



COMPARATIVE SAFETY ASSESSMENT



WICHITA
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NATIONAL AIRPORT

October 29, 2025

AIRPORT MASTER PLAN



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For Virtual Meeting Access Issues, Please Call: **Patrick Taylor at 913-593-7276**



CSA CONTACT INFORMATION

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Coffman Associates

Principal/Project Manager

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Landry Consulting LLC

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Jesse Romo, AAE

Wichita Airport Authority

Director of Airports

jromo@wichita.gov

Office: 316-946-4700



AGENDA

Master Plan Airfield
Comparative Safety Assessment (CSA)
Wednesday, October 29, 2025
9:00 am to 2:30 pm Central

1. Welcome/Introductions
2. CSA Objectives
3. Airfield Alternatives
4. Topic 1 – Hotspot Mitigation
5. Topic 2 – Overlapping RSAs
6. Lunch Break
7. Topic 3 – Taxiways E, K, and N Geometry
8. Next Steps, Report, and Review



INTRODUCTIONS

#	Attendee	Representing	Role / Position
1.	Andrew Edgar	FAA	Airports Part 139 Lead Inspector
2.	Bradley Wibbels	UPS	Safety
3.	Brian Youngers	Citizen at Large	COO for Lone Mountain Aircraft
4.	Caleb Coltrane	Garver	Consulting Engineer
5.	Callie Choat	American	Corporate SMS
6.	Cathy McClain	Wichita Airport Advisory Board	WAAB Vice Chair
7.	Chad Martin	Textron	Director of Facilities and EH & S
8.	Dalton Glasscock	City of Wichita City Council/WAA	Member
9.	Darrell Pennington	Airline Pilots Association (ALPA)	Senior Engineer, Air Traffic Management & Operations
10.	David Frassinelli	FedEx	Corporate SMS
11.	Don Dearmont	Airport Engineering and Planning	WAA
12.	Doug Anderson	FAA	Kansas Airport Planner
13.	Ginny Lietzke	City of Wichita City Council/WAA	Administrative Secretary
14.	J.R. Cox	MPAD	Chief Zoning & Sign Inspector, Zoning Administrator
15.	Jean Zoglman	Asst. Director of Airports, CFO	WAA
16.	Jeffrey Bingham	American	Safety Operations Partners
17.	Jeremy Lewis	Southwest	Airport Risk Partner



INTRODUCTIONS CONTINUED

#	Attendee	Representing	Role / Position
1.	Jesse Romo	Director of Airports	WAA
2.	Jessica Istas	Bombardier	Director, US Strategy & Community Relations
3.	JJ Mills	FAA ATCT	Air Traffic Manager
4.	Joanne Landry	Landry Consulting	Principal
5.	Katie Striegel	Assistant	WAA
6.	Keith Ellis	United	Corporate SMS
7.	Lily Wu	City of Wichita City Council/WAA	Mayor
8.	Mark Cozad	FAA	Central Region Runway Safety Program Manager
9.	Mark Schenkelberg	FAA	Planning Team Lead (ACE630)
10.	Mike Dmyterko	Coffman Associates	President
11.	Nate Hinkel	Asst. Director of Airports, COO	WAA
12.	Patrick Taylor	Coffman Associates	Principal
13.	Randy Frazer	Wichita Airport Advisory Board	WAAB Chair
14.	Roger Xanders	Chief, AERO	WAA Police, Fire, & Ops
15.	Rudy Collazo	FAA	FAA SSC Representative
16.	Russel T Owen	FAA	Kansas Airport Planner
17.	Ryan O'Connor	Southwest	Sr. Airport Risk Partner Regulatory Programs & Compliance



INTRODUCTIONS CONTINUED

#	Attendee	Representing	Role / Position
1.	Sarah Flick-Fernandez	City of Wichita City Council/WAA	Special Assistant to the Mayor
2.	Scott Muzzy	FAA ATCT	Air Traffic Union Representative (NATCA)
3.	Spencer Howbert	American	Central Region Safety
4.	Stephen Palyok	American	Manager, Safety Operations Partners
5.	Steve Hadley	Regional Program Director	NBAA
6.	Steve Stires	FedEx	Retired pilot working within Airline Safety
7.	Taylor Smith	Delta	Program Manager - SMS Corporate Safety
8.	Tom Chandler	AOPA	Regional Manager-Central Southwest
9.	Troy Anderson	City of Wichita	Assistant City Manager
10.	Ty (Robert) Salisbury	Delta	Pilot Line Safety Coordinator Team Leader
11.	Zach Theademan	FBO - Yingling	Vice President, Support Service

Additional Attendees - Please introduce yourselves and ensure you have included your contact information on the sign-in sheet.



MEETING GROUND RULES

IN-PERSON AND ON-LINE

- Allow participants time to complete their question or comment.
- Please do not speak while others are talking so we can accurately capture comments and action items.
- Please follow instruction from the facilitator (Joanne Landry).
- This meeting will be recorded to facilitate meeting summary notes.
- No formal meeting notes will be provided; a CSA Report will be sent for review.
- A list of meeting attendees will be provided.

ON-LINE

- Please mute your system when not speaking.
- Please turn off camera when not speaking.
- We will manage questions and comments through the chat function, raised hand, and audio.

Please send additional follow up questions by email to: Ptaylor@coffmanassociates.com



COMPARATIVE SAFETY ASSESSMENT PURPOSE

The intent of the Comparative Safety Assessment (CSA) is to:

- Gather ICT stakeholders to review and discuss specific topics of the master plan alternatives analysis.
- Identify “Pros” and “Cons” of each alternative and to weigh the potential operational safety impacts.
- Arrive at a consensus on a single alternative for each element that will then be reflected on the airport layout plan (ALP).
- Obtain sufficient information and documentation to complete FAA form 5200-8, Safety Assessment Screening for Airport Planning and Development Projects (SAS-1).
- Form will be completed by the FAA/Airport and submitted with the ALP during the FAA ALP approval process.



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CSA PRESENTATION

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TOPICS FOR DISCUSSION

Discussion Topics for the CSA include:

Topic 1 – Hotspot Mitigation

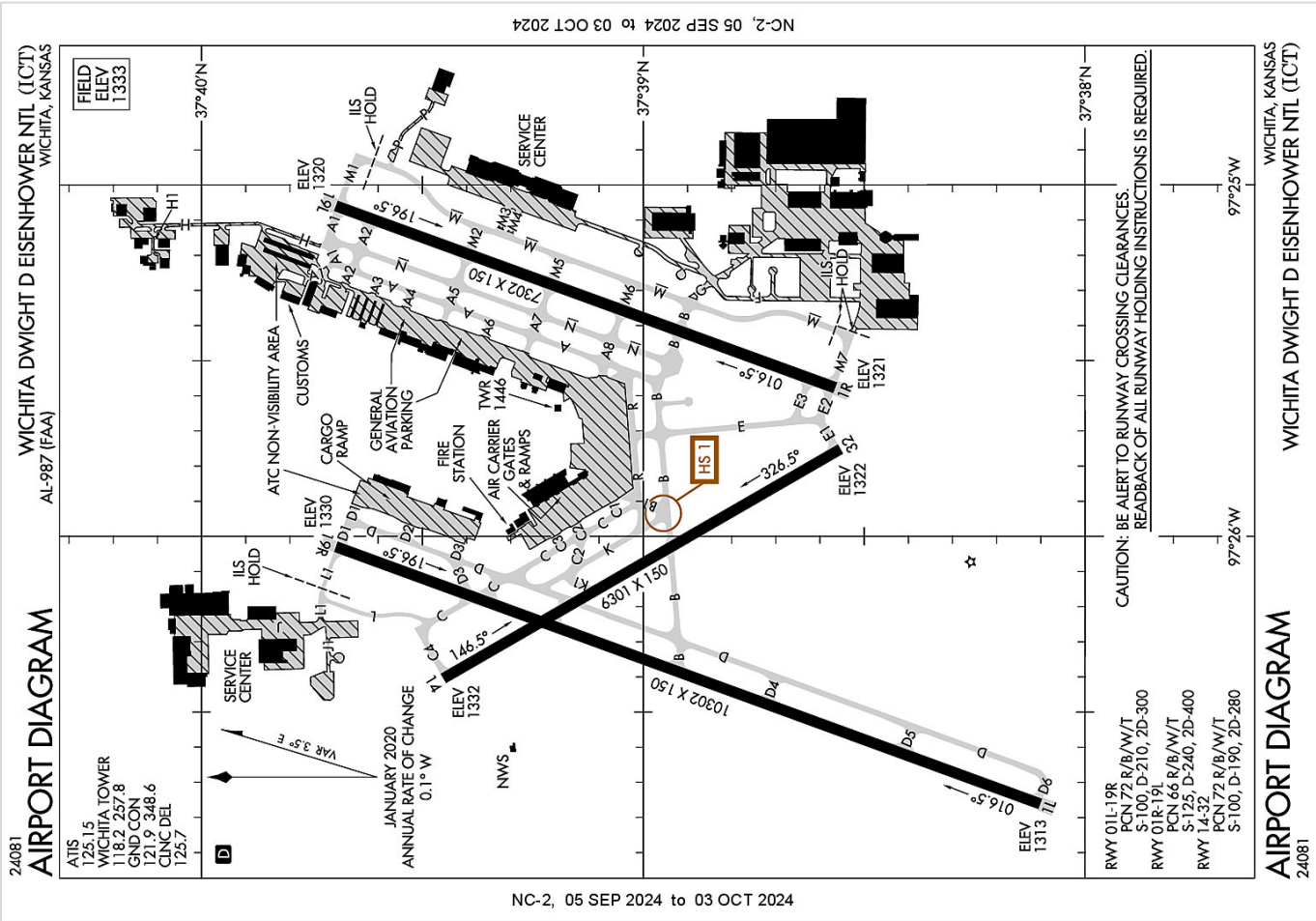
Topic 2 – Overlapping Runway Safety Areas (RSA) for Runway 1R-19L
and Runway 14-32

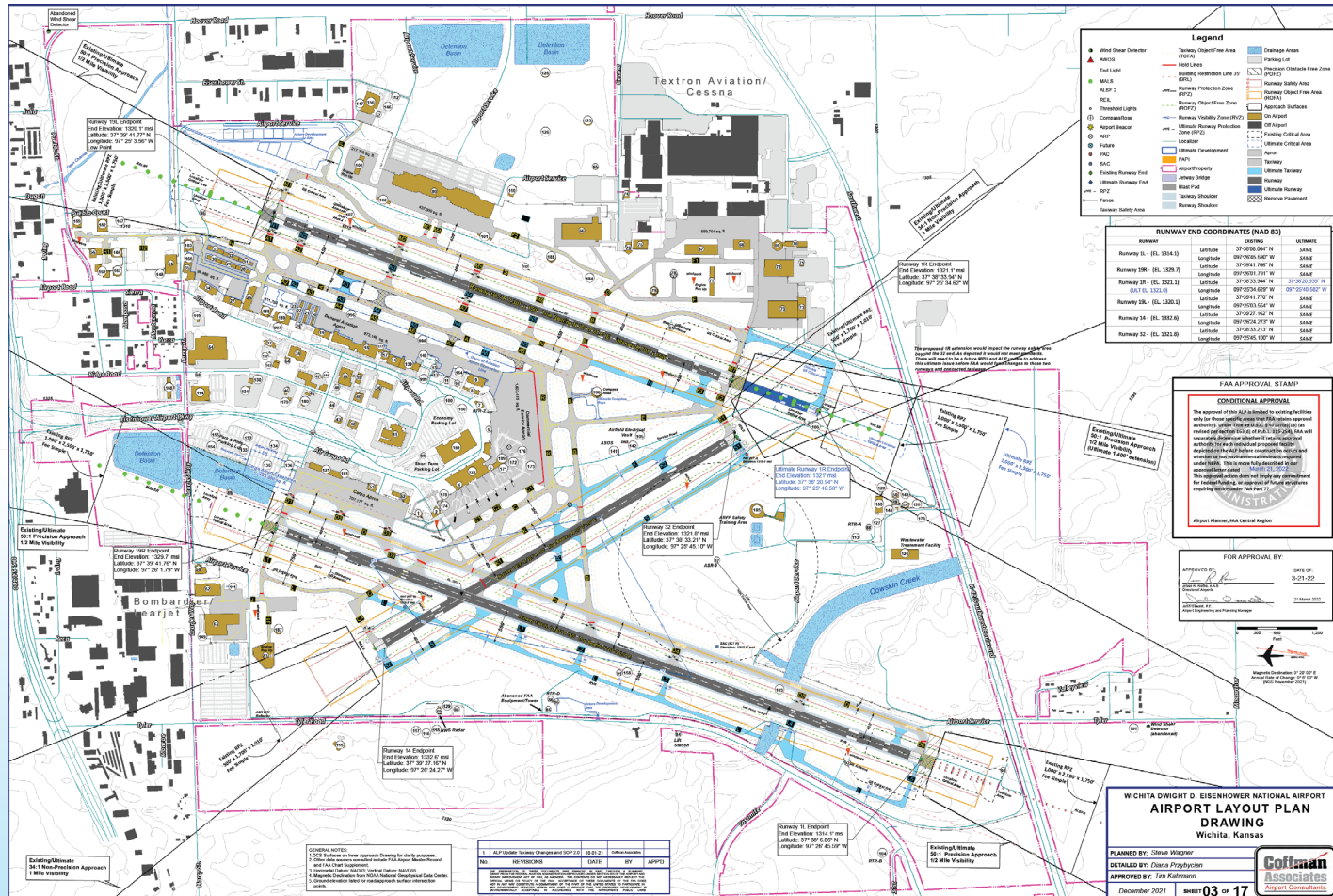
Topic 3 – Taxiways E, K, and N geometry

See hardcopy handouts and electronic files sent as part of the email correspondence for each of the Topics



Airport Diagram







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TOPIC 1 HOTSPOT MITIGATION

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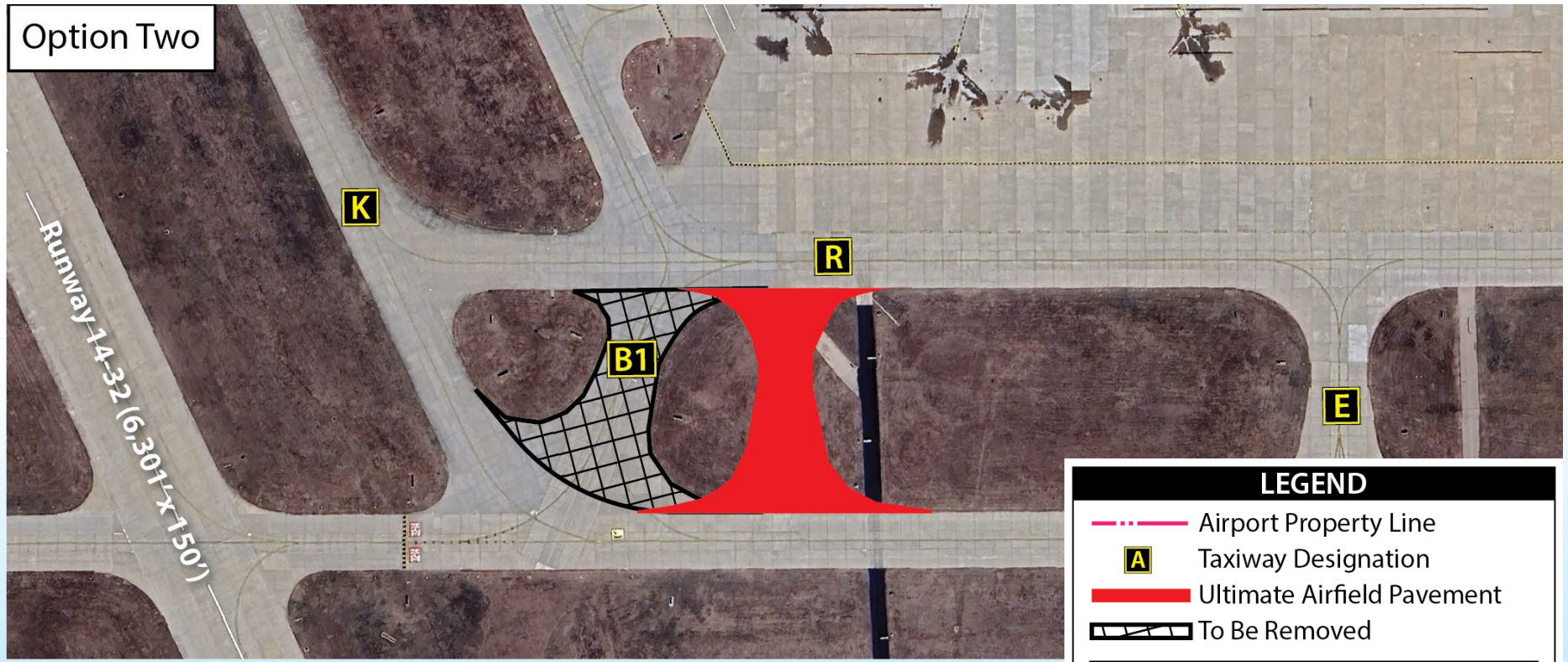
Exhibit 4L: Hot Spot Mitigation Options





