

EXECUTIVE SUMMARY for the **AIRPORT MASTER PLANS** at

WICHITA MID-CONTINENT AIRPORT



COLONEL JAMES JABARA AIRPORT



AIRPORT MASTER PLANS

Wichita Mid-Continent Airport Colonel James Jabara Airport



Wichita Airport Authority

The Airport Master Plans for Wichita Mid-Continent Airport and Colonel James Jabara Airport have been undertaken to evaluate the airports' capabilities and roles, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The ultimate goals for each master plan study is to provide systematic guidelines for each airport's overall maintenance, development, and operation.

The decision to update the two plans, last updated in 1998, reflects the City of Wichita's recognition of the importance of air transportation to the community and the associated challenges inherent in providing for their unique operation and improvement needs. With the development of sound and realistic plans, the City of Wichita can maintain each of the airport's links to the national air transportation system and maintain the public and private investments in facilities.

HISTORY

Wichita Mid-Continent Airport was opened to general aviation traffic in 1953, while air carrier service was transferred to the new airport on April 1, 1954. Replacing Wichita Municipal Airport, which was purchased by the federal government and subsequently became McConnell Air Force Base, the new facility opened with a two-runway system, a terminal building, and general aviation areas. A steady program of improvements has allowed the airport to keep pace with growing facility needs.

Until 1975, the City of Wichita Board of Park Commissioners was responsible for the operation, maintenance, and development of municipal airports in Wichita. On November 1, 1975, the Wichita Airport Authority was created by the City of Wichita. The current 13-member airport advisory board is responsible for providing overall guidance and direction of airport operations. Final decision-making power rests with the Wichita City Council.

To provide a general aviation reliever airport to Wichita Mid-Continent Airport, Comotara Airpark was acquired in 1980 by the Wichita

Airport Authority. A new runway was constructed in 1984, providing 5,000 feet in length. In 1985, the airport was officially dedicated as Colonel James Jabara Airport in memory of the Wichita native who became the world's first jet fighter ace during the Korean War. The facility now provides a 6,100-foot runway to users, while a full instrument landing system will be available in early 2005 for Runway 18.

Terminal Building/
Air Traffic Control
Tower



Terminal Building
Concourse



Passengers
Waiting to Board
on Ramp



AVIATION DEMAND FORECASTS

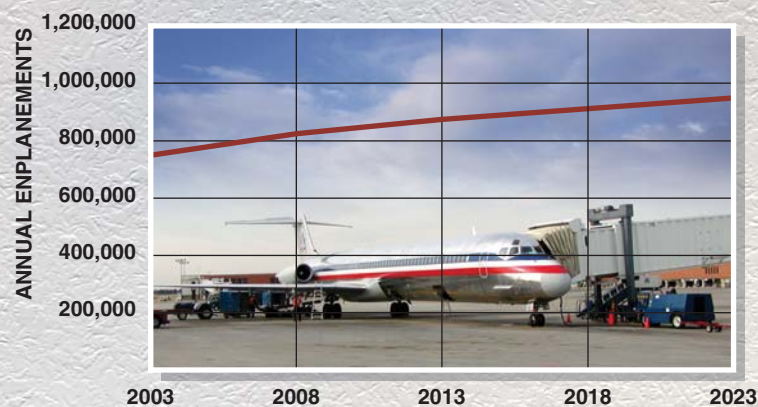
The ability of the two facilities to meet changing demands was first examined by preparing reasonable projections of aviation demand, which were approved by the Federal Aviation Administration (FAA). Forecasts were prepared for several indicators, including: annual operations, annual passengers, air freight tonnage, based

aircraft, and annual instrument approaches. While serving as the basis for the evaluation of facility needs, the forecasts are also used to assess environmental factors and future revenue potential. The following graphic summarizes the forecasts prepared for the two airports.

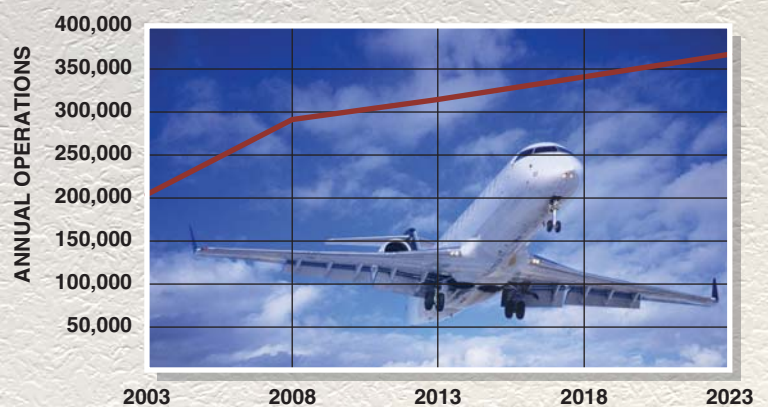
Wichita Mid-Continent Airport

| | Base Year | 2008 | 2013 | 2023 |
|------------------------------|-----------|---------|---------|---------|
| Annual Enplanements | 750,000 | 825,000 | 875,000 | 950,000 |
| Annual Operations | 204,007 | 291,260 | 314,560 | 367,140 |
| Air Freight (tons) | 34,743 | 43,700 | 53,000 | 77,600 |
| Annual Instrument Approaches | 5,790 | 6,260 | 6,670 | 7,650 |
| Based Aircraft | 150 | 150 | 150 | 150 |

Annual Enplanements Forecast



Annual Operations Forecast



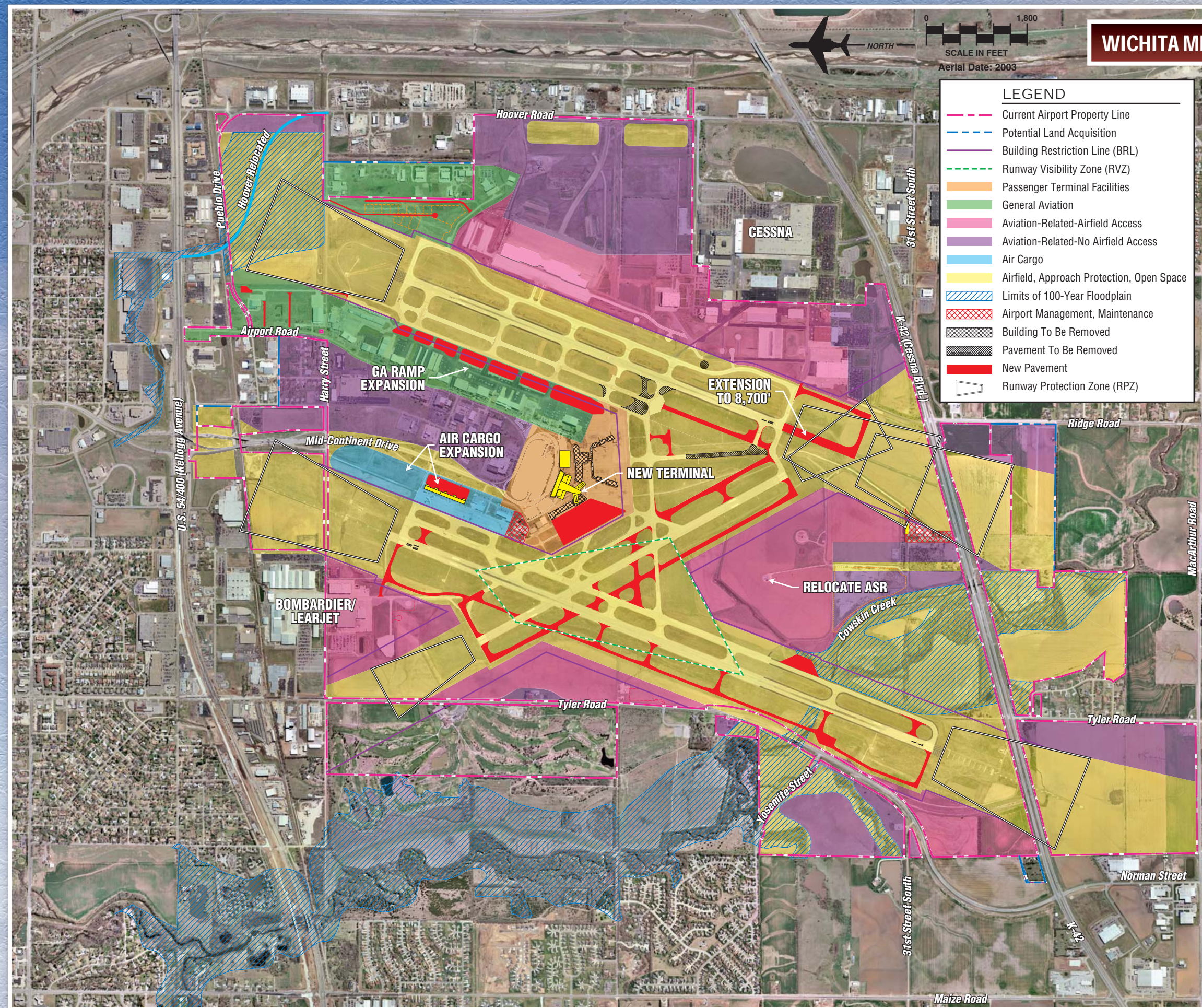
Colonel James Jabara Airport

| | Base Year | 2008 | 2013 | 2023 |
|------------------------------|-----------|--------|--------|--------|
| Annual Operations | 38,700 | 44,200 | 49,000 | 60,500 |
| Based Aircraft | 153 | 170 | 185 | 220 |
| Annual Instrument Approaches | 526 | 620 | 710 | 980 |

RECOMMENDED DEVELOPMENT PROGRAMS

The master plans provide for the orderly expansion of existing facilities, and the replacement of older facilities to meet needs over the next 20 years. While the plans are phased through the short (0-5 year), intermediate (6-10 year), and long term (11-20 year) planning horizons, the plans are demand-based. Facilities will not be constructed until they

are needed for capacity or to replace obsolete facilities. The master plans have identified \$305 million in capital needs for Mid-Continent and \$28 million for Colonel James Jabara Airports over the 20-year planning periods. The master planning concepts have been depicted on the accompanying exhibits.



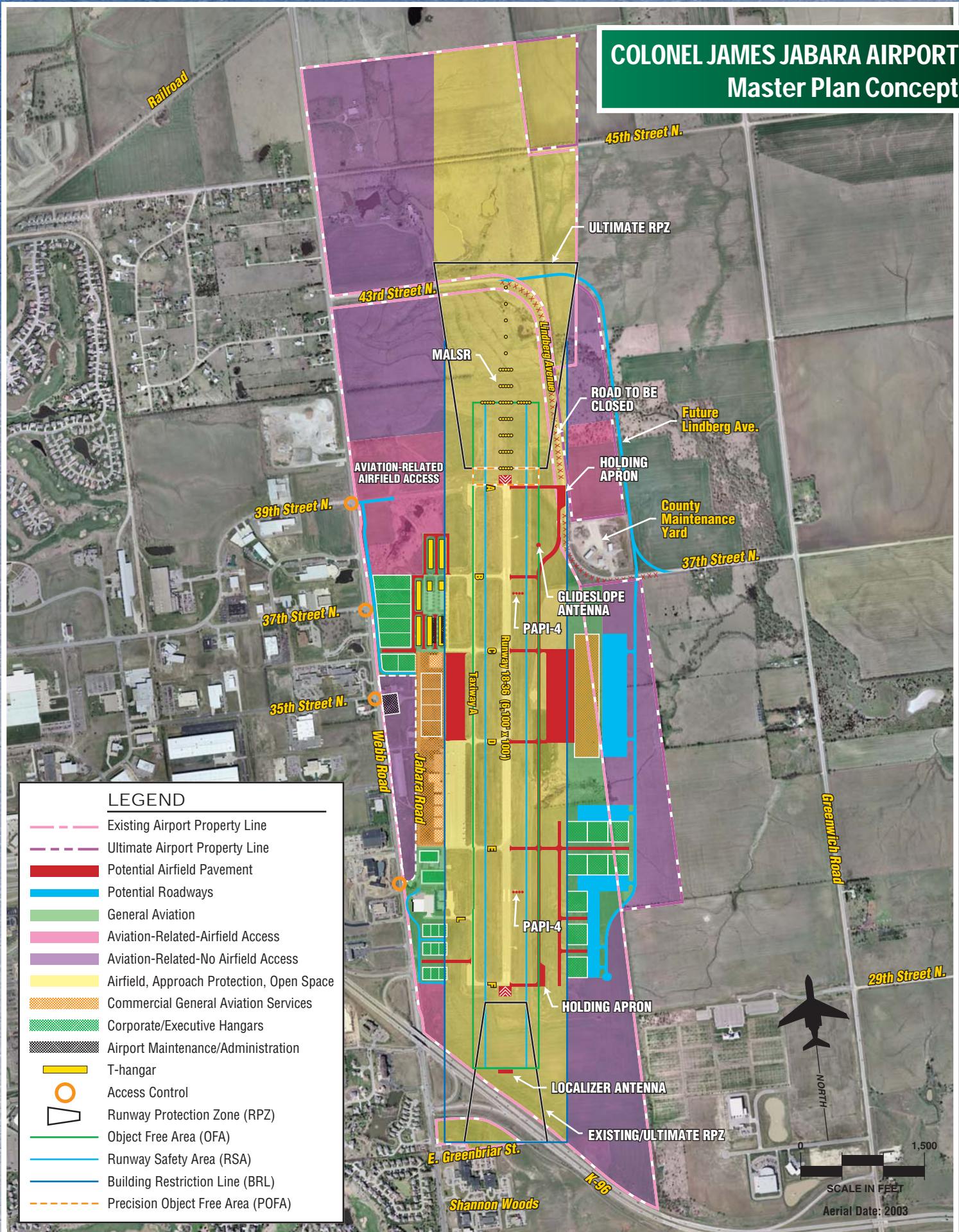
Airside Improvements:

- Extension of all parallel taxiways to provide full-length taxiway access along runways.
- Extension of Runway 1R-19L to 8,700 feet.
- Rehabilitation of Taxiway A, and rehabilitation and expansion of general aviation ramp.
- Expansion of air carrier apron (in conjunction with a new terminal).
- Expansion of air cargo apron.
- Relocation of Airport Surveillance Radar (south side of airfield).

Landside Improvements:

- Construction of a replacement terminal facility and reconfiguration of parking and loop road.
- Relocation of air cargo building and expansion of facilities to meet demand.
- Expansion of general aviation facilities (hangars and maintenance facilities).
- Acquisition of land parcels (noted on exhibit) for aviation-related development.
- Provision for relocation of Hoover Road.

COLONEL JAMES JABARA AIRPORT Master Plan Concept



Colonel James Jabara Airport Improvements:

- Full instrument approach on Runway 18 (early 2005).
- Land acquisition for future aviation-related development.
- Full extension of parallel taxiway on east side of runway.
- Development of general aviation facilities to meet future needs.
- Relocation of 43rd Street/Lindberg Avenue for taxiway/glideslope clearance.
- Reconstruct Jabara Road and 35th Street North.

PLAN IMPLEMENTATION

The master plans were a cooperative effort between the City of Wichita, the consultants, and planning advisory committees which were established for each of the master planning studies. The participants met on five occasions to review and discuss the draft planning materials during the 12-month project schedule. The committee consisted of airport users, FAA personnel, local government representatives, and the airport staff. Public workshops were also conducted at three junctures in the study to review critical study recommendations.

While the plans have identified extensive capital project needs over the next 20 years, a high percentage of the capital costs will be eligible for grants administered by the FAA. The source for these grants is the Aviation Trust Fund, which is funded with taxes on airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. The FAA distributes these funds through the Airport Improvement Program (AIP).

The Wichita Airport Authority will utilize airport revenues to provide remaining project costs. For Mid-Continent Airport, projects will also be eligible for funding assistance through passenger facility charges (PFCs), which are collected by the airlines on enplaning revenue passengers. For more detailed information on the respective reports, refer to the final technical reports, which are available at the offices of the Wichita Airport Authority.

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