AIRPORT CERTIFICATION MANUAL (ACM)
CLASS I AIRPORT

TO COMPLY WITH CFR 14 PART 139
AS ADMINISTERED BY THE
FEDERAL AVIATION ADMINISTRATION

Victor White
Director of Airports

FAA Approved

Date:

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Date:

AIRPORT CERTIFICATION MANUAL
DISTRIBUTION LIST

The official file copy of the Airport Certification Manual is maintained in the Airport Operations Office.

Copies of the Airport Certification Manual, including all revisions and amendments, are distributed to the following:

1. WAA Director of Airports
2. WAA Assistant Director of Airports
3. WAA Airport Operations Manager
4. WAA Engineering and Planning Manager
5. WAA Airport Police and Fire Chief
6. WAA Police and Fire Control Room
7. WAA Ground Facilities and Fleet Manager
8. WAA Building and Utility Facilities Manager
9. FAA Wichita Air Traffic Control Tower
10. FAA Wichita Airway Facilities Office
11. FAA Central Region Airports Division

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AIRPORT CERTIFICATION MANUAL
PAGE REVISION LOG

The main body of the ACM and Appendix B were completely revised July 2, 2014.

PAGE	DATE	DESCRIPTION
Appendix A: LOA Altitude Restricted Low Approaches	6/15/2006	Delete old. Completely revised.
Appendix A: LOA Airport Lighting Systems	7/4/2006	Insert
Appendix A: LOA Deicing Procedures	7/4/2006	Delete old. Completely Revised
Appendix A: LOA Airport Conditions	3/31/2008	Delete old. Completely revised.
Appendix A: LOA Airport Conditions	2/15/2009	Suspension of runway operations for PIREP of NIL
Appendix C: Snow and Ice Control Plan	6/30/2009	Delete old. Completely revised.
AEP (Under separate cover)	10/1/2010	Delete old. Completely revised.
Appendix C Snow & Ice Control Plan; Attachment B, Runway Friction Survey	2/15/2011	Wichita Mid-Continent Winter Operations Runway Inspection Report
Appendix D LOA; Aircraft Emergency Operations	2/15/2011	Update
Appendix Letters of Agreement	5/1/2011	Add: LOA Notification Procedures via Direct Entry Digital NOTAMs Memorandum SRMDM for Direct-Entry Digital NOTAMs
Exhibit 5	7/1/2011	Delete old. Replace with Mid-Continent Airport Self-Inspection Reference
Snow & Ice Control Plan: Attachment A	12/1/2011	Replacement and addition to FAA funded equipment
Appendix C SICP pages 16,17,18	3/1/2012	Priority 1 Areas.
Appendix A: LOA Notification Procedures by the Airport for Surface Area NOTAMs	4/16/2012	Insert
Exhibit 4 S44	8/12/2012	Update
Exhibit 4 S44b	8/12/2012	Update
Appendix C SICP 8-17, 19-21, 23, 36, 39, 40	5/28/2013	Updated position and division titles, update TWY designations, grammar, and formatting.

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PAGE	DATE	DESCRIPTION
Appendix A Cover	5/28/2013	Revised for replacement LOA.
Appendix A Vehicle Operations on Movement Areas	5/28/2013	Removed FAA Tech Ops from movement area crossing points without ATC approval
Appendix A; LOA Aircraft emergency Operations: Appendices A-D	5/28/2013	Update to reflect new taxiway designations
Appendix A; LOA Vehicle Operations on Movement Areas: Attachments A-E.	5/28/2013	Update to reflect new taxiway designations
Appendix A; LOA Deicing Procedures: Attachment 1	5/28/2013	Update to reflect new taxiway designations
Exhibit 1	5/28/2013	Update to reflect new taxiway designations
Exhibit 2	5/28/2013	Update to reflect new taxiway designations
Exhibit 3	5/28/2013	Update to reflect new taxiway designations
Exhibit 4 S44a	5/28/2013	Add inspection items
Exhibit 1, Exhibit 2, Exhibit 3	6/2/2014	Update to reflect Twy C2 removal
Exhibit 4: S-44.1 and S-44.3	6/2/2014	Remove
Appendix A: Cover	6/2/2014	Update for replacement LOAs
Appendix A: LOA Deicing Procedures: Attachment 1	6/2/2014	Update to reflect taxiway C2 removal.
Appendix A: Aircraft Emergency Operations	6/2/2014	Update procedure for accessing Movement Area during emergencies. Update maps.
Appendix A: Vehicle Operations on Movement Areas	6/2/2014	Modified crossing location 1 on midfield service road. Update language. Update maps.
Page i - Appendix D	6/19/2015	To Reflect Airport Name Change
Page 100-2	6/19/2015	Deleted "Seaport Airlines"
Page 303-2	6/19/2015	Rewrote subpart C to clarify training procedures
Page 303-3	6/19/2015	Airport Maintenance- removed training no longer conducted
Page 303-3	6/19/2015	Airport Police and Fire- removed training no longer conducted
Page 303-4	6/19/2015	Removed training curriculum for "Independent Organizations"
Page 311-2	6/19/2015	Spelled out "Precision Obstacle Free Zone"

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Page 327-1	6/19/2015	Reporting System- clarified use of Self Inspection Reference
Page 327-1	6/19/2015	Added "or radio transmission" to ATCT notification procedures
Page 329-1	6/19/2015	Rephrased Subpart B to clarify self-inspection reporting procedures
Page 329-2	6/19/2015	Added sentence regarding movement area driver training/certification by Airport Operations Division
Page 331-1	6/19/2015	Deleted "periodic." Night inspections are conducted daily
Page 335-1	6/19/2015	Added sentence prohibiting aircraft run-ups on public ramps and terminal areas
Appendix B, Pgs. 1-27	6/19/2015	Clarify responsibilities of Airport Police and Fire Division when Airport Operations is unavailable
Appendix C, Attachment B	6/19/2015	Removed. Print outs from DEC are kept as record of friction measurements
Page ii-iii	10/22/2015	Relocated Page iii content to Page ii to reflect proper ACM format
Appendix C, Pages 16-17	11/19/2015	Revised to reflect changes to snow removal priorities
Appendix A, Vehicle Operations on Movement Areas	11/19/2015	Revised to reflect changes to snow removal priorities, addition of new daily airfield inspection routes
Page 317-1	11/19/2015	Revised to reflect correct 3% AFFF amount for Safety Two
Page ix	6/23/2016	Added to accommodate page revision log
Page 311-3	6/23/2016	Removed Runway 19R PAPI from FAA maintained NAVAIDs list. Runway 19R does not have PAPI
Page 329-1 to Page 329-4	6/23/2016	Added language regarding taxi mechanic certification to comply with revised AC 150/5210-20A
Page A-1	6/23/2016	Updated Letter of Agreements titles and dates to reflect current LOAs
Page A-1	6/23/2016	Removed "Memorandum: SRMDM for Direct –Entry Digital NOTAM System for Wichita Mid-Continent Airport" from Letter of Agreements list. LOA no longer applies.

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Appendix B, Page 4	6/23/2016	Updated total acreage owned
Appendix B, Page 8	6/23/2016	Added language regarding ATCT notification procedures following reported wildlife strike
Appendix B, Page 16	6/23/2016	Revised scheduled hours for WAA Airport Operations
Appendix C, Page 14	6/23/2016	Removed specific "trigger" depth table and added language outlining procedures for initiating snow removal
Appendix C, Page 22-25	6/23/2016	Removed specific "trigger" depth language. Updated section lettering to reflect removal of sections 4.1.e and 4.1.f
Exhibit 2	6/23/2016	Updated Sign Layout with added/corrected signage
Appendix C	9/22/2016	Full rewrite of SICP including new RCAM procedures
Page 319-1-4	9/22/2016	Removed large blank space in document
Appendix A	9/22/2016	Updated Airport Conditions LOA to reflect updated SICP/RCAM procedures
Page A-1	9/22/2016	Corrected effective dates
Section 327, Page 1-4	9/22/2016	Corrected page numbers to reflect proper section
Page 339-1	9/22/2016	Updated w/ RCAM reporting procedures
Page ix	9/22/2016	Updated page revision log
Appendix A, Vehicle Operations on Movement Areas	5/10/2017	Removed "inverted" inspection flow agreements. Updated attachment lettering accordingly.
Appendix A, Vehicle Operations on Movement Areas, Attachment E	5/10/2017	Changed snow removal priorities to better reflect clearance times
Appendix A, Aircraft Emergency Operations, Appendix B, C, D	5/10/2017	Updated ARFF station name on Quick Response Route maps
Appendix A, Aircraft Emergency Operations, Page 4	5/10/2017	Addition of Section 5.c.7 and 5.c.8 clarifying WAA communication procedures w/ ATCT
Page 321-1	5/10/2017	Removed copied boilerplate language from NFPA 407 and NFPA 30. Added language requiring compliance with current NFPA standards

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Page 321-2	5/10/2017	Section E- Added language regarding practical fire training for fueling agents
Page 321-2	5/10/2017	Added Section F regarding submission of written records of fueling agent training
Exhibit 4	5/10/2017	Updated fueling inspection checklists to NFPA 2017 standards
Appendix D, Page 37	5/10/2017	Language regarding old terminal removed
Appendix D, Page 64	5/10/2017	Added Airport Operations hours to Section 1.2.2
Appendix D, Page 175	5/10/2017	Added passenger bus to vehicle list
Appendix B, Page 2	5/10/2017	Removal of "Page Revision Log" from contents page. WHMP page revisions kept as part of full ACM.
Appendix B, Page 4	5/10/2017	Correction of airport land area and field elevation
Appendix B, Page 12	5/10/2017	Added ongoing wildlife mitigation efforts
Appendix B, Page 14, 16	5/10/2017	Updated staff hours for Airport Operations Division and USDA
Appendix B, Page 20	5/10/2017	Added language regarding use of CertAlert #SO-12-03 during reviews of WHMP; added table documenting reviews
Appendix B, Attachment B	5/10/2017	Updated USFWS Depredation Permit
Page 100-2	5/10/2017	Added taxilanes F, G to list of Runway and Taxiway ID System
Page 100-2	10/1/2017	Addition of Alaska Airlines
Page 100-2	10/1/2017	Added TWY R
Appendix A, Pages 12-13	12/6/2017	Added language regarding ground vehicle frequency use during overnight shifts
Appendix B, B-1	12/6/2017	To Reflect Airport Name Change
Appendix C, C-1	12/6/2017	To Reflect Airport Name Change
Appendix D, D-1	12/6/2017	To Reflect Airport Name Change
Appendix B, Page 20	12/6/2017	Review of WHMP on 7/10/2017
Appendix B, Pages 25-26	12/6/2017	Added updated Depredation Permit
Appendix C Page 10	12/6/2017	Corrected misspelled word
Appendix C Pages 13-14	12/6/2017	Updated Snow and Ice Properties
Appendix C Page 39	12/6/2017	Amended the temperature from negative to positive