Exhibit 4L: Hot Spot Mitigation Options

Option Two



LEGEND

Airport Property Line

A

Taxiway Designation

Ultimate Airfield Pavement

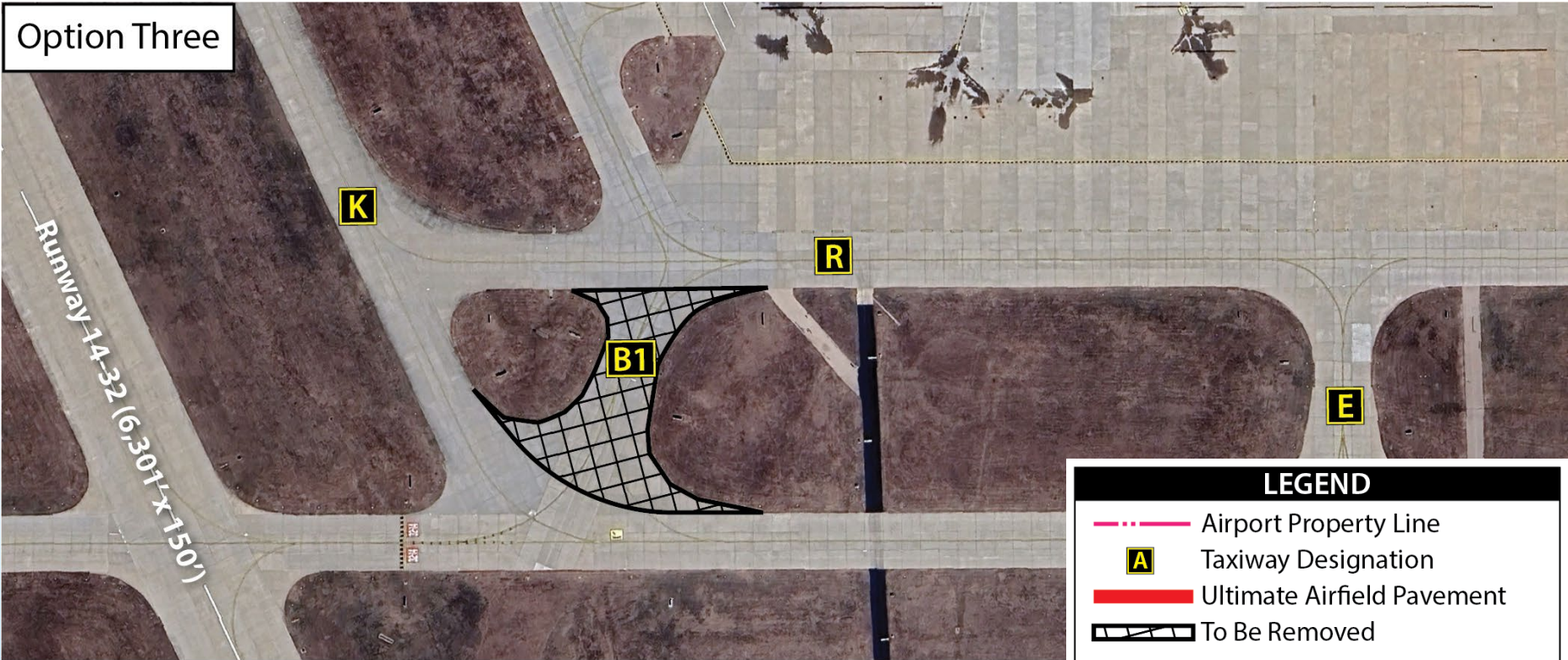
To Be Removed

IRGL: In-pavement Runway Guard Lights



Exhibit 4L: Hot Spot Mitigation Options

Option Three



LEGEND

Airport Property Line

Taxiway Designation

Ultimate Airfield Pavement

To Be Removed

IRGL: In-pavement Runway Guard Lights



Element	Brief Description	Safety Concern(s)	Alternative 1 – Install In-Pavement Runway Guard lights	Alternative 2 – Pavement Reconfiguration: Remove B1 and Replace with New Taxiway Connector	Alternative 3 – Pavement Reconfiguration: Remove B1 with no new Replacement
Hot Spot Mitigation	The only hot spot at ICT is located at the intersection of Taxiways B1, K, and B at Runway 14-32.	Pavements converge, which can lead to pilot confusion about their location, potentially causing a pilot to inadvertently enter the runway environment.	- Alternative 1 proposes to add in-pavement runway guard lights (IRGL) at the hold line on Taxiway B leading to Runway 14-32. - These flashing lights extend the length of the hold line and serve as an additional alert for pilots approaching the intersection with the runway. Existing Controls Elevated runway guard lights (ERGL) are currently in place on either side of the hold line. - Enhanced centerline markings are in place. - White-on-red runway identification markings are established.	- Taxiway B1 is removed and replaced by a new taxiway connector approximately 100 feet to the east. - Taxiway B1 is an angled taxiway that, at the connection with Taxiway B and K, creates a wide expanse of pavement. - By shifting Taxiway B1 to the east, signage can be placed in the standard location, and pilots would have to make a turning movement onto Taxiway B.	- Taxiway B1 is removed with no new replacement. - Pilots would then need to use either Taxiway E or Taxiway R to K. - The wide expanse of pavement would be eliminated in this configuration.
Diagram illustrating the intersection of Taxiway B1, Taxiway K, and Taxiway B at Runway 14-32. The diagram shows the layout of the taxiways and runway, including labels for Taxiway B1, Taxiway K, Taxiway B, and Runway 14-32. It also includes labels for other taxiways (A1 through Z1) and runway segments (10302 X 150, 7802 X 150, 320 X 150). The diagram is oriented with North (N) at the top.			Option One	Option Two	Option Three

Please see your paper copy



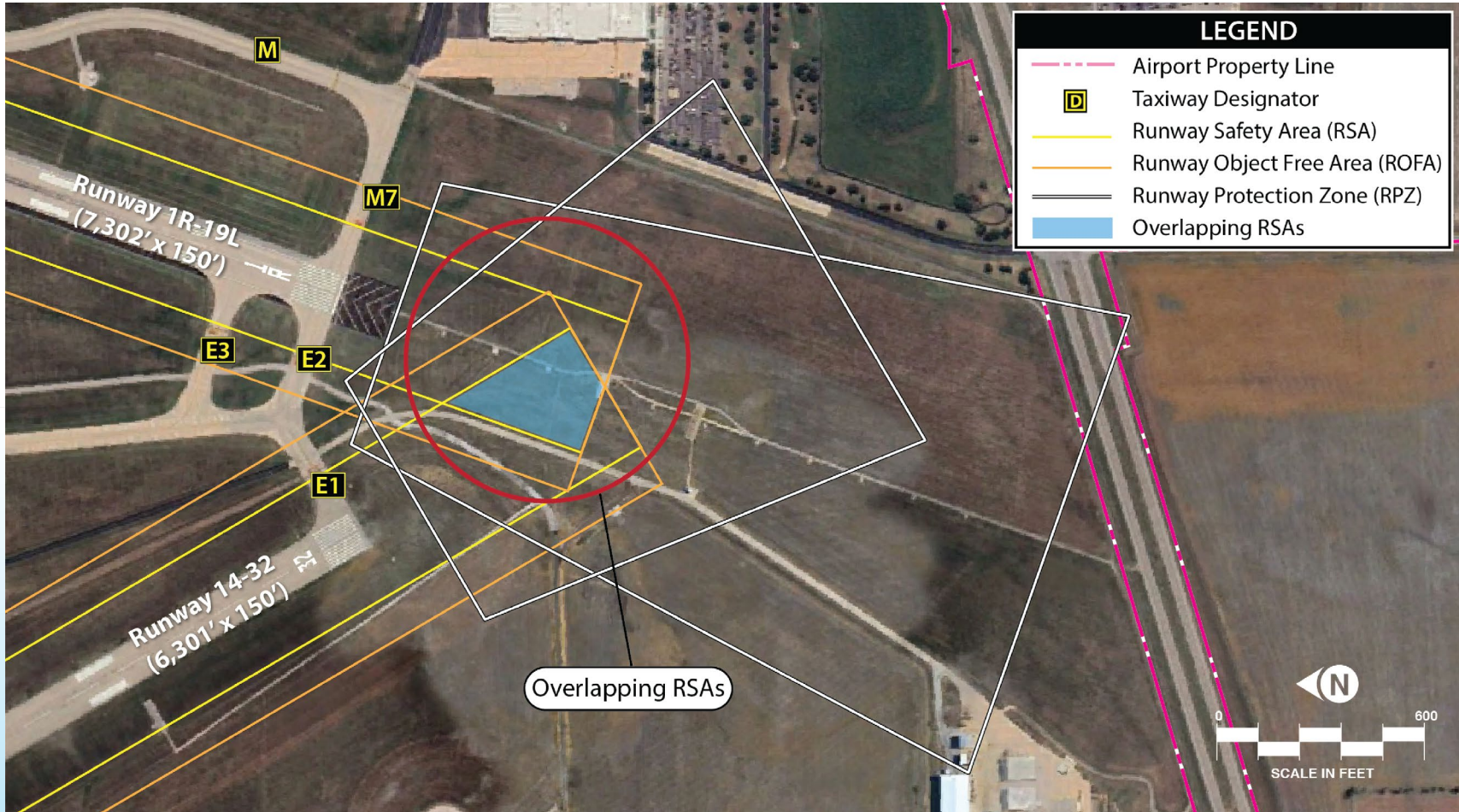
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TOPIC 2 OVERLAPPING RSAs

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Exhibit 4B: Overlapping RSAs





Overlapping RSA Standards/Recommendations

3.7.5 Overlapping RSAs.

RSAs (see paragraph 3.10) represent a safety measure for aircraft during landing and takeoff operations. Overlapping RSAs introduce safety risks and potential operational limitations. When two or more runways converge but do not intersect, thus creating overlapping RSAs, apply the standards of 3.7.5.1, to establish an acceptable level of safety in this area. Refer to paragraph 1.7 for information on the risk associated with overlapping RSAs.

3.7.5.1 **Standards.**

1. Configure runway ends, taxiways, and holding positions to allow taxiing and holding aircraft to remain clear of all RSAs.
2. Configure runway ends to facilitate holding positions that allow holding aircraft to be perpendicular to the runway centerline, per Scenarios #1 and #2 of Figure 3-12.



Overlapping RSA Standards/Recommendations

3. For existing configurations not meeting standards, prioritize mitigation measures, per paragraphs 2.4 and 2.5.

3.7.5.2

Recommended Practices.

1. For multiple runways that converge but do not intersect, configure runway ends for the optimum condition of independent RSAs.
2. When the most demanding aircraft using the airport is not the critical aircraft with regular use, configure the runway ends, taxiways, and holding positions to preclude the need for operational controls, if practical.

3.7.5.3

Design Considerations.

1. Overlapping RSAs may create conditions resulting in holding positions on taxiways not leading directly to a runway.
2. Overlapping RSAs can present an elevated risk for wrong runway departures when an aligned taxiway is present, per Figure I-3.



Exhibit 4C: Alternative 1 – Shorten Runway 14-32

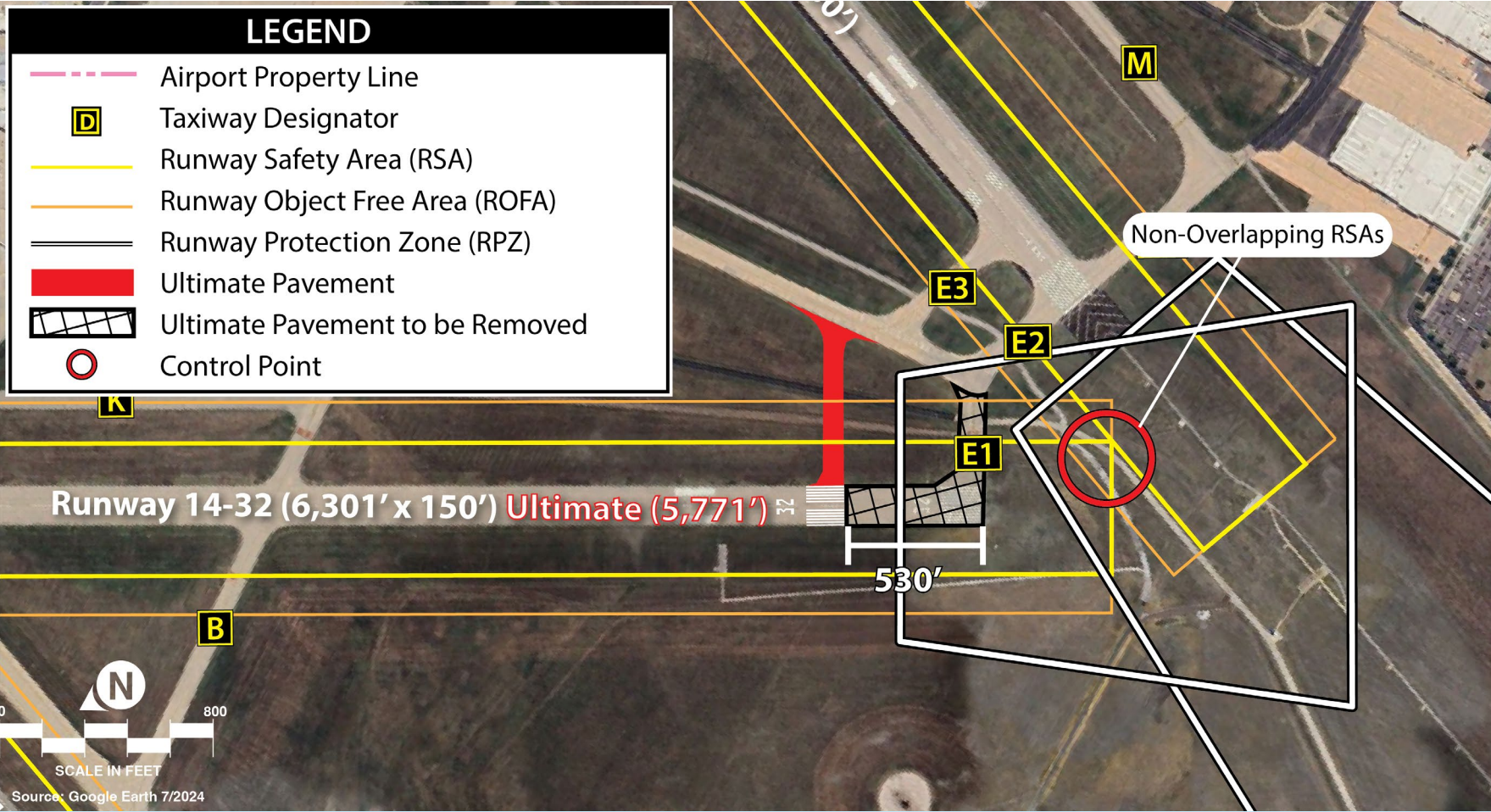




Exhibit 4D: Alternative 2 – Shift/Extend Runway 14-32

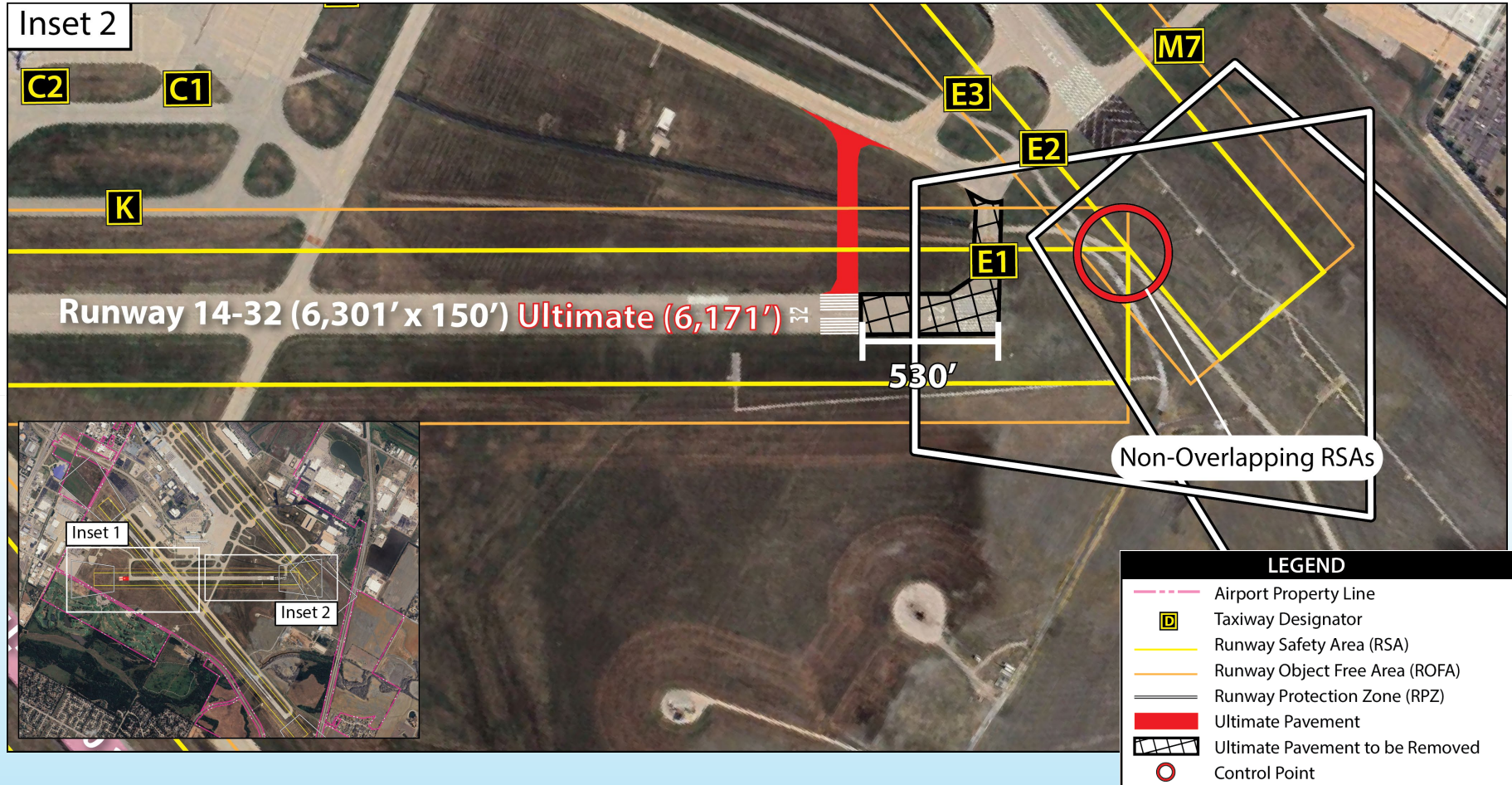




Exhibit 4D: Alternative 2 – Shift/Extend Runway 14-32

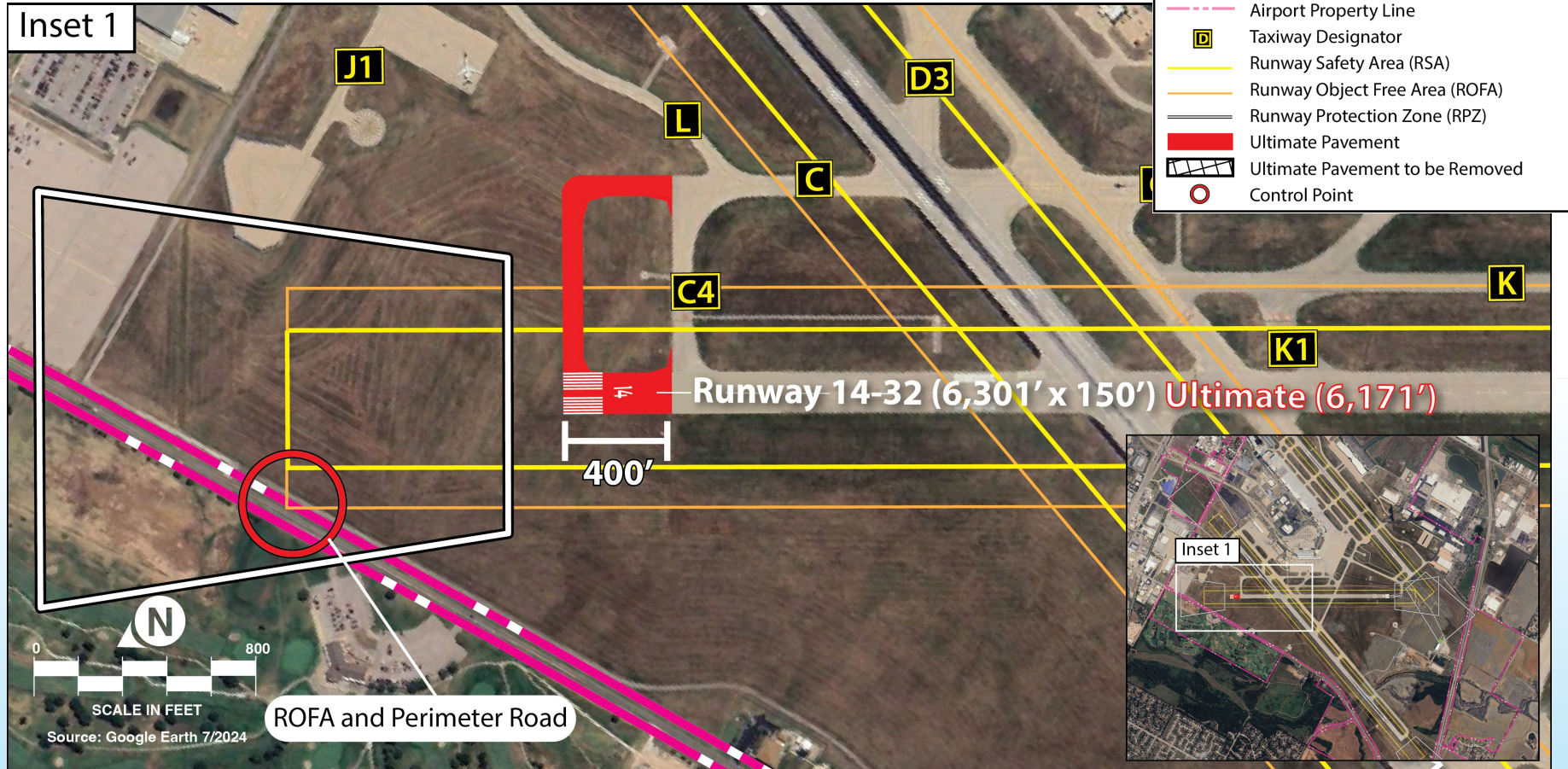




Exhibit 4E: Alternative 3 – Runway 14-32 Declared Distances

Parameters	Runways	
	14	32
Takeoff Run Available (TORA)	6,301'	6,301'
Takeoff Distance Available (TODA)	6,301'	6,301'
Accelerate Stop Distance Available (ASDA)	5,771'	6,301'
Landing Distance Available (LDA)	5,771'	6,171'

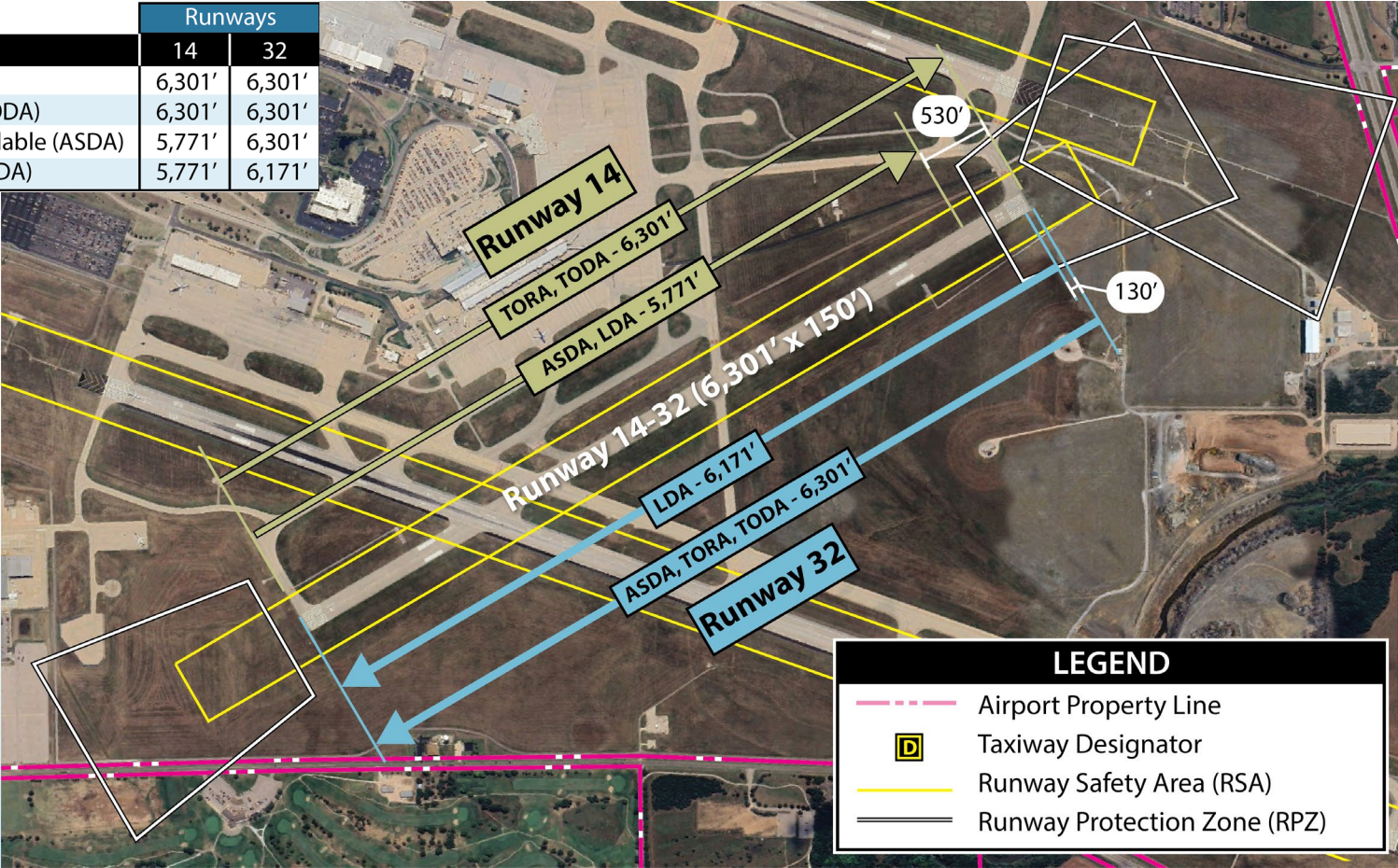
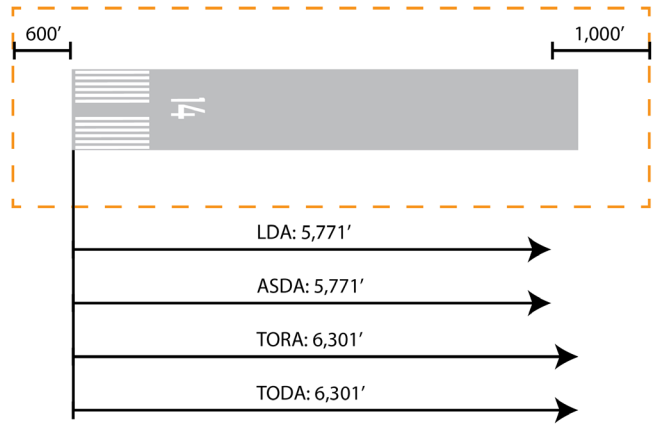




Exhibit 4E: Alternative 3 – Runway 14-32 Declared Distances

Parameters	Runways	
	14	32
Takeoff Run Available (TORA)	6,301'	6,301'
Takeoff Distance Available (TODA)	6,301'	6,301'
Accelerate Stop Distance Available (ASDA)	5,771'	6,301'
Landing Distance Available (LDA)	5,771'	6,171'

Runway 14 →



← Runway 32

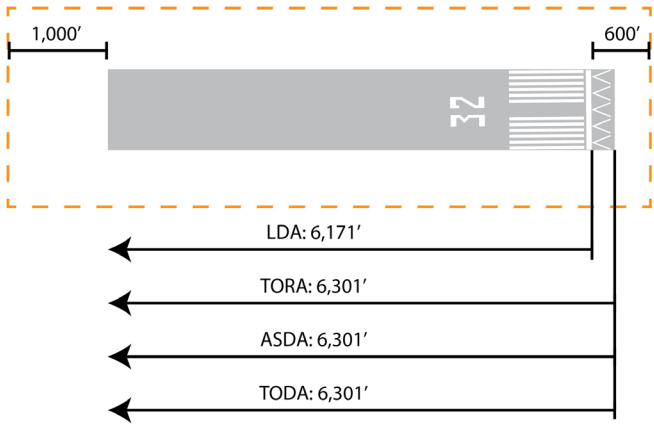




Exhibit 4F: Alternative 4 – Runway 14-32 Declared Distances with Extension

Parameters	Runways	
	14	32
Takeoff Run Available (TORA)	6,701'	6,701'
Takeoff Distance Available (TODA)	6,701'	6,701'
Accelerate Stop Distance Available (ASDA)	6,171'	6,701'
Landing Distance Available (LDA)	6,171'	6,571'

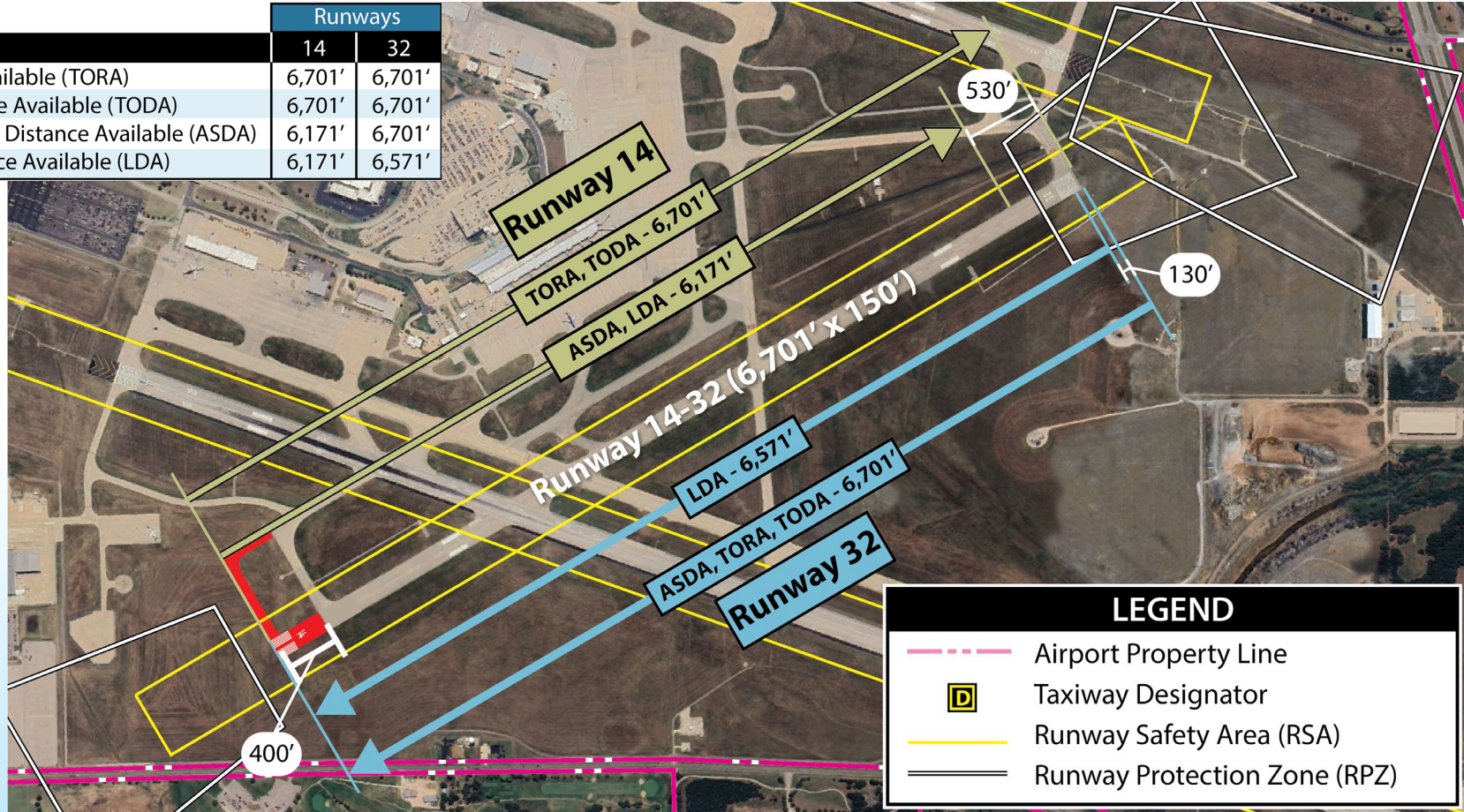
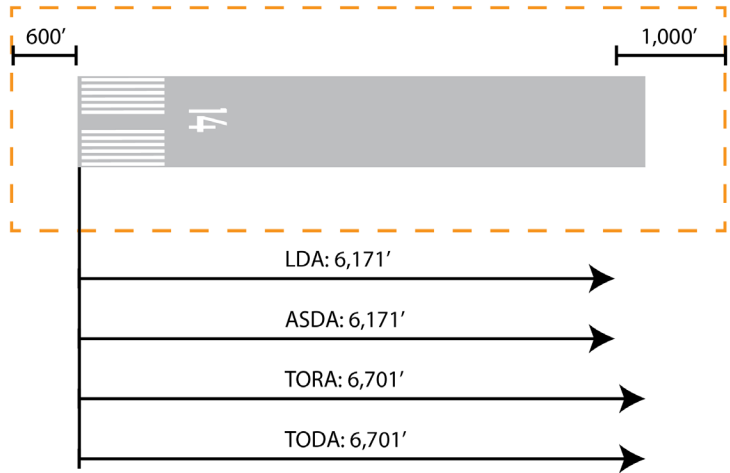




Exhibit 4F: Alternative 4 – Runway 14-32 Declared Distances with Extension

Parameters	Runways	
	14	32
Takeoff Run Available (TORA)	6,701'	6,701'
Takeoff Distance Available (TODA)	6,701'	6,701'
Accelerate Stop Distance Available (ASDA)	6,171'	6,701'
Landing Distance Available (LDA)	6,171'	6,571'

Runway 14 →



← Runway 32

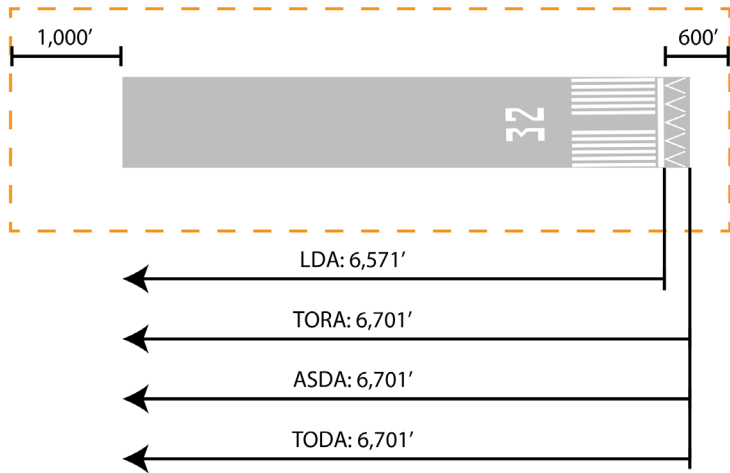
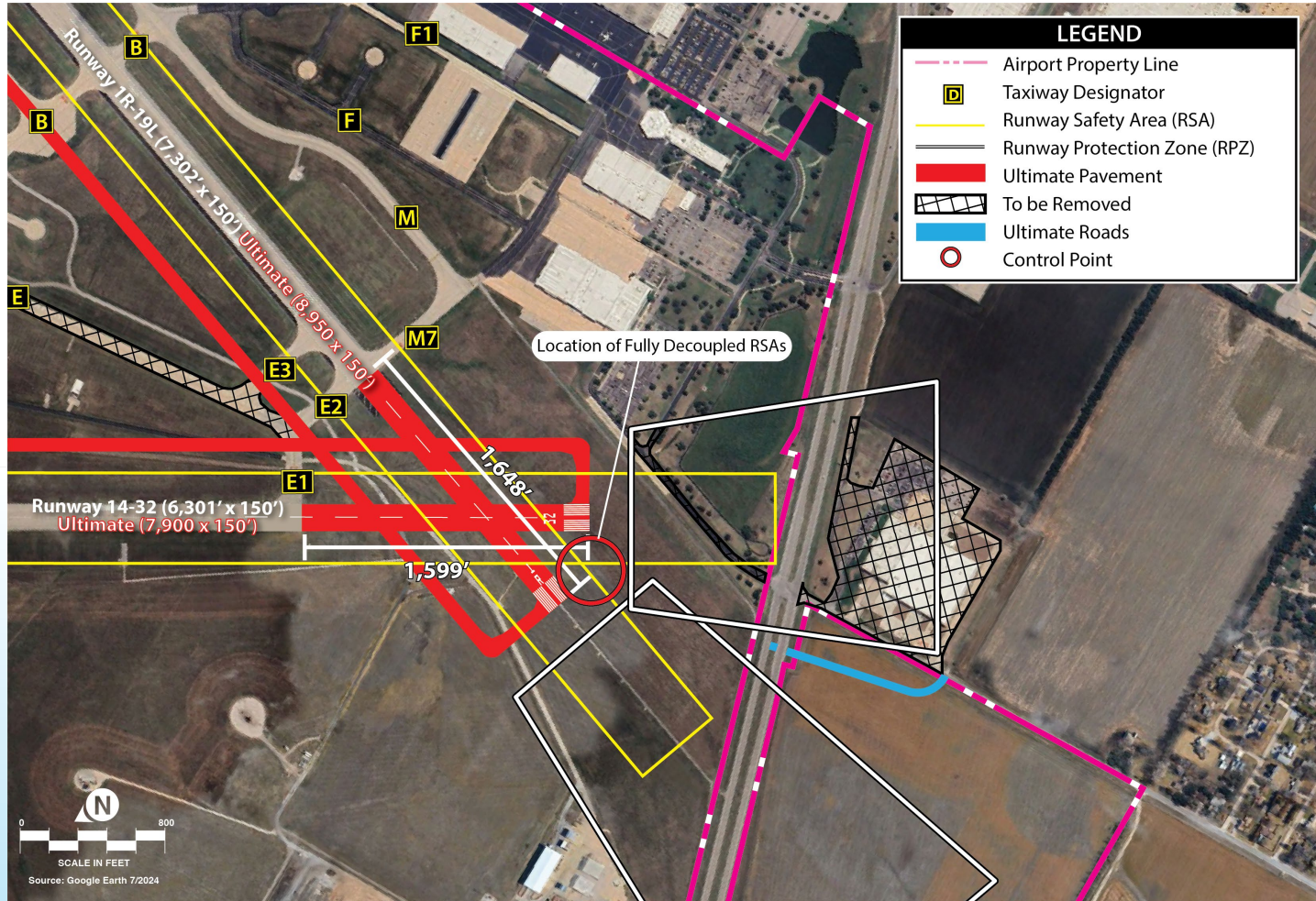




Exhibit 4G: Alternative 5 – Crossing Runways





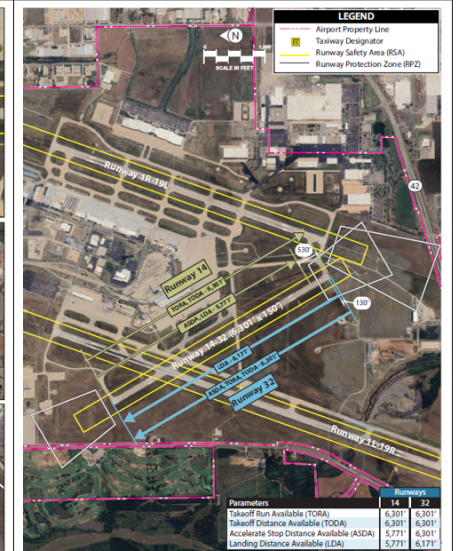
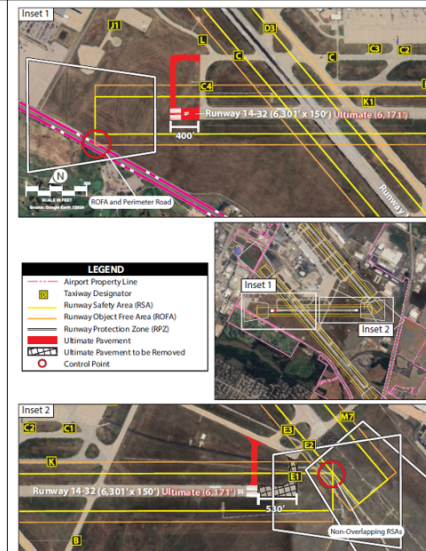
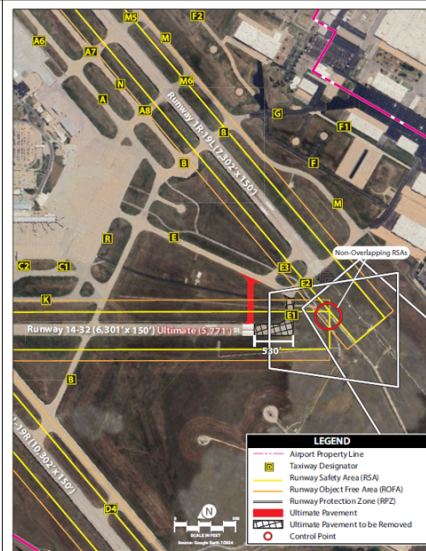
Overlapping Runway Safety Areas (RSA)

Element	Brief Description	Safety Concern(s)	Alternative 1 – Shorten Runway 14-32	Alternative 2 - Shift/Extend Runway 14-32	Alternative 3 - Declared Distances
Overlapping Runway Safety Areas (RSA)	The RSAs behind Runway 1R and Runway 32 converge. The primary concern with the overlapping RSA is that when work or activities take place within the overlapping RSA, operational activities of both runways are impacted.	Overlapping RSAs, where two or more runways converge without intersecting, pose safety risks because they create a shared area that must be managed to prevent incursions, reduce the chance of collision, and ensure adequate space for aircraft excursions or rejected takeoffs.	a) Alternative 1 considers shortening Runway 16-32 by 530 feet on the Runway 32 end. b) By shortening the runway, the RSA would no longer intersect. c) A new taxiway leading to the Runway 32 threshold would be needed. d) The length of Runway 14-32 would be reduced to 5,771 feet. e) The FAA model for runway length recommended a minimum length of 6,140 feet for Runway 14-32. This alternative would not meet the minimum recommended runway length (6,140 feet) and would have an adverse effect on operators that would typically use the crosswind runway.	a) Alternative 2 examines the opportunity to extend the Runway 14 end to the northwest, in conjunction with shortening the Runway 32 end. b) The Runway 32 end would be shortened by 530 feet, thus eliminating the current overlapping RSA condition. c) The Runway 14 end can be extended by 400 feet. d) The control point for the extension is the Runway Object Free Area (ROFA), which would end at the property line. This alternative provides for a total runway length of 6,171 feet, which would meet the recommended minimum runway length.	a) Alternative 3 assesses declared distances. Declared distances are the effective runway distances declared by the airport operator as available for takeoff run, takeoff distance, accelerate-stop distance, and landing distance requirements. b) Landings and departures using the Runway 14 end are calculated as 5,771 feet by declaring the far end of the runway to be 530 feet shorter than is currently available, thus providing for the full 1,000-foot safety area without overlapping the RSA of Runway 1R-19L. c) For landings occurring on Runway 32, the landing threshold would be shifted 130 feet to the northwest to allow for the full 600 feet of RSA prior to landing. Per FAA, use of declared distances is a reasonable alternative to mitigate existing runway shortcomings and better meet design standards.



Note: FAA recommendations for nonstandard RSAs include reconfiguring runways to meet standard dimensions, expanding RSA-compatible land, and implementing enhanced safety and communication procedures to improve pilot and controller situational awareness.

Note: Runway 14-32 should be maintained at a length of at least **6,140 feet**. This is slightly less than the **current length of 6,301 feet**. Typically, a runway length that exceeds the minimum recommended is maintained at that length until reconstruction is necessary. Other safety-related reasons may justify altering the runway length if it is part of a broader safety project.





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10 Minute Break?

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TOPIC 3 TAXIWAYS E, K, AND N GEOMETRY

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Exhibit 4J: Extending Taxiways K and N (Option 1)

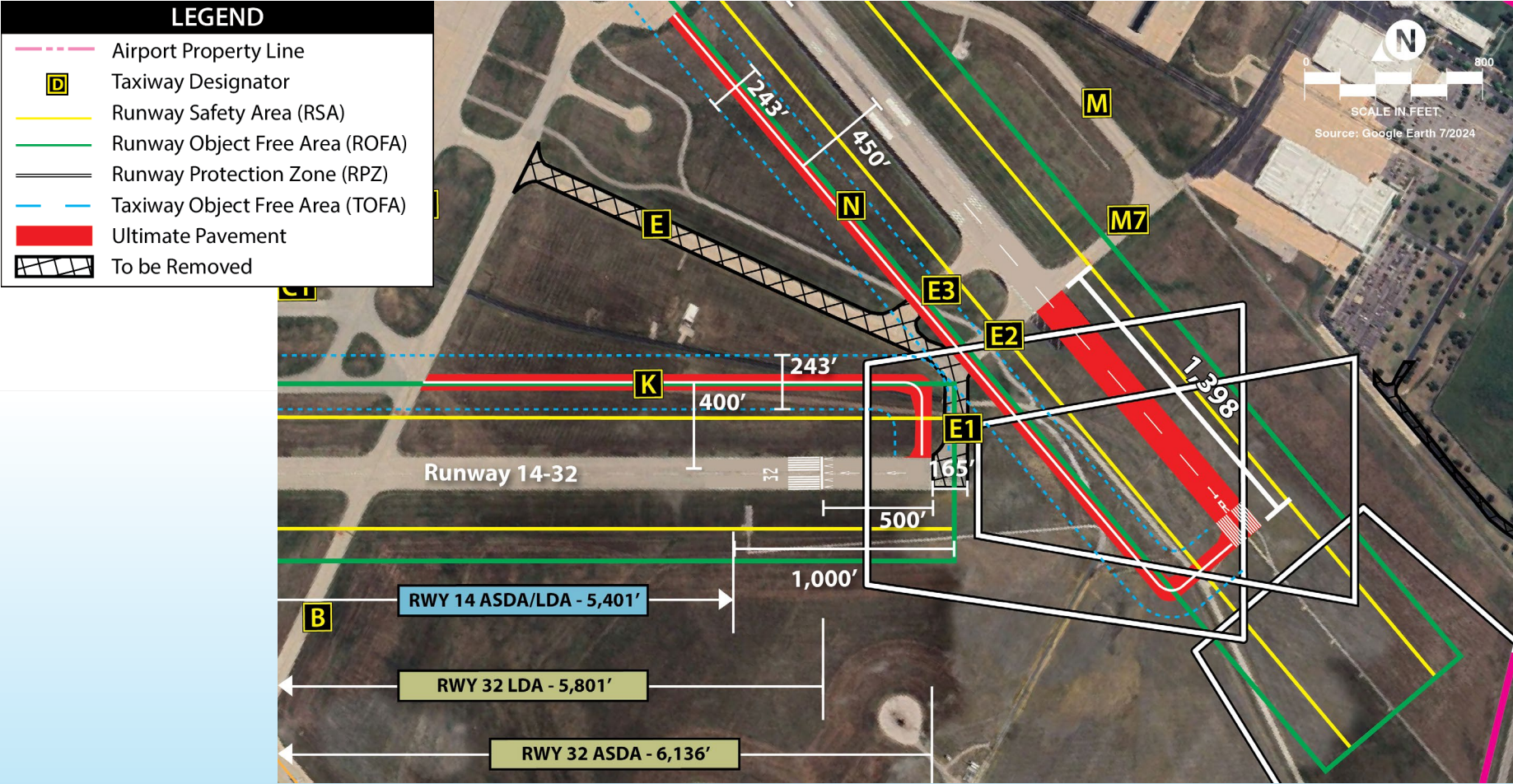




Exhibit 4J: Extending Taxiways K and N (Option 2)

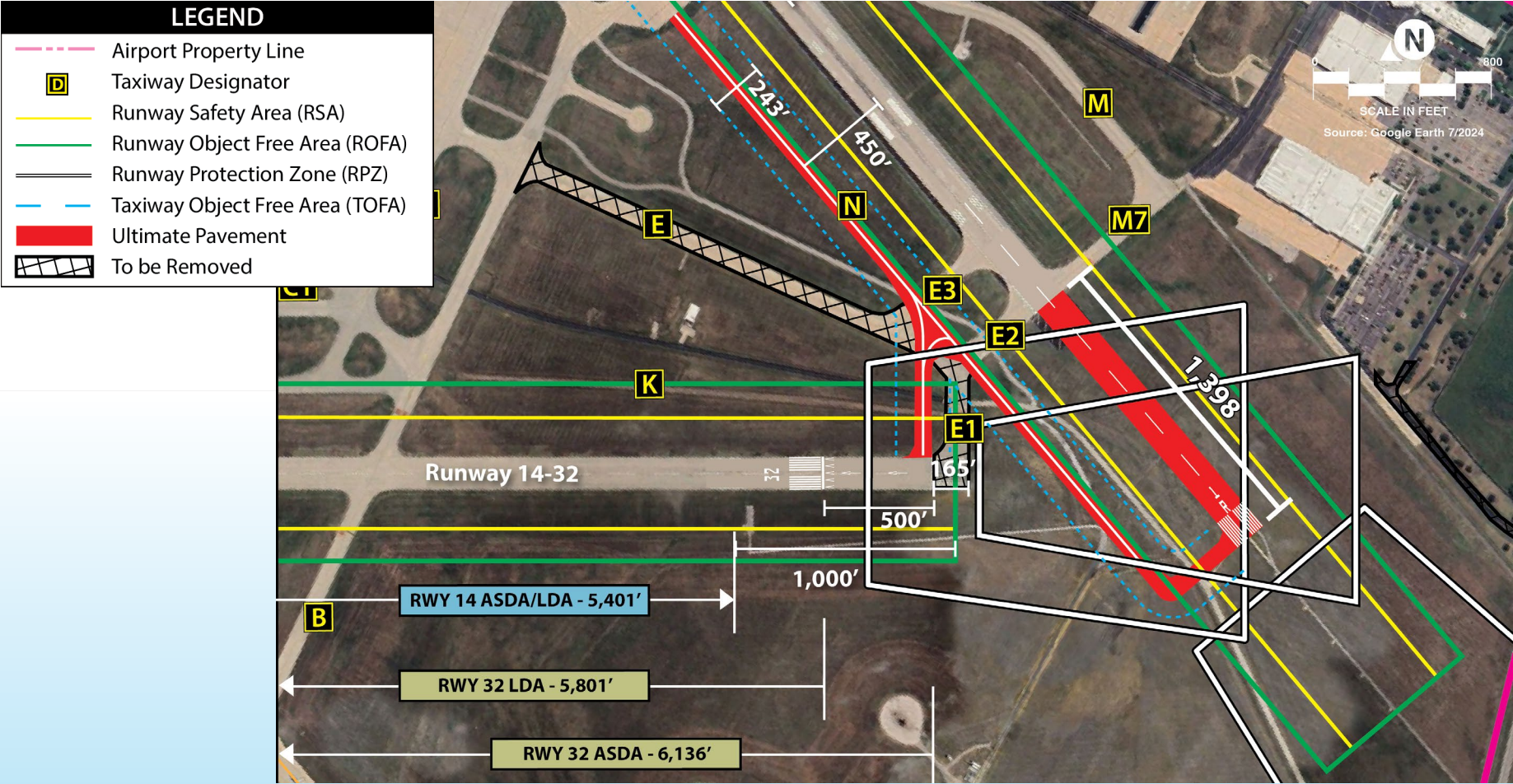


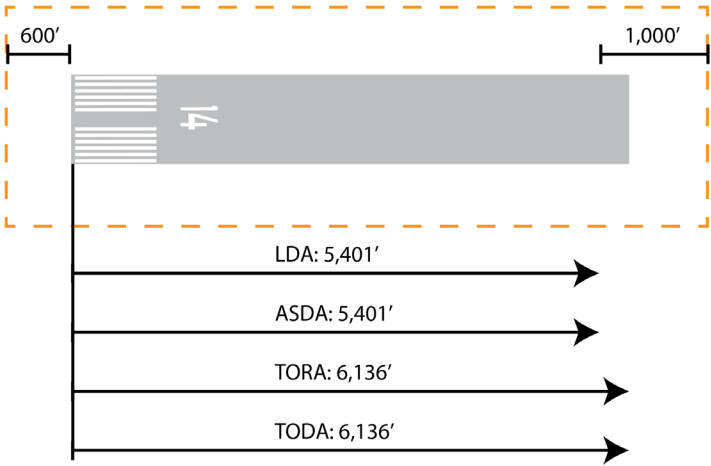


Exhibit 4J: Extending Taxiways K and N (Option 1)

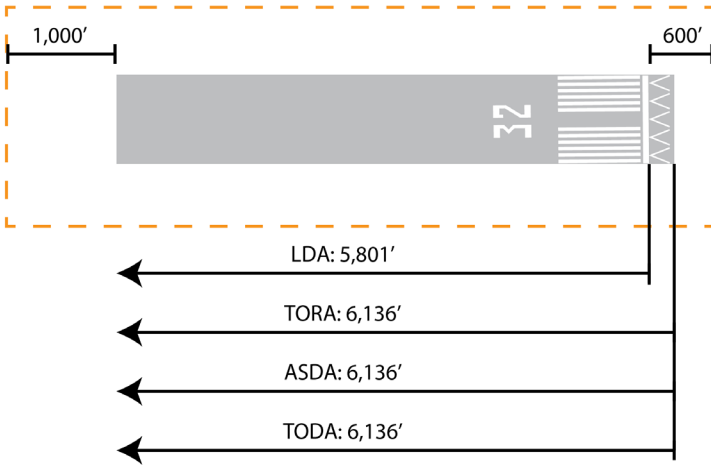
Parameters	Without 400' Extension of Rwy 14		With 400' Extension of Rwy 14	
	Runway 14	Runway 32	Runway 14	Runway 32
Takeoff Run Available (TORA) ¹	6,136'	6,136'	6,436'	6,436'
Takeoff Distance Available (TODA) ²	6,136'	6,136'	6,436'	6,436'
Accelerate Stop Distance Available (ASDA) ³	5,401'	6,136'	5,801'	6,436'
Landing Distance Available (LDA) ³	5,401'	5,801'	5,801'	6,201'

¹ Departure RPZ begins 200 feet from the end of the TORA.
² TORA cannot be longer than TODA. Departure surface is set on TODA. TODA can be shortened to mitigate departure surface penetrations; if so, TORA is shortened, too.
³ Available runway length plus RSA. Approach RPZ begins 200 feet from the landing threshold.

Runway 14 →



← Runway 32





Element	Safety Concern(s)	Do-Nothing Option	Alternative 1 - Extending Taxiway K and N	Alternative 2 - Extending Taxiway N
Taxiways E, K, and N Geometry	Taxiway E is known to airport management to be in poor condition, including the subbase, and needs either relocation or complete reconstruction. If the current geometry were to be maintained, Taxiway E should be planned for a short-term reconstruction project. While aircraft could still access the Runway 1R threshold via Taxiway M during the project, there would be no taxiway access to the Runway 32 threshold. Therefore, aircraft would have to back-taxi on the runway to get to the Runway threshold.	a) Currently, Taxiway E provides access to threshold Taxiways E1 and E2. b) Pilots must make a movement on Taxiway B or directly from the commercial apron to access Taxiway E. c) The distance of this movement on Taxiway B is negligible in terms of time, as Taxiway E is 700 feet from Taxiway A and 1,100 feet from Taxiway K. d) This calls into question if the additional pilot movement to access Taxiway E is so inefficient that extending Taxiways N and K would create safer and more efficient taxiway geometry. e) The current configuration meets standards; specifically, aircraft on Taxiways E1 and E2 can stop at the hold line perpendicular to the runway, and no holding aircraft is in the RSA of the other runway. Not extending either Taxiway K or N is an acceptable configuration, but as noted, Taxiway E needs to be reconstructed.	a) Alternative 1 shows the possibility of extending both Taxiways K and N to their respective runway thresholds. b) Since Taxiway N currently handles more aircraft movements than the parallel taxiway to Runway 14-32, it is planned to extend Taxiway N not only to the existing Runway 1R threshold, but also to the potential future threshold if Runway 1R were extended. In other words, Taxiway N could connect to either the current threshold or the extended threshold, should a runway extension be constructed. c) Since Taxiway N currently handles more aircraft movements than the parallel taxiway to Runway 14-32, it is planned to extend Taxiway N not only to the existing Runway 1R threshold, but also to the potential future threshold if Runway 1R were extended. In other words, Taxiway N could connect to either the current threshold or the extended threshold, should a runway extension be constructed. d) A key factor to this alternative is that the TOFA for both taxiways would not overlay, so aircraft could move freely on both taxiways at the same time. e) Under this scenario, Runway 14-32 would be shorter than the minimum recommended length in all operational directions, except for takeoff from Runway 32. f) However, if the additional 400 feet were added to the Runway 14 end, then only the ASDA (takeoff) and LDA (landing) lengths for Runway 14 would be deficient. Both options for extending Taxiways K and N to their respective runway threshold will result in Runway 14-32 being shorter than the minimum recommendation.	a) Alternative 2 proposes to extend parallel Taxiway N, but not extend Taxiway K. b) The project would create a taxiway stud extending from the new parallel Taxiway N to the Runway 32 threshold. c) The declared distances under this option would be the same as Alternative 1. Both alternatives for extending Taxiways K and N to their respective runway threshold would result in Runway 14-32 being shorter than the minimum recommendation. Because of the application of declared distances, and a potential extension of Runway 14-32 to the north, some of the lost length can be recovered. Another Alternative (Alternative 3) would be to extend both runways to create intersecting runways. This option is also not considered feasible as it would be a significant overbuild.



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REPORