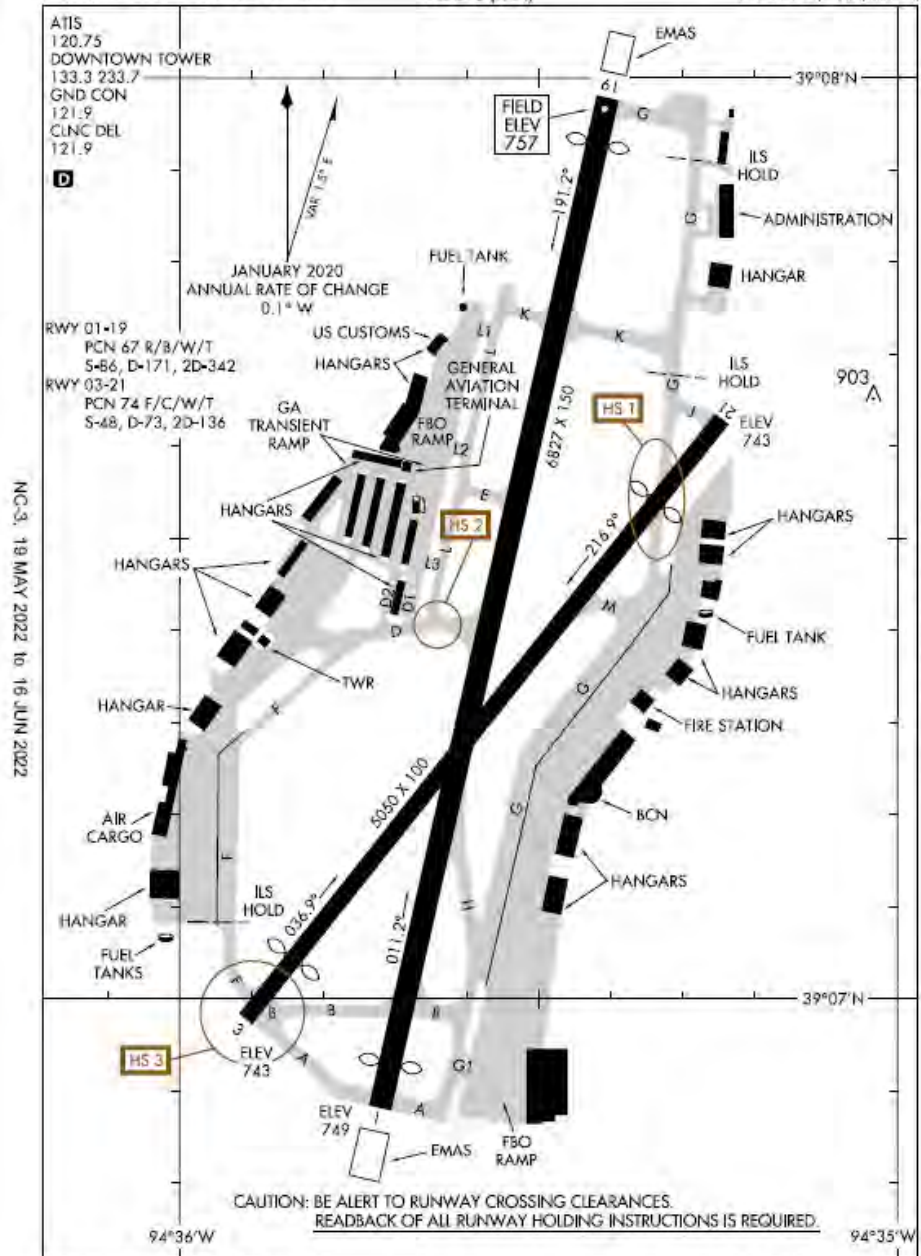
AIRFIELD GEOMETRY ISSUES





22139 AIRPORT DIAGRAM

CHARLES B WHEELER DOWNTOWN (MKC)
AL-213 (FAA) KANSAS CITY, MISSOURI



AIRFIELD GEOMETRY ISSUES

AIRPORT DIAGRAM

KANSAS CITY, MISSOURI
CHARLES B WHEELER DOWNTOWN (MKC)

22139