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Page xi	4/18/2018	Added to accommodate page revision log
Page 303-3	4/18/2018	Added Quarterly Inspections of Fuel Trucks and Fuel Storage Areas to the duties of the Operations Division and removed it from Police and Fire Division
Page 321-1	4/18/2018	Replaced Police and Fire Division with Operations Division for approving all equipment, materials, an installation, or a procedure related to airport fueling operations
Page 321-1	4/18/2018	Replaced Police and Fire Division with Operations Division for surveillance of all fueling activities on the airport
Page 321-1, 2	4/18/2018	Replaced Police and Fire Division with Operations Division for conducting inspections of the fueling agent fuel facilities and aircraft fuel servicing vehicles
Page 321-2	4/18/2018	Replaced Police and Fire Division with Operations Division for maintaining inspection records and confirmation of fueling agent training records
Page 321-2	4/18/2018	Inspection records are maintained electronically
Appendix B Pages 25-26	4/18/2018	Added updated Depredation Permit
Appendix C Page 16	4/18/2018	Corrected misspelled word
Page v	9/05/2018	Removed Fueling Inspection Checklist and replaced it with Self-Inspection Reference
Page 100-2	9/05/2018	Added Frontier Airlines Service
Page 321-2	9/05/2018	Fueling Inspection Checklists will be kept on file electronically
Page 327-2	9/05/2018	Self-Inspection Checklists will be kept on file electronically
Appendix B Page 20	9/05/2018	Reviewed WHMP
Appendix B Pages 25-26	9/05/2018	Added updated Depredation Permit
Appendix A Vehicle Operations on Movement Areas	9/05/2018	Fixed formatting on whole LOA and spelling errors
Appendix A Vehicle Operations on Movement Areas Page 3	9/05/2018	ATCT is notified of mowing operations via commercial telephone and radio communications

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Page xii	9/05/2018	Added to accommodate Page Revision log
Exhibit 4	9/05/2018	Replaced Exhibit 4 with Self-Inspection Reference
Exhibit 5	9/05/2018	Removed Exhibit 5
Page 327-3	10/30/2018	Page was missing Pavement Markings 2.
Appendix A Page A-1	10/30/2018	Updated Page with new LOAs and Dates
Appendix A Vehicle Operations on Movement Areas Page 5 Section e. (6)	10/30/2018	Reworded section on vehicles experiencing radio failure and their procedures on the Movement Area
Appendix A Vehicle Operations on Movement Areas Attachment E	10/30/2018	New Snow Complex Map
Appendix A Notification Process via Direct Entry Digital NOTAM System	10/30/2018	Revised the Notification Process for the NOTAM System LOA
Appendix C Page 16	10/30/2018	Building #3 is used for vehicle and equipment maintenance support, etc.
Page 100-2	1/30/2019	Added H1
Page 303-1	1/30/2019	Updated Airport Operations Manager
Page 303-3	1/30/2019	Revised ACM training requirements for Airport Maintenance, Airport Police and Fire, and Airport Operations
Page 317-1 Sections A, B, C, and D	1/30/2019	Replaced Safety vehicle call signs to ARFF
Page 317-1	1/30/2019	Corrected discharge rate on ARFF 1
Page 319-1 Section D. 3.	1/30/2019	Replaced Safety vehicle call signs to ARFF
Appendix A Page A-1	1/30/2019	Updated LOA Dates
Appendix A Aircraft Emergency Operations LOA, Appendix A	1/30/2019	Updated Map
Appendix A Aircraft Emergency Operations LOA, Appendices B, C, and D	1/30/2019	Updated Map and Replaced Safety vehicle call signs to ARFF
Exhibit 3	1/30/2019	Updated Map
Page iv	7/9/2019	Changed Section 100 to 101
Page iv	7/9/2019	Section 201 now includes 205
Page v	7/9/2019	Added Exhibit 5
Pages 101-1 and 101-2	7/9/2019	Changed Section 100 to 101
Page 201-1	7/9/2019	Revisions to ACM can be submitted electronically

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Page xiii	7/9/2019	Added to accommodate Page Revision Log
Page 303-4	7/9/2019	Added Section 8 c.
Page 309-1	7/9/2019	Runway and Taxiway safety areas reference to map in Appendix A, Vehicle Operations on Movement Area LOA, Attachment A
Page 317-1	7/9/2019	Updated to reflect new ARFF vehicles
Page 317-2	7/9/2019	Added page to reflect new ARFF additions
Page 319-1 to 319-4	7/9/2019	Added Medical Emergency response, updated Vehicle Readiness to reflect new ARFF vehicles, and format
Page 321-1	7/9/2019	Inspections are conducted every 3 consecutive months
Page 321-2	7/9/2019	Updated FAA phone numbers
Page 327-1	7/9/2019	Training program is in accordance with ACM Section 303
Pages 339-1 to 339-3	7/9/2019	Pages missing signatures and dates
Page 343-1		Added Section 343
Appendix A Aircraft Emergency Operations LOA, Appendices B, C, and D	7/9/2019	Updated Maps to reflect new ARFF vehicles
Appendix B, Pages 25-26	7/9/2019	Updated Depredation Permit
Appendix C, Pages 16, 17, 20, 27, 30, and 44	7/9/2019	Advisory Circulars are labeled as current edition
Exhibit 5	7/9/2019	Added Blank Self-Inspection Form
Page 317-1	11/25/2019	Updated fire extinguisher types
Appendix A Aircraft Emergency Operation LOA, Appendices B, C, and D	11/25/2019	Updated maps and wording to reflect new routes from new Airport Operations office

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SECTION 101 -- GENERAL

A. ADMINISTRATOR'S ADDITIONAL PROVISIONS, LIMITATIONS, & EXEMPTIONS

1. Additional Provisions – None.
2. Limitations – None.
3. Exemptions – None.

B. AIRPORT INFORMATION

1. ADDRESS

Mailing address:

Wichita Dwight D. Eisenhower National Airport
2173 South Air Cargo Road
Wichita, KS 67209

Phone number: 316-946-4700

2. LOCATION

The Wichita Dwight D. Eisenhower National Airport (hereinafter referred to as "**Airport**") is located approximately 5.2 miles southwest of downtown Wichita, in Sedgwick County, Kansas.

3. AIRPORT OPERATOR/CLASS

The Airport is owned by the Wichita Airport Authority, operated by the City of Wichita Airport Department, and operates as a Class I airport under 14 CFR Part 139. An Airport Advisory Board is appointed by the City Council and Sedgwick County Commission in an advisory capacity.

4. RUNWAY AND TAXIWAY IDENTIFICATION SYSTEM

The runways carry the standard magnetic heading identification, which are as follows:

- Runway 1L-19R – 150' x 10301'
- Runway 1R-19L – 150' x 7301'
- Runway 14-32 – 150' x 6301'

Taxiways and taxilanes are identified by a single letter, or single letter/single number combination, and include the following:

- Taxiways D, L – Parallel to Runway 1L-19R
- Taxiways A, M, N – Parallel to Runway 1R-19L
- Taxiways C, K – Parallel to Runway 14-32

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- Taxiways D1, D2, D3, D4, D5, D6, L1 – Stub taxiways for Runway 1L-19R
- Taxiways A1, A2, A5, A7, A8, E2, E3, M1, M2, M5, M6, M7 – Stub taxiways for Runway 1R-19L
- Taxiways B1, C4, K1, E1 – Stub Taxiways for Runway 14-32
- Taxiways A3, A4, A6, B, C1, C2, C3, E, M3, M4, R – general purpose taxiways from parking aprons and/or taxi routes to/from runways
- Taxilanes H, H1, P, F, G – serve as taxi routes from parking aprons to movement areas

5. APRONS

The apron areas are as follows:

- GA Apron – 5000’ x 300’
- Terminal Apron – 1600’ x 550’
- Air Cargo Apron – 1750’ x 250’

6. AREAS AVAILABLE FOR AIR CARRIERS

Movement Areas

The following movement areas are available for use by small and large air carrier aircraft:

- Runway 1L-19R and associated taxiways
- Runway 1R-19L and associated taxiways
- Runway 14-32 and associated taxiways

Apron Areas

The Terminal Apron is the only apron available for air carrier aircraft.

7. AREAS NOT AVAILABLE FOR AIR CARRIERS

The following areas are not available for use by air carriers and are excluded from airport certification requirements:

- General Aviation Apron
- Air Cargo Apron

8. AIRLINE SERVICE

Airline service is provided by Alaska Airlines, Allegiant Air, American Airlines, Delta Airlines, Frontier Airlines, Southwest Airlines, and United Airlines.

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SECTION 105 – INSPECTION AUTHORITY

The Airport shall allow the Administrator to make any inspections, including unannounced inspections, or tests to determine compliance with 14 CFR Part 139.

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SECTION 113 -- DEVIATION TO PART 139 REQUIREMENTS

A. DEVIATION

In an emergency condition requiring immediate action for the protection of life or property, the Airport may deviate from an operations requirement of Title 14 CFR part 139, Subpart D, or the Airport Certification Manual, to the extent required to meet that emergency.

B. REPORTING

In the event of a deviation, the Airport shall notify the FAA Regional Airports Division by phone or email within 14 days of the nature, extent, and duration of the deviation. If requested by the FAA the Airport shall submit a report in writing to the FAA Regional Airports Division Manager.

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SECTION 115 -- FALSIFICATION, REPRODUCTION, OR ALTERATION OF CERTIFICATES, REPORTS, OR RECORDS

A. The Airport shall not make or cause to be made:

(1) Any fraudulent or intentionally false entry in any record or report that is required to be made, kept, or used to show compliance with any requirement under this part.
(2) Any reproduction, for a fraudulent purpose, of any certificate or approval issued under this part.
(3) Any alteration, for a fraudulent purpose, of any certificate or approval issued under this part.

B. The Airport understands that the commission of an act prohibited under Part 139.115 is a basis for suspending or revoking of the Airport Operating Certificate by the FAA.

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SECTION 201/205 – ACM MAINTENANCE/REVISIONS

A. ACM MAINTENANCE

The Airport will:

1. Maintain the ACM current at all times. The Airport Operations Manager is responsible for maintaining currency of the ACM.

2. Maintain at least one complete and current copy of the approved ACM on the airport, which will be available for inspection by the FAA. This copy will be maintained in the Airport Operations office.

3. Furnish the applicable portions of the FAA approved ACM to the personnel responsible for its implementation.

4. Ensure that the Regional Airports Division is provided a complete copy of the most current ACM including any amendments approved in Part 139.205.

B. ACM REVISIONS/AMENDMENTS

The following procedure is in effect for revisions/amendments to the ACM:

1. One copy of the revision will be submitted to the Regional Airports Division electronically or two copies of the revision will be submitted to the following address:

   Federal Aviation Administration
   Airports Division, Safety & Standards Branch, Room 364
   901 Locust Street
   Kansas City, MO 64106-2325

2. Amendments to the ACM are significant changes to the ACM concerning method of compliance to 14 CFR Part 139 requirements and will be submitted at least 30 days prior to the proposed effective date. Revisions will be submitted as needed to maintain currency.

3. The ACM Page Revision Log will be completed and submitted with the revision.

4. Each page of the revision, including the Page Revision Log, will have the date of the revision.

5. Upon FAA approval, copies of the approved revision will be made and distributed to holders of the Airport Certification Manual listed on the Distribution List.

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SECTION 301 -- RECORDS

A. FURNISH RECORDS

Upon request of the Administrator, the Airport will furnish records listed under this section.

B. LIST OF REQUIRED RECORDS

The Airport will maintain the following records:

1. Personnel Training – 24 consecutive months for personnel training records under Sections 303 and 327.
2. Emergency Personnel Training – 24 consecutive months for ARFF & emergency medical service personnel training records under Section 319.
3. Airport Fueling Agent Inspection – 12 consecutive months for records of inspection of airport fueling agents under Section 321.
4. Fueling Personnel Training – 24 consecutive months for training records of fueling personnel under Section 321.
5. Self-Inspection – 12 consecutive months for self-inspection records under Section 327.
6. Movement Areas and Safety Areas Training – 24 consecutive months for records of training given to pedestrians and ground vehicle operators with access to movement areas and safety areas under Section 329.
7. Accident and Incident – 12 consecutive months for each accident or incident in movement areas and safety areas involving an air carrier aircraft and/or ground vehicle under Section 329.
8. Wildlife Hazard Management – 24 consecutive months for training related to wildlife hazard management.
9. Airport Condition – 12 consecutive months for records of airport condition information dissemination under Section 339.

C. ADDITIONAL RECORDS

The Airport will make and maintain any additional records required by the Administrator.

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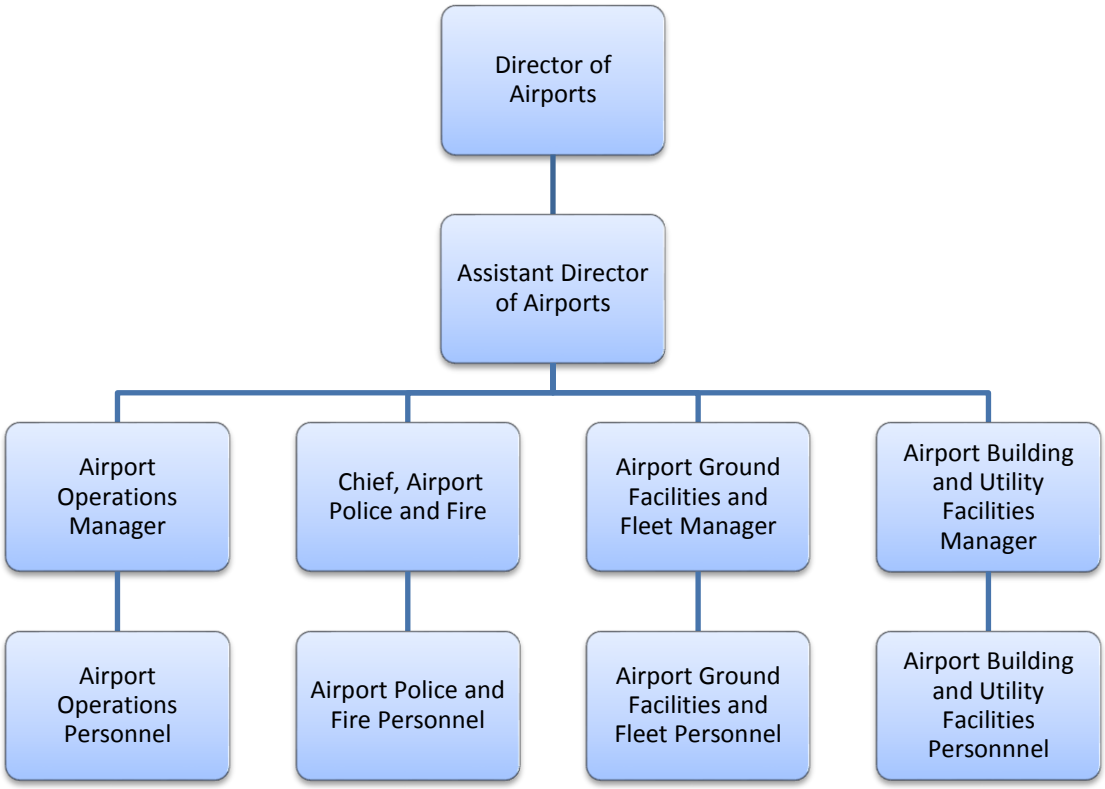
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SECTION 303 -- PERSONNEL

A. LINES OF SUCCESSION OF OPERATIONAL RESPONSIBILITY

The following is the lines of succession of airport operational responsibility:



B. KEY PERSONNEL

Victor White, Director of Airports
Brad Christopher, Assistant Director of Airports
Brian Cowles, Airport Operations Manager
Roger Xanders, Chief, Airport Police and Fire
Scott Loesch, Airport Ground Facilities and Fleet Manager
Ryan Miller, Airport Building and Utility Facilities Manager

C. PERSONNEL REQUIREMENTS

The Airport will comply with the following personnel requirements:

1. Maintain sufficient qualified personnel to comply with the requirements of the ACM and the requirements of Title 14 CFR Part 139.

2. Equip personnel with sufficient resources needed to comply with the requirements of Title 14 CFR Part 139.

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3. Train all personnel who access movement areas and safety areas and perform duties in compliance with the requirements of the ACM and Part 139. This training must be completed before the initial performance of such duties and at least once every 12 consecutive calendar months. The curriculum for initial and recurrent training must include at least the following areas:

    a. Airport familiarization, including airport marking, lighting, and signs.
    b. Procedures for access to, and operation in, movement areas and safety areas, as specified under Part 139.329.
    c. Airport communications, including radio communication between the air traffic control tower and personnel
    d. Procedures for reporting unsafe airport conditions
    e. Duties required under the Airport Certification Manual and the requirements of Part 139.
    f. Any additional subject areas required under Part 139 Sections 319, 321, 327, 329, 337, and 339, as appropriate.

4. Make a record of all training completed by each individual in compliance with this section that includes, at a minimum, a description and date of training received. Such records shall be maintained for 24 consecutive calendar months after completion of training.

5. As appropriate, comply with the following training requirements of this ACM:

    a. Section 319 - Aircraft rescue and firefighting: Operational requirements;
    b. Section 321 - Handling and storage of hazardous substances and materials;
    c. Section 327 - Self-inspection program;
    d. Section 329 - Pedestrians and Ground Vehicles;
    e. Section 337 - Wildlife hazard management; and
    f. Section 339 - Airport condition reporting

D. PERSONNEL TRAINING PROGRAM

A training curriculum has been prepared for the following subjects related to the airport certification program required by Part 139.303(c). The training curriculum consists of an outline of the subject matter for each airport certification related subject and includes a list of training materials available for use. Content of training is primarily based on airport certification related Advisory Circulars, the ACM, Part 139, FAA supplemental guidance PowerPoints, ANTN Digicast videos, and Airport site specific interactive training programs. Each Airport division head is responsible for administrating their division's training program and maintaining records of training.

The following personnel are required to receive initial and annual recurrent training in airport certification related areas as required by Part 139.303(c).

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1. **Airport Maintenance** personnel are trained in accordance with a training curriculum addressing the following subjects applicable to their duties and their duties as required in the ACM, including:
    a. Part 139 maintenance criteria for maintaining paved areas, safety areas, airfield marking, signs, lighting, obstruction lighting, ILS critical areas, traffic & wind indicators
    b. Electrical safety practices for personnel who work on electrical systems
    c. Ground Vehicle/Pedestrian Operations on the Movement Area
    d. Snow and Ice Control Plan
    e. Responsibilities in the Airport Emergency Plan (AEP)

2. **Airport Operations** personnel are trained in accordance with a training curriculum addressing the following subjects applicable to their duties, including:
    a. Airport Certification Manual (ACM)
    b. Wildlife Hazard Management
    c. Airport Condition Reporting- Issuing NOTAMS using the Digital NOTAM manager.
    d. FAA Standards for Airfield Markings, Signs and Lighting
    e. Operational Safety on Airports During Construction
    f. Ground Vehicle/Pedestrian Operations on the Movement Area
    g. Snow and Ice Control Plan
    h. Responsibilities in the Airport Emergency Plan (AEP)
    i. Conducting Quarterly Inspections of Fuel Trucks and Fuel Storage Areas

3. **Airport Police and Fire Division** personnel are trained in accordance with a training curriculum addressing the following subjects applicable to their duties and their duties as required in the ACM, including:
    a. ARFF Training Program including medical and live-fire training
    b. Ground Vehicle/Pedestrian Operations on the Movement Area
    c. Airport Self Inspection Program
    d. FAA Standards for Airfield Markings, Signs and Lighting
    e. Responsibilities in the Airport Emergency Plan (AEP)

4. **FAA Technical Operations** personnel are trained in accordance with a training curriculum addressing the following topics:
    a. Ground Vehicle/Pedestrian Operations on the Movement Area

5. **FBO/Airline/TSA** personnel are trained in accordance with a training curriculum addressing the following topics:
    a. Ground Vehicle/Pedestrian Operations on the Non-movement Area

6. **General Aviation Tenants** are trained in accordance with a training curriculum addressing the following topics:
    a. Ground Vehicle/Pedestrian Operations on the Non-movement Area

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7. **National Weather Service** personnel are trained in accordance with a training curriculum addressing the following topics:
    a. Ground Vehicle/Pedestrian Operations on the Non-movement Area

8. **Authorized Construction** personnel are trained in accordance with a training curriculum addressing the following topics as appropriate for the project:
    a. Ground Vehicle/Pedestrian Operations on the Movement Area (if applicable)
    b. Ground Vehicle/Pedestrian Operations on the Non-movement Area
    c. Construction Safety Phasing Plan

SECTION 305 -- PAVED AREAS

A. REQUIRED CONDITIONS OF PAVED AREAS

Airport pavement areas, including aprons available for air carrier operations, shall be promptly repaired and maintained as follows:

1. Pavement edges shall not exceed 3 inches difference in elevation between abutting pavement sections and between pavement and abutting areas.

2. Pavement shall have no holes exceeding 3 inches in depth nor any hole the slope of which from any point in the hole to the nearest point at the lip of the hole is 45 degrees or greater as measured from the pavement surface plane, unless, in either case, the entire area of the hole can be covered by a 5” diameter circle.

3. The pavement must be free of cracks and surface variations that could impair directional control of air carrier aircraft, including any pavement crack or surface deterioration that produces loose aggregate or other contaminants.

4. Mud, dirt, sand, loose aggregate, debris, foreign objects, rubber deposits, and other contaminants shall be removed promptly and as completely as practicable, except the associated use of materials such as sand and deicing solutions for snow and ice control.

5. Any chemical solvent that is used to clean any pavement area shall be removed as soon as possible, consistent with the instructions of the manufacturer of the solvent, except for the associated use of deicing solutions for snow and ice control.

6. Pavement shall be sufficiently drained and free of depressions to prevent ponding that obscures markings or impairs safe aircraft operations.

B. MAINTENANCE OF PAVED AREAS

Corrective action shall be initiated by Airport Maintenance personnel as soon as practical when any unsatisfactory conditions are found in the paved areas. WAA Airport Maintenance personnel are responsible for correction of any unsatisfactory conditions on paved areas. If WAA Airport Operations determines that an uncorrected condition in a paved area is unsafe for aircraft operations, that portion of the airport shall be closed to air carrier operations until the unsafe condition is corrected.

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SECTION 309 -- SAFETY AREAS

A. SAFETY AREA DIMENSIONS

Safety area dimensions conform to FAA standards in AC 150/5300-13, *Airport Design*. Safety area dimensions are as follows:

- **Runway 1L-19R** – 250 feet from centerline and 1000 feet off each end.
- **Runway 1R-19L** – 250 feet from centerline and 1000 feet off each end.
- **Runway 14-32** – 250 from centerline and 1000 feet off each end.
- **Taxiways** - 86 feet from the centerline.

For visual depiction, reference Appendix A, Vehicle Operations on Movement Area LOA, Attachment A.

B. REQUIRED CONDITIONS OF SAFETY AREAS

Safety area conditions are maintained as follows:

1. Each safety area shall be cleared and graded, and shall be maintained free of potentially hazardous ruts, humps, depressions, or other surface variation.

2. Each safety area shall be drained by grading and storm sewers to prevent water accumulation.

3. Each safety area shall be capable under dry conditions of supporting aircraft rescue and firefighting equipment and the occasional passage of aircraft without causing major damage. Manhole or duct access covers are constructed from steel of sufficient thickness and strength to support equipment and aircraft.

4. No objects shall be located in any safety area, except for objects that need to be located in the safety areas because of their function. These objects shall be constructed, to the extent practical, on frangible mounted structures of the lowest practical height and maintained so the frangible point is no higher than 3 inches above grade.

5. Safety areas shall conform to dimensions acceptable to the FAA if any runways or taxiways are constructed, reconstructed, or extended.

C. MAINTENANCE OF SAFETY AREAS

Corrective action shall be initiated by Airport Maintenance staff as soon as practical when any unsatisfactory conditions are found in the safety areas. WAA Airport Maintenance personnel are responsible for correction of any unsatisfactory conditions in safety areas.

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SECTION 311 – MARKING, SIGNS, AND LIGHTING

A. MARKING

The Airport will provide and maintain marking systems for air carrier operations in accordance with part 139.311(a) and Advisory Circular 150/5340-1, current edition, *Standards for Airport Markings*.

1. Runways/Taxiways
   Runways and taxiways are marked as follows:

   a. Runway 1L-19R – PIR
   b. Runway 1R-19L – PIR
   c. Runway 14-32 – NPI
   d. Taxiways – Taxiway markings include the following: Taxiway centerlines, leadoff lines on normally used exits, continuous type edge markings along paved shoulders, and dashed type edge markings along the portion of Taxiway R which is contiguous to the Terminal Apron.
   e. Enhanced taxiway centerline markings have been installed at all runway holding positions on taxiways.

2. Holding Position Markings
   The aircraft approach category/airplane design group for Runway 1L-19R is D-IV with runway holding position markings located 263 feet from runway centerline. The aircraft approach category/airplane design group for Runway 1R-19L is D-IV with runway holding position markings located 263 feet from centerline. The aircraft approach category/airplane design group for runway 14-32 is D-IV with runway hold position markings located 263 feet from centerline. ILS holding position markings are installed on Taxiways L1, M1 and M7 at the boundary of the ILS critical areas for Runway 19R and 1R-19L. All holding position markings are in accordance with AC 150/5340-13, current edition.

B. SIGNS

1. Signs Identifying Taxi Routes
   The Airport will provide and maintain a sign system for air carrier operations in accordance with 14 CFR Part 139.311(b) and the Ultimate Guidance Sign Layout included in Exhibit 2. The signs will meet standards in AC 150/5340-18, current edition, *Standards for Airport Sign Systems*, and sign specifications in AC 150/5345-44, current edition, *Specifications for Taxiway and Runway Signs*.

2. Holding Position Signs
   Holding position signs are installed at all holding positions in accordance with the Airport Sign Layout included as Exhibit 2. The signs will meet standards in AC

150/5340-18, current edition, *Standards for Airport Sign Systems*, and sign specifications in AC 150/5345-44, current edition, *Specifications for Taxiway and Runway Signs*.

3. ILS Critical Area Signs
   ILS critical area signs are installed at the Precision Obstacle Free Zone (POFZ) holding positions for Runway 1R-19L and Runway 19R in accordance with the Ultimate Guidance Sign Layout included as Exhibit 2. The signs meet standards in AC 150/5340-18, current edition, *Standards for Airport Sign Systems*, and sign specifications in AC 150/5345-44, current edition, *Specifications for Taxiway and Runway Signs*.

4. Surface Painted Holding Position Signs (SPHPS)
   SPHPS are installed at all runway holding positions on taxiways in accordance with standards in AC 150/5340-1, current edition, *Standards for Airport Markings,* and are depicted on the Ultimate Guidance Sign Layout in Exhibit 2 of the ACM.

C. LIGHTING

The Airport will provide and maintain lighting systems for air carrier operations in accordance with part 139.311(c) and AC 150/5340-30, current edition, *Design and Installation Details for Airport Visual Aids*, to meet the specifications for the lowest approach minimums authorized for each runway. Runway centerline and touchdown zone lighting are maintained in accordance with AC 150/5340-30, current edition.

1. Runways
   Runway 1L - High Intensity Runway Lights (HIRL), Runway Centerline Lighting (RCLL), Touchdown Zone lighting (TDZ)
   Runway 19R – High Intensity Runway Lights (HIRL), Runway Centerline Lighting (RCLL)
   Runway 1R-19L - High Intensity Runway Lights (HIRL)
   Runway 14-32 - High Intensity Runway Lights (HIRL)

   Runway edge lights are split white/yellow to mark the caution zone on the last 2000 feet of each end of all runways.

   Runway Centerline Lights on Runway 1L-19R and Touchdown Zone Lights on Runway 1L are maintained in accordance with AC150/5340-30, current edition.

2. Taxiways
   Medium intensity taxiway edge lighting is installed on all taxiways available for air carrier operations.

3. Airfield Emergency Generator
   To ensure a constant source of power for airfield lighting, the Airport maintains a diesel generator as a secondary power source to commercial power for airfield lighting and Airport maintained NAVAIDs.

4. NAVAIDs and Visual Landing Aids
   NAVAIDs provided and maintained by the Airport, are as follows:

   - Runway 1L- HIRL, THD, CL, TDZ
   - Runway 19R - HIRL, THD, CL
   - Runway 1R- HIRL, THD
   - Runway 19L- HIRL, THD
   - Runway 14- HIRL, THD
   - Runway 32- HIRL, THD

   FAA owned and maintained NAVAIDs are as follows:

   - Runway 1L- ILS, Approach Lighting System, MALSR
   - Runway 19R– ILS, MALSR
   - Runway 1R- ILS, MALSR
   - Runway 19L – ILS, MALSR, PAPI
   - Runway 14- REIL PAPI
   - Runway 32 – REIL, PAPI

5. Obstruction Lighting
   a. Obstruction lighting is maintained by the Airport for the following objects:

      1. Airport beacon
      2. Primary wind cone
      3. Pavement sensor RPU
      4. Supplemental wind cones at the approach end of all runways.
      5. T-Hangar Obstruction Lights

   b. Obstruction lighting is maintained by the FAA for the following objects:

      1. Localizer antenna (4)
      2. Glide Slope (4)
      3. ATCT (2)
      4. RVR Sensors (6)
      5. On-airport weather station (2)
      6. Towers along West perimeter fence (1)

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c. Obstruction lighting is maintained by the National Weather Service for the following objects:

1. Weather instruments located along midfield service road
2. Radar tower on the West side of the airport.

6. Airport Beacon
The airport is equipped with a rotating beacon with a green and white lens, located on the south midfield portion of the airport.

7. Lighting Interference
All other lighting on the airport for aprons, parking areas, roadways, fuel storage areas, and buildings, is adjusted or shielded to prevent interference with air traffic control and aircraft operations.

D. MAINTENANCE

1. Each marking, sign, and lighting system installed on the airport that is owned by the airport will be properly maintained by cleaning, replacing, or repairing any faded, missing, or nonfunctional item. Items will also be maintained unobscured, clearly visible, and each item shall provide an accurate reference to airport users.

2. Each lighting system will be maintained at least to the minimum operational criteria listed in Appendix A, Table A-8, of AC 150/5340-26, current edition, *Maintenance of Airport Visual Aid Facilities.* The operating limits for lighting systems before a system is considered inoperable are as follows:

Runway edge lights
- 85% operable for Visual, Non-precision or CAT I runways
- 95% operable for Runway 1L, CAT II

Runway 1L/19R centerline lights
- 95% operable

Runway 1L TDZ lights
- 90% operable

Runway end/threshold lights
- 75% operable (No more than two lights inoperable at any runway end)

Taxiway edge lights
- 85% operable

Elevated Runway Guard Lights
- No more than one light per fixture inoperable

In order to provide continuity of visual guidance, the allowable percentage of inoperable lights shall not be in such a way as to alter the basic pattern of the lighting system. In addition, an unserviceable light shall not be adjacent to another unserviceable light. Lights are considered adjacent if located either laterally or longitudinally in a lighting system.

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Maintenance of lighting for holding position signs will receive high priority. If the lighting for a holding position sign cannot be immediately repaired, a NOTAM will be issued in accordance with procedures in Section 339.

Corrective action shall be initiated by Airport Maintenance personnel when any unsatisfactory conditions are found in the marking or lighting systems. If the above operating limits cannot be maintained, and airport management determines that the outage may not provide an accurate reference to airport users, information concerning the outage shall be disseminated locally to the ATCT and airlines. If an entire lighting system is inoperable or out of service, an airport condition report shall be issued in accordance with Section 339.

SECTION 313 – SNOW & ICE CONTROL

The Wichita Dwight D. Eisenhower National Airport Snow and Ice control information is included in Appendix C as the Snow and Ice Control Plan.

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SECTION 315 -- AIRCRAFT RESCUE & FIREFIGHTING (ARFF) INDEX

The Wichita Dwight D. Eisenhower National Airport maintains an Index C to reflect the operations of five or more daily air carrier operations of aircraft at least 126 feet in length, but less than 159 feet in length. These are typical of the MD 80/MD 90 type aircraft.

If an increase in the average daily departures or the length of air carrier aircraft would result in an increase in the index required by FAR 139, ICT shall comply with the increased requirements before authorization is given to the air carrier concerned. 139.31[b]

Index reduction procedures described in 139.319 (c) and (d) are not used at the Wichita Dwight D. Eisenhower National Airport.

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SECTION 317 -- AIRCRAFT RESCUE & FIREFIGHTING (ARFF): EQUIPMENT, & AGENTS

ARFF equipment at the airport consists of the following:

A. ARFF One:
2010 Ford Super-Duty Stinger Q4 Rapid Intervention Vehicle (RIV)
- 300 Gallons water/ 40 gallons 3% AFFF
- Carries 450 lbs. Purple-K dry chemical
- Discharge Rate- 125 GPM bumper turret
- (1) 15 ½ lb Halotron Fire Extinguisher

B. ARFF Two:
2018 Global Striker 1500
- 1500 Gallons water/ 210 gallons 3% AFFF
- 500 lbs. Purple-K dry chemical
- FLIR System
- Discharge Rates:
  - Bumper Turret (Hydro Chem)- Low Flow 375 GPM, High Flow 750 GPM
  - Roof Turret- Low Flow 375 GPM, High Flow 750 GPM
  - Two 1 ¾" 250' Pre-Connected Hoses- 100 GPM
  - (1) 15 ½ lb Halotron and (1) 2 ½ lb Water Fire Extinguisher

C. ARFF Three:
2018 Global Striker 1500
- 1500 Gallons water/ 210 gallons 3% AFFF
- 500 lbs. Purple-K dry chemical
- FLIR System
- Discharge Rates:
  - Bumper Turret (Hydro Chem)- Low Flow 375 GPM, High Flow 750 GPM
  - Roof Turret- Low Flow 375 GPM, High Flow 750 GPM
  - Two 1 ¾" 250' Pre-Connected Hoses- 100 GPM
  - (1) 15 ½ lb Halotron and (1) 2 ½ lb Water Fire Extinguisher

D. ARFF Four:
2003 Oshkosh Striker 1500
- 1500 Gallons water/ 210 gallons 3% AFFF
- 450 lbs. Purple-K dry chemical
- FLIR System
- Discharge Rates:

- Bumper Turret- Low Flow 375 GPM, High Flow 750 GPM
- Roof Turret- Low Flow 375 GPM, High Flow 500 GPM
- Two 1 ¾" 250' Pre-Connected Hoses- 100 GPM each

E. ARFF Five:

2003 Oshkosh Striker 3000

- 3000 Gallons water/420 gallons 3% AFFF
- 450 lbs. Purple-K dry chemical
- FLIR system
- Equipped with Snozzle brand extendable boom elevated water tower with skin penetrating nozzle
- Discharge Rates:
  - Bumper Turret- Low Flow 600 GPM, High Flow 1200 GPM
  - Roof Turret- 1000 GPM
  - Two 1 ¾" 250' Pre-Connected Hoses- 100 GPM each

SECTION 319 -- AIRCRAFT RESCUE & FIREFIGHTING OPERATIONS

A. ARFF HOURS OF OPERATIONS

ARFF operations meeting Index C requirements are provided 24 hours per day, 365 days per year.

Medical Emergencies – If response to a medical emergency results in ARFF personnel not able to maintain Index C requirements, a NOTAM will be issued advising that Index C ARFF equipment is not immediately available due to a medical emergency response. The NOTAM will be cancelled after ARFF personnel are available to meet Index C requirements.

B. VEHICLE COMMUNICATIONS

All ARFF Vehicles are equipped with functional two-way voice VHF aviation band radios providing contact with Air Traffic Control Tower [ground and tower frequencies]. In addition, each of the ARFF vehicles shall be equipped with a functional WAA frequency two way radio system for communication with Police and Fire Control Room, other ARFF units, Airport Operations, and with the Wichita/ Sedgwick County Department of Emergency Communication Dispatch Center.

C. VEHICLE MARKING & LIGHTING

The ARFF vehicles are yellowish-green in color and are all equipped with flashing red beacons and reflective striping to contrast with the background and optimize night time visibility.

D. VEHICLE READINESS

1. ARFF vehicles are housed in a heated fire station between the Airport Administration building and the Terminal building

2. ARFF vehicles are maintained so as to be operationally capable of performing their intended functions. Operational checks of the ARFF vehicles and their firefighting systems are conducted daily by the WAA Airport Police and Fire Division. Scheduled service inspections and routine maintenance are performed by the WAA Airport Ground Facilities and Fleet Division.

3. If either of the primary ARFF vehicles (ARFF Two or Three) becomes inoperative to the extent that it cannot perform its required functions, the backup vehicles (ARFF Four and Five) shall be used to maintain Index C requirements. In the unlikely event that both ARFF vehicles become out of service, the Director of Airports, or designated representative, will notify the FAA Regional Director

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through the Airport Certification Inspector. The Airlines shall also be notified in accordance with 14 CFR Part 139.339.

If the required index level of capability is not restored within 48 hours, ICT will, unless otherwise authorized by the FAA, limit air carrier operations on the Airport to those compatible with the index corresponding to the remaining operative rescue and firefighting equipment.

E. RESPONSE REQUIREMENTS

At least one ARFF vehicle is capable of responding from the Airport Police and Fire building to the mid-point of the farthest runway serving air carrier aircraft, from its assigned post, within 3 minutes from the time of the alarm, and initiate discharge of extinguishing agent.

All other required ARFF vehicles are capable of responding from the Airport Police and Fire Station to the same point within 4 minutes form the time of the alarm and initiate discharge of extinguishing agent.

F. PERSONNEL

ARFF operations are provided by the WAA Airport Police and Fire Division.

1. Equipment
   ARFF personnel are equipped with aluminized protective clothing, self-contained breathing apparatus (SCBA) and Personnel Safety Alert System (PASS) meeting National Fire Protection Association (NFPA) standards.

2. ARFF Training
   ARFF personnel receive initial and recurrent training. The training curriculum addresses the following areas and covers a 12 month period:

   a. Airport familiarization, including airport signs, marking, & lighting.
   b. Aircraft familiarization.
   c. Rescue and firefighting personnel safety.
   d. Emergency communications systems on the airport, including fire alarms.
   e. Use of the fire hoses, nozzles, turrets, and other appliances required.
   f. Application of the types of extinguishing agents required for compliance with this part.
   g. Emergency aircraft evacuation assistance.
   h. Firefighting operations.
   i. Adapting and using structural rescue and firefighting equipment for aircraft rescue and firefighting.
   j. Aircraft cargo hazards, including hazardous materials/dangerous goods incidents.
   k. Familiarization with firefighter's duties under the Airport Emergency Plan.

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ARFF personnel are trained in the above subject areas following a site specific training curriculum. The training program includes the use of IFSTA, NFPA, FAA Computer Based ARFF Training Program and airport specific training materials.

3. Live-Fire Drill
   All ICT ARFF personnel shall participate in a live-fire drill prior to initial performance of ARFF duties and participate in a live-fire drill at least once every 12 consecutive calendar months thereafter.

4. Basic Emergency Medical Training
   At least one person trained and current in basic emergency medical care must be on duty during air carrier operations. In this context, "on duty" does not mean that the emergency medical person be one of the regular ARFF personnel, but that there must be some assured means of having the individual available within a reasonable response time. This training must include 40 hours covering at least the following areas:

   a. primary patient survey;
   b. triage;
   c. cardiopulmonary resuscitation;
   d. bleeding;
   e. shock;
   f. injuries to the skull, spine, chest, and extremities;
   g. internal injuries;
   h. moving patients: and
   i. burns

5. Records
   All records of training given to each individual under this section will be maintained for 24 consecutive calendar months. Such records include a description and date of training received.

6. Sufficient Personnel
   Police and Fire Officers maintain availability during all small and large air carrier operations to operate ARFF vehicles, meet the 3 and 4 minute response times and the minimum discharge rates required.

7. Emergency Alerting System

   a. ICT ARFF personnel are alerted of existing or impending aircraft emergencies by the following alerting system:

      1. Alarm System: A direct emergency telephone (Crash Phone) connects the ATCT to the Airport Police and Fire Control Room. Whenever

ATCT personnel activate the "crash phone," an audible alert will sound in the Airport Police and Fire Division Building and the Airport Operations Office. This system is tested daily at 0800 local.

2. Alert Procedures are covered in the Airport Emergency Plan included as Appendix A.

3. Mutual Aid and Airport Operations are alerted via the Police and Fire Control Room.

G. HAZARDOUS MATERIALS GUIDANCE

Each ARFF vehicle is equipped with the current edition of the "North American Emergency Response Guidebook."

I. EMERGENCY ACCESS ROADS

The emergency access road from the Airport Police and Fire building to taxiways C and K shall be maintained in a condition to support the ARFF vehicles during all weather conditions.

J. OFF AIRPORT OR OTHER EMERGENCY RESPONSE OF ARFF EQUIPMENT

1. In the event of an off-airport ARFF response to an aircraft incident or accident that may result in a deviation, as defined by 139.113, such response shall be conducted only if the accident or incident is in the immediate vicinity of the Airport, and if the City of Wichita or Sedgwick County Fire Department equipment and personnel are not adequate to meet the demands of the aircraft emergency.

2. In such cases, if continuing air carrier operations are not fully protected in terms of number of required vehicles, agent quantities, trained personnel, communications, response time, and other requirements of 139.319, the on-duty Airport Police and Fire Division Supervisor shall report the off-airport response to the Director of Airports, or designated representative, who shall issue a NOTAM informing air carriers of the airport ARFF Index level corresponding to the remaining equipment and personnel.

3. As soon as possible thereafter, all vehicles shall return to service at the assigned positions, the NOTAM will be canceled. If any air carrier operation was not fully protected by ARFF during the off-airport response, it will be treated as a deviation and will be reported to the FAA by the WAA as required by 14 CFR Part 139.319.

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Date:

SECTION 321 -- HAZARDOUS MATERIALS

A. FUELING AGENTS

The following fueling agents operate at the airport:

1. Bombardier Aerospace Learjet Inc.
   1 Learjet Way
   Wichita, KS 67209
   316-946-2017

2. Cessna Citation Service Center
   1 Citation Lane
   Wichita, KS 67209
   316-517-6798

3. Signature Flight Support Services Inc.
   1980 Airport Road
   Wichita, KS 67209
   316-946-4300

4. Yingling Aircraft, Inc.
   2010 Airport Road
   Wichita, KS 67209
   316-943-3246

B. AIRPORT FIRE SAFETY FUEL HANDLING STANDARDS

The Airport complies with NFPA 407, current edition, and NFPA 30, current edition. Fuel handling standards have been established at the airport and a copy of the standards has been provided to all fueling agents. The WAA Operations Division is responsible for approving all equipment, materials, an installation, or a procedure related to airport fueling operations.

C. COMPLIANCE

All fueling agents are required by the Airport to comply with NFPA 407, current edition and NFPA 30 current edition fueling standards. All fueling agents have copies of current versions of NFPA 407 and NFPA 30 on file. Reasonable surveillance of all fueling activities on the airport is conducted by the Airport Operations Division.

D. INSPECTIONS OF FUELING FACILITIES

WAA Airport Operations Division personnel conduct inspections of the fueling agent fuel facilities and aircraft fuel servicing vehicles for compliance to current editions of NFPA 407 and NFPA 30 every 3 consecutive months. Follow-up inspections will be

conducted when unsatisfactory items are found. All Fueling Inspection Checklists will be kept on file electronically no less than 12 Calendar months. Upon requests by the FAA Administrator, or his designee, Airport Operations personnel shall furnish an electronic copy with all said inspections from the previous 12 calendar months.

All fueling agents engaged in handling and dispensing aviation fuel are required to take immediate corrective action be taken whenever notified of noncompliance with any of the Airport Fire Safety Fuel Handling Standards. If corrective action cannot be accomplished within a reasonable period of time, the Director of Airports, or designated representative, will notify the FAA by phone, email or mail at:

Federal Aviation Administration (Central Region Only)
Airports Division, Safety & Standards Branch, Room 364
901 Locust Street
Kansas City, MO 64106-2325

816-329-2618/2621/2633

E. TRAINING

1. A supervisor with each fueling agent will complete an aviation fuel training course in fire safety. The supervisor will receive recurrent training at least once every 24 calendar months. If a new supervisor is hired, he/she will be enrolled in an authorized aviation fuel training course that will be completed within 90 days.

2. All other employees with each fueling agent, who fuel aircraft, accept fuel shipments, or handle fuel, receive at least initial on-the-job training in fire safety and recurrent training every 24 months from the supervisor mentioned in previous paragraph. This training will consist of practical live fire training at the airports on-site fire training pit located south of RWY 14/32, scheduled and supervised by the Airport Police and Fire Division. Equipment for this training (i.e. extinguishers) will be provided by the fueling agent(s).

4. Fueling agent personnel training records will be maintained for 24 months at the fueling agent's office.

F. CONFIRMATION OF FUELING AGENT TRAINING

1. The Airport will obtain written confirmation once every 12 consecutive calendar months from each fueling agent that the training required by Part 139.321(e) has been accomplished. The training confirmation records shall be maintained by the WAA Airport Operations Division for 12 months.

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SECTION 323 -- TRAFFIC & WIND INDICATORS

A. WIND CONES

The primary wind cone is lighted and located South of Taxiway A and West of the Taxiway B holding bay. Supplemental wind cones are lighted and located near the approach ends of all runways.

B. SEGMENTED CIRCLE

The airport has a 24-hour operating control tower and does not require a segmented circle.

C. MAINTENANCE

The wind cones are inspected each day during the daytime and night time safety inspection conducted by designated self-inspection personnel.

The wind cones are maintained clearly visible and functional. Corrective action shall be initiated by Airport Maintenance personnel as soon as practical when any unsatisfactory conditions are found with the wind cones.

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SECTION 325 -- AIRPORT EMERGENCY PLAN

A. AIRPORT EMERGENCY PLAN (AEP)

An Airport Emergency Plan is maintained under a separate cover as Appendix D. The plan was developed and coordinated with law enforcement agencies, rescue and firefighting agencies, medical personnel and organizations, the principal tenants at the airport, and all other persons who have responsibilities under the plan.

B. TRAINING OF AIRPORT PERSONNEL

All airport personnel having duties and responsibilities under the AEP are properly trained and familiar with their assignments.

C. ANNUAL REVIEW OF THE AEP

A review of the AEP is conducted at least every 12 months to ensure that the AEP is current and all parties with whom the plan is coordinated are familiar with their responsibilities. All of the agencies involved in the AEP are invited to participate in either an annual review meeting or table-top exercise at the airport.

D. TRIENNIAL FULL-SCALE EXERCISE OF THE AEP

A full-scale exercise of the AEP is conducted at least once every 36 months. The full-scale exercise involves, to the extent practicable, all mutual aid participants and a reasonable amount of emergency equipment. The purpose of the exercise is to test the effectiveness of the AEP through a response of the airport and its mutual aid to an aircraft accident at the airport, and to familiarize emergency personnel with their responsibilities in the plan.

E. CONSISTENCY WITH SECURITY REGULATIONS

The AEP contains instructions for response to bomb incidents, including designation of parking areas for the aircraft involved; and sabotage, hijack incidents, and other unlawful interference with operations; that are consistent with the approved airport security program.

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SECTION 327 -- SELF-INSPECTION PROGRAM

A. FREQUENCY OF INSPECTIONS

Safety inspections are conducted daily by Airport Operations personnel during normal business hours. In the absence of Airport Operations, Airport Police and Fire Division personnel are authorized and trained to conduct 14 CFR Part 139 inspections. Daylight inspections are conducted in the morning sometime after sunrise. Night inspections of lighting, signs, obstruction lights and glass beads are conducted either in the morning or evening during periods of darkness. Additional safety inspections shall be conducted whenever required by the following circumstances:

1. During construction and at the end of construction activity each day.
2. During rapidly changing meteorological conditions.
3. Immediately after any incident or accident.
4. After any other unusual condition on the airport.

B. REPORTING SYSTEM

Paragraph E of this section lists the unsatisfactory conditions to be noted during self-inspections. Any unsatisfactory conditions noted during inspection using Self-inspection Reference in Exhibit 5, will be recorded and routed to Airport Maintenance. Non-compliant conditions, or conditions determined to be potentially unsafe by the Director of Airports, or designated representative that cannot be promptly corrected, shall be disseminated by NOTAM in accordance with Section 339 of this ACM. ATCT will be notified via telephone or radio transmission by Airport Operations personnel of any non-compliant conditions warranting NOTAM issuance. Any airport tenants affected by a potentially unsafe condition will receive an emailed and/or faxed copy of the NOTAMs issued by WAA personnel.

C. TRAINING

The Airport Operations Manager, or designated representative, is responsible for training Airport Operations and Airport Police and Fire personnel to ensure that qualified personnel perform the inspections. In addition to On-The-Job Training, a training program has been established and includes initial and recurrent training every 12 months IAW ACM Section 303 and includes the following subjects:

1. Airport Familiarization, including airport signs, marking, and lighting
2. Airport Emergency Plan (AEP)
3. Notice to Airmen (NOTAM) notification procedures
4. Procedures for pedestrians and ground vehicles in movement areas and safety areas
5. Discrepancy reporting procedures

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6. Inspection Procedures and Record Keeping

D. RECORDS

1. Inspection
   All Airport Self-Inspection Checklists will be kept on file electronically no less than 12 Calendar months. Upon requests by the FAA Administrator, or his designee, Airport Operations personnel shall furnish an electronic copy with all said inspections from the previous 12 calendar months. Discrepancies are documented and routed to Airport Maintenance personnel via electronic workflow, which serves as the record of correction.

2. Training Records
   Training records for each individual include a description and date of training received. Training records are kept for at least 24 months.

E. AREAS INSPECTED DAILY AND UNSATISFACTORY CONDITIONS NOTED

Pavement Areas

1. Pavement lips exceeding 3 inches.
2. Holes exceeding 3 inches deep and 5 inches across.
3. Cracks or surface variations which could impair directional control of aircraft.
4. Cracks or surface deterioration producing loose aggregate that needs repair.
5. Pavement heaves or blowups during excessive heat waves.
6. Presence of snow, ice, slush, standing water or ponding.
7. Presence of mud, excessive sand, loose aggregate, rubber deposits, or other debris.

Safety Areas

1. Potentially hazardous ruts, depressions, humps, erosion, or other surface variations.
2. Objects in safety areas, other than those required by function.
3. Storm debris.
4. Mounting bases on authorized objects in safety areas in which the frangible point exceeds 3 inches above grade, including FAA NAVAIDs.
5. Ponding of water or plugged drains.
6. Removed or missing manhole covers.
7. Snowbanks in such a height that all air carrier propellers, engine pods, and wingtips shall not clear the snowbanks when the aircraft's landing gear located at any point along the full strength edge of the pavement.

Pavement Markings

1. Markings which are not clearly visible and in good condition.

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2. Glass beads not clearly visible at night.
3. Markings which are not in accordance with standards in AC 150/5340-1, current edition, and the Marking & Sign Plan.

Guidance Signs

1. Signs not in accordance with Exhibit 2 of this ACM.
2. Signs not in accordance with standards in AC 150/5340-18, current edition.
3. Signs not in accordance with specifications in AC 150/5345-44, current edition.
4. Inoperable lighting.
5. Damaged, missing, peeling, flaking, obscured or inoperable signs.
6. Concrete base or frangible point more than 3 inches above grade.

Holding Position Markings/Signs

1. Signs not in accordance with standards in AC150/5340-18 and 150/5345-44.
2. Marking not in accordance with standards in AC 150/5340-1, current edition
3. Hold markings, SPHPS, ETCL markings not clearly visible.
4. Glass beads not clearly visible at night.
5. Damaged, missing, peeling, flaking, inoperable or obscured hold position signs.

Lighting

1. Lights not in accordance with standards in AC 150/5340-30, current edition.
2. Lighting systems not maintained in accordance with Section 311 of this ACM or Exhibit 2, Table A-8 of 150/5340-26, current edition.
3. Lights obscured, dirty, missing, or out of adjustment.
4. Inoperable lighting system.
5. More than 15% of lights out on runway edge light system for Cat I, NPI or visual runway.
6. More than 5% of lights out on runway edge light system for Cat II runway.
7. Two or more runway edge lights out in a row. (Any missing fixtures at intersections are counted as an inoperable light.)
8. More than 5% runway centerline lights out.
9. More than 10% TDZ lights out.
10. Two or more threshold/runway end lights out on any runway end.
11. More than two adjacent taxiway lights out/more than 15% out in a taxiway system.
12. Inadequate shielding of apron, parking, and roadway lighting.

NAVAIDS

1. Inoperable rotating beacon.
2. Inoperable airport owned NAVAIDS.
3. Inoperable FAA NAVAIDS (Notify FAA MOCC)
4. Inoperable lighting on wind direction indicators.
5. Deteriorated, faded, or malfunctioning wind cone.
6. Objects, vegetation, or snow that may affect NAVAID signals.

Obstructions
1. Inoperable obstruction lights.
2. New construction nearby which may affect aircraft operations or NAVAIDS.

Fueling Operations
1. Inoperable bonding cables/clips.
2. Fire extinguishers missing on mobile fueler's and at fuel storage areas.
3. Fire extinguishers not sealed, charged, and in place.
4. Fuel leaking.
5. "No Smoking" signs missing.
6. Presence of trash or weeds in fuel storage area.

Airfield Construction Areas
1. Barricades not in place or too high to provide adequate clearance for aircraft.
2. Construction warning lights inoperable.
3. Potential for Vehicle/Pedestrian Deviations.
4. Marking of construction vehicle routes inadequate.
5. NOTAMS not current.
6. Construction equipment parked or operating in unauthorized areas.
7. Marking, lighting, or sign systems being installed contrary to FAA standards.
8. Potentially confusing marking/lighting/signs around construction areas
9. Construction activity is contrary to AC 150/5370-2, current edition.
10. Construction activity contrary to the Construction Safety Phasing Plan.

Fencing
1. Perimeter fencing down, gates open, or signs missing.
2. Erosion under the fence/gaps in gates.
3. Apron fencing down, gates open, or signs missing.

Wildlife Hazards
1. Presence of birds, deer, coyotes or other wildlife that could affect safe operations of air carrier aircraft.

SECTION 329 – PEDESTRIANS & GROUND VEHICLES, TO INCLUDE TAXI OF AIRCRAFT NOT INTENDED FOR FLIGHT

A. LIMITING ACCESS

1. Personnel and Equipment
   Pedestrians and ground vehicles, including aircraft not intended for flight, authorized by Airport Operations, to operate on movement areas and safety areas at the airport are limited only to those pedestrians and vehicles necessary for airport operations and include the following type vehicles:

   a. Airport owned vehicles equipped with ATCT radio and a 360° visibility roof mounted beacon.

   b. FAA Technical Operations vehicles authorized for maintenance of FAA NAVAIDs.

   c. Weather Service vehicles authorized for maintenance of weather equipment.

   d. Authorized construction vehicles.

   e. Aircraft not intended for flight, operated by individuals holding a valid airmen's certificate and a current and valid Taxi Mechanic (TM) certification issued by the Airport.

   Other individuals who need access to the movement areas are escorted by qualified personnel or are required to attend the Airport's Movement Area Driver Training and Certification Program prior to operating a vehicle on the aircraft movement area. Copies of the airport's ground vehicle procedures are distributed to all employees authorized to operate a vehicle on movement areas.

   Mechanics holding a valid airman's certificate authorized by FAA to taxi aircraft on the movement area, to reposition aircraft or conduct engine run-ups, are under the jurisdiction of the FAA Flight Standards District Office (FSDO). However, in the interest of safety, security, and to comply with updated federal regulations, the airport has instituted a taxi mechanic (TM) certification program. The large size of the TM workforce at KICT necessitated the use of a "train the trainer" program. Tenants administer and certify their own taxi mechanics, under approved training programs reviewed and certified by the WAA Airport Operations Division. The airport was able to provide sample training program to tenants, if requested. TM privileges do not allow aircraft to be towed on the Movement Area.

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2. Controls
   Access onto the AOA is controlled by gates and signs. Access through outer perimeter gates is controlled by padlocks. Only persons authorized by the Director of Airports are issued keys. “Restricted Area KEEP OUT” signs are posted on all gates including outer perimeter gates.

   Access to the Cargo Ramp, Airline Apron, and GA Apron is controlled by retracting gates using RFID badge and pin code access. Civilian vehicles operating on the AOA are required to display a ramp permit. The AOA is monitored 24 hours a day by WAA Police and Fire Division and WAA Airport Operations staff.

B. PROCEDURES FOR GROUND VEHICLE OPERATIONS

A Letter of Agreement with the ATCT contains procedures for air traffic control of the airport movement area and is included in Appendix A. Additional ground vehicle procedures are as follows:

1. Ground vehicles are required to operate under the procedures set forth by the Director of Airports, or designated representative.

2. Operators of any radio equipped vehicles on the movement areas must be trained and familiar with airport radio procedures prior to operating on movement areas. The vehicle is required to have a 360° visible amber beacon. A red beacon is acceptable on emergency vehicles only. The beacon shall be operated at all times while on movement areas.

3. Vehicle operators must obtain ATCT clearance before operating on active movement areas and prior to operating on active runways or in runway safety areas.

4. Vehicle operators must monitor the radio when on movement areas and safety areas adjacent to the movement areas at all times.

5. The direction of travel on runways shall generally be with the wind, when practical, with headlights on in order to provide better viewing of the runway approach.

6. Aircraft have the right-of-way on movement areas and aprons. Vehicles are required to yield to all aircraft.

7. Movement areas or areas adjacent to movement areas under construction shall be closed to aircraft operations, if possible. Construction equipment that must operate on active movement areas shall be controlled by flag person or radio equipped escort vehicle. Operators of construction equipment shall be briefed on

their procedures for operating on or near movement areas. Construction personnel authorized to operate on the movement area without an escort must successfully complete the Airport Pedestrian and Ground Vehicle Training Program administered by the Airport Police and Fire Division as part of the initial I.D. badging process, as well as complete Airfield Movement Area Drivers Training and Certification, administered by the Airport Operations Division.

C. TRAINING OF EMPLOYEES AUTHORIZED TO OPERATE ON THE MOVEMENT AREA AND SAFETY AREAS

The WAA Airport Operations Division department maintains the training program that is provided to all persons authorized to operate on the movement area and safety areas:

1. New employees authorized to operate a vehicle on the movement areas are required to successfully complete a pedestrian and ground vehicle training program which includes on-the-job training and classroom training covering the following subjects:

    a. Complete the Airport's Interactive Movement Area Driver Training Program.

    b. Review of the Airport pedestrian and ground vehicle procedures and consequences of noncompliance to those procedures.

    c. Airport familiarization, including proficiency in airport signage, markings, and lighting.

    d. Radio communication procedures.

The Airport will ensure that all persons are trained on pedestrian and ground vehicle procedures prior to the initial performance of such duties and at least once every 12 consecutive calendar months, including consequences of non-compliance, prior to moving on foot, or operating a ground vehicle, in movement areas or safety areas. All employees authorized to operate on the movement areas or safety areas must attend recurrent pedestrian and ground vehicle training at least once every 12 consecutive calendar months.

D. TRAINING OF EMPLOYEES AUTHORIZED ON THE APRON AREAS ONLY

The Airport has prepared an interactive training program that new employees authorized access onto the apron areas must attend prior to the initial performance of their duties. A review briefing on airport ground vehicle and pedestrian operations on the apron areas is provided when the security badge is issued to new employees and when security badges are renewed every two years.

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E. CONSEQUENCES OF NON-COMPLIANCE

Enforcement of the pedestrian and ground vehicle regulations applicable to airport employees, tenants and contractors, shall be handled by the Director of Airports, or designated representative. The Airport shall take appropriate enforcement action depending on the nature and severity of the offense. The following enforcement actions are available at the discretion of the Airport:

1. Oral reprimand
2. Written reprimand or warning letter
3. Recurrent/Remedial training
4. Loss of authorization to operate a vehicle on the apron or movement area
5. Suspension of badging privileges
6. Personnel actions for City employees

F. RECORDS

1. Training
   The Airport maintains a description and date of training completed by each individual operating a ground vehicle in movement areas, safety areas or aprons. Records are maintained for 24 months after the termination of an individual's access to movement areas, safety areas and aprons.

   The Airport maintains records of the certification of each tenants TM training program for 24 calendar months. Individual TM certification records are maintained by the tenants for 24 calendar months.

2. Accidents/Incidents
   The Airport maintains records of accidents or incidents in the movement areas and safety areas, involving air carrier aircraft and/or ground vehicles. Records of each accident or incident are maintained for 12 months from the date of the accident or incident.

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Date:

SECTION 331 -- OBSTRUCTIONS

A. GENERAL

The Airport shall ensure that each object within the authority of the airport that has been determined by the FAA to be an obstruction is removed, marked, or lighted unless determined to be unnecessary by an FAA aeronautical study.

B. OBSTRUCTIONS

Obstructions within the authority of the airport that are required to be lighted are also listed in Section 311 of this ACM. Obstruction lights are inspected daily during night inspections conducted by the personnel assigned self-inspection duties. Airport Maintenance shall repair inoperable obstruction lights owned by the airport. Airport Operations will notify the appropriate owner of inoperable obstruction lights owned by others.

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Date:

SECTION 333 -- PROTECTION OF NAVAIDS

A. CONSTRUCTION

No facilities shall be constructed on the airport that, when determined by the FAA, would derogate the operation of an electronic or visual NAVAID or air traffic control facilities. The Director of Airports, or designated representative, shall notify the FAA if aware of any changes in construction plans or equipment. Utility plans for airport utilities are on file in the Airport Engineering and Planning Division office. The location of any airport utility lines in the areas of construction shall be marked by Airport Engineering and Planning Division personnel prior to the start of construction. Marking of utility lines for NAVAIDS and ILS critical areas shall be coordinated under the direction of the Airport Engineering and Planning Division or local FAA Airways Facilities personnel. Airport Operations staff are responsible for monitoring construction activity on the airport to prevent the interruption of visual and electronic signals of NAVAIDS.

B. PROTECTION AGAINST VANDALISM

All NAVAIDS are located on airport property and are protected against vandalism and theft. With the exception to FAA owned Runway Alignment Indicator Lights (RAIL), all NAVAIDS are located on the AOA and protected by the perimeter fence. RAIL lights located outside of the perimeter fence are protected by padlock.

C. INTERRUPTION OF VISUAL AND ELECTRONIC SIGNALS OF NAVAIDS

Interruption of visual and electronic signals of NAVAIDS is prevented, insofar as it is within the Airport's authority. The City of Wichita has zoning control authority within city limits and enforces the building height and obstruction limitations imposed by zoning around the airport.

ILS critical areas have been identified by signs and ground vehicle procedures have been established to prevent inadvertent entry into critical areas by a vehicle during IFR conditions. In addition, Airport Maintenance personnel maintain the height of grass and snow in ILS critical areas below levels that may affect electronic signals of NAVAIDS.

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Date:

SECTION 335 -- PUBLIC PROTECTION

A. FENCING

The air operations areas are enclosed with 8-foot chain link fence, with 3 strand barb wire, and are access controlled using electronic gates or padlocked gates. Fencing at the airport meets TSA requirements and shall prevent inadvertent entry onto airport property by persons or vehicles. Signs restricting access are posted on all gates and at regular intervals around the perimeter. The airport has established procedures in the Airport Security Program for controlling access onto the air operations area through perimeter gates.

B. ACCESS CONTROL

Access onto apron areas is limited to persons who have a need. Procedures for controlling access onto apron areas are included in the FAA approved Airport Security Plan. An airport identification system has been established in accordance with the Airport Security Plan for persons authorized on the air operations area or portions of the AOA. Procedures for authorizing temporary access on the AOA are also addressed in the Airport Security Plan.

C. AIRCRAFT BLAST PROTECTION

Airport tenants requiring run-ups have installed blast fencing at their locations. Authorized areas in the movement area for run-ups include, but are not limited to, the compass rose and Taxiway B Holding Bay (locally termed “the hammerhead”). Aircraft are prohibited from conducting any and all run-ups above breakaway thrust on public ramps and terminal aprons.

D. INSPECTION AND MAINTENANCE

Perimeter fencing, gates, and signs are inspected continuously by WAA Airport Police and Fire and WAA Airport Operations staff. Gates shall be closed and locked if found open and recorded on the inspection log. Airport Maintenance is responsible for maintaining fencing.

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Date:

SECTION 337 -- WILDLIFE HAZARD MANAGEMENT

A. GENERAL

The Airport shall take immediate measures to alleviate wildlife hazards whenever they are detected or reported.

1. WAA Airport staff shall:
   a. Watch for and report to Airport Operations any unusual concentration of wildlife or birds that may be a hazard to aircraft operations, especially when low-flying or in the vicinity of the runways, their respective safety areas and immediate approach areas.
   b. In circumstances when such concentration of wildlife or birds are observed, WAA Airport Operations or the USDA Airport Wildlife Biologist will take appropriate measures to disperse the wildlife or birds or otherwise attempt to alleviate any risk of strikes by aircraft, and immediately advise the ATCT.

2. When the airport is aware of projects or activity that might create a wildlife hazard having a potentially adverse impact on aircraft operations, the airport shall make reasonable efforts to prevent such project from taking place. If said prevention efforts are unsuccessful or if the activity is of short duration, the airport shall initiate the airport condition reporting procedures and/or close the affected areas to aircraft operations.

B. EVENTS TRIGGERING A WILDLIFE HAZARD ASSESSMENT

The Director of Airports, or designated representative, will arrange for a Wildlife Hazard Assessment to be conducted when any of the following events occurs on the airport or within 10,000 feet of the airport:

1. An air carrier aircraft experiences multiple wildlife strikes;
2. An air carrier aircraft experiences substantial damage from striking wildlife;
3. An air carrier aircraft experiences an engine ingestion of wildlife
4. Wildlife observed to have access to any airport movement area or flight pattern, in a size or in numbers capable of causing one of the above events

Following an event that triggers a WHA, the Director of Airports, or designated representative, will notify the FAA airport certification staff to determine if a new WHA is necessary due to changing or new wildlife hazards not addressed in the WHMP.

If a new WHA is necessary, the Airport will maintain records documenting the qualifications of the airport wildlife biologist conducting the WHA, effective January 31, 2013. These records will be maintained for 10 years. If the Airport arranges for another WHA before the 10 year expiration, the airport will maintain the records of the

qualifications of the airport wildlife biologist for the previous WHA for 1 year after the new WHA is completed. The Airport will require the airport wildlife biologist to include the documentation of their qualifications to conduct the WHA in the contents of the WHA Report.

C. WILDLIFE HAZARD MANAGEMENT PLAN

The Wildlife Hazard Management Plan is included in the ACM as Appendix B.

D. WILDLIFE HAZARD MANAGEMENT PLAN TRAINING

The airport will arrange for wildlife hazard management training every 12 months for airport personnel with responsibilities in the Wildlife Hazard Management Plan. The training will be conducted by a qualified wildlife damage management biologist, or qualified airport employee, to provide airport personnel with the knowledge and skills needed to successfully carry out the Wildlife Hazard Management Plan.

E. WILDLIFE HAZARD MANAGEMENT PLAN ANNUAL REVIEW

The WHMP will be reviewed and evaluated every 12 months during the annual training conducted by a qualified wildlife damage management biologist. In addition, a review of the WHMP will be conducted following an event described in Part 139.337(b) (1), (b) (2) or (b) (3), which includes:

(1) An air carrier aircraft experiences multiple wildlife strikes.
(2) An air carrier aircraft experiences substantial damage from striking wildlife.
(3) An air carrier aircraft experiences an engine ingestion of wildlife.

The review and evaluation of the WHMP will include the following:

(1) The WHMP's effectiveness in dealing with known wildlife hazards on the airport and in the airport's vicinity.

(2) Aspects of the wildlife hazards described in the Wildlife Hazard Assessment that should be reevaluated.

F. WILDLIFE HAZARD MANAGEMENT BIOLOGIST ON STAFF

The Airport has a contract in effect with USDA Wildlife Services to handle wildlife mitigation, education and termination services at Wichita Mid-Continent Airport on a 30 hour per week basis.

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Date:

SECTION 339 -- AIRPORT CONDITION REPORTING

A. AIRFIELD SURFACE CONDITION CHECKS

WAA Airport Operations personnel conduct surface condition checks during snow and ice conditions in accordance with the Snow and Ice Control Plan in Appendix C of the ACM. Friction surveys are conducted using a Vericom 3000 Airfield Friction Meter as an assessment tool to help determine when to initiate friction-enhancing treatments and to monitor the trend of increasing or decreasing friction of runways. A minimum of three friction surveys are conducted in the touchdown, midpoint and roll out zones for each runway in the direction of landing. The MU values are averaged for each zone and documentation is kept using printouts from the Vericom 3000. Airport Operations personnel will use the Runway Condition Assessment Matrix (RCAM) method to report runway conditions when contaminants are present. After a runway condition assessment is performed by Airport Operations personnel, condition information will be entered into the RCAM in NOTAM Manager to generate a Runway Condition Code (RwyCC) for each runway third prior to dissemination to the ATCT, airlines and tenants via email from the Digital NOTAM Manager System and the Wichita Airport Authority.

In addition to the above, the airport has surface condition sensors located near the touch down zones of RWY 1L, 19R, 1R, and 19L

B. PERSONNEL AUTHORIZED TO ISSUE NOTAMS

Airport personnel in the following positions are authorized to issue NOTAMs and disseminate airport conditions locally to the ATCT and airlines:

1. Director of Airports
2. Assistant Director of Airports
3. Airport Operations Manager
4. Airport Operations Supervisor
5. Airport Operations Officers

Names of the personnel authorized to issue surface condition reports are supplied to Lockheed Martin Flight Services and kept current.

C. CONDITIONS REQUIRING A NOTAM

The following airport conditions that may affect the safe operations of air carriers shall be NOTAMed and disseminated to the ATCT and airlines.

1. Construction or maintenance activity on movement areas, safety areas, or loading ramps and parking areas.

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2. Surface irregularities on movement areas, safety areas, or loading ramps and parking areas.

3. Snow, ice, slush, or water on movement areas or loading ramps and parking areas.

4. Snow piled or drifted on or near movement areas in such a height that all air carrier aircraft propellers, engine pods, rotors, and wingtips may not clear the snowdrift or snowbanks as the aircraft's landing gear traverses any full strength portion of the movement area.

5. Objects on the movement area or safety areas contrary to 139.309.

6. Out of Service or malfunction of any required lighting system, holding position signs, surface painted holding position signs, or ILS critical area signs.

7. The following light outage conditions, as described in AC 150/5340-26, current edition, Table A-8, shall be disseminated locally to the ATCT and the airlines:

    a. Less than 85% runway edge lights operable for Cat I
    b. Less than 95% runway edge lights operable for Cat II lighting system
    c. Runway light outages that alter the basic pattern of the lighting system.
    d. Less than 95% runway centerline lights operable.
    e. Less than 90% runway touchdown zone lights operable.
    f. Two or more threshold lights out at a runway end.
    g. Less than 85% taxiway edge lights operable.
    h. Two adjacent taxiway lights unserviceable or outages that alter the basic pattern of the lighting system
    i. More than one light unserviceable on an elevated runway guard light

8. Unresolved wildlife hazards in accordance with 139.337.

9. Non-availability of any required rescue and firefighting capability required in 139.317 or 139.319.

10. A NOTAM will be issued closing a runway whenever a NIL pilot braking action report is received or whenever a NIL braking action assessment is made by Airport Operations staff, or when the RCAM generates a RwyCC of “0”. The runway will remain closed until the NIL braking condition no longer exists.

11. Any other condition that may otherwise adversely affect the safe operations of air carriers.

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Date:

D. NOTAM RECORDS

The Wichita Airport Authority uses the FAA Digital NOTAM Manager.

1. A copy of the NOTAM Report shall be disseminated to the ATCT and airlines.

2. A copy of NOTAM Reports and disseminations shall be kept for 12 months.

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Date:

SECTION 341 -- IDENTIFYING, MARKING, & LIGHTING CONSTRUCTION & UNSERVICEABLE AREAS

A. MARKING/LIGHTING OF CONSTRUCTION AREAS

Each construction area and unserviceable area on or adjacent to a movement area that may be used by air carrier aircraft shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator. Plans and specifications involving marking/lighting of construction areas and unserviceable areas shall be submitted to FAA for approval for AIP-funded projects. Advisory Circular 150/5370-2, current edition, and the findings of the FAA aeronautical study, shall be used as guidance for marking, and lighting where appropriate, construction areas and temporary unserviceable areas. Permanent unserviceable or closed areas shall be marked in accordance with marking standards in AC 150/5340-1, current edition, *Standards for Airport Markings*.

B. MARKING/LIGHTING OF CONSTRUCTION EQUIPMENT

Construction equipment and each construction roadway that may affect the safe movement of aircraft on the airport shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator. Plans and specifications involving marking and lighting of construction equipment and construction roadways shall be submitted to the FAA for approval on AIP funded projects. Advisory Circular 150/5370-2, current edition, and the findings of the FAA aeronautical study, shall be used as guidance for marking, lighting where appropriate, construction equipment and roadways.

C. MARKING/LIGHTING OF AREAS ADJACENT TO NAVAIDS

Any area adjacent to a NAVAID that could cause derogation of the signal or failure of the NAVAID if traversed, shall be marked and, if appropriate, lighted in a manner acceptable to the Administrator. Marking, and lighting when appropriate, of areas adjacent to NAVAIDS shall be accomplished by the contractor under the direction of the Director of Airports, or designated representative. The Airport Operations staff is responsible for monitoring construction activity on the airport to prevent construction equipment from traversing any areas adjacent to NAVAIDS that could cause derogation of signals.

D. PROCEDURES FOR AVOIDING DAMAGE TO UTILITIES

Utility plans for airport utilities are on file in the WAA Airport Engineering and Planning Division office. The location of any airport utility lines in the areas of construction shall be marked by the Airport Engineering and Planning staff, or designee, prior to the start of construction. The Airport Engineering and Planning staff is responsible for monitoring construction activity on the airport to prevent the interruption of utilities.

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Date:

SECTION 343 -- NON-COMPLYING CONDITIONS

A. HALT AIR CARRIER ACTIVITY WHEN UNSAFE CONDISTIONS EXIST

Unless otherwise authorized by the administrator, whenever the requirements of subpart D of 14 CFR Part 139 cannot be met to the extent that uncorrected unsafe conditions exist on the airport, the certificate holder must limit air carrier operations to those portions of the airport not rendered unsafe by those conditions.

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Date:

APPENDIX A – LETTERS OF AGREEMENT (LOA)

Aircraft Emergency Operations ICT-ATCT & WAA	December 2, 2019
Vehicle Operations on Movement Area ICT-ATCT, FAA Tech Ops & WAA	November 15, 2018
Airport Conditions ICT-ATCT & WAA	October 1, 2016
Altitude Restricted Low Approaches Over Closed Runways ICT-ATCT & WAA	June 3, 2015
Airport Lighting Systems ICT-ATCT & WAA	June 3, 2015
Deicing Procedures for Wichita Dwight D. Eisenhower National Airport ICT-ATCT & WAA	June 3, 2015
Notification Process via Direct Entry Digital NOTAM System ICT-ATCT & WAA	November 15, 2018

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Date:

APPENDIX B - WILDLIFE HAZARD MANAGEMENT PLAN

The Wichita Dwight D. Eisenhower National Airport (ICT) has an approved Wildlife Hazard Management Plan. This plan was completely revised on June 2, 2014.

FAA Approved

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Date:

APPENDIX C – SNOW AND ICE CONTROL PLAN

As required by FAR 139.313, The Wichita Dwight D. Eisenhower National Airport (ICT) has an approved Snow and Ice Control Plan.

FAA Approved

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Date:

APPENDIX D -- AIRPORT EMERGENCY PLAN

As required by FAR 139.325, The Wichita Dwight D. Eisenhower National Airport (ICT) has an approved Airport Emergency Plan. This plan, listed as Appendix D, is provided and maintained under a separate cover.

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Date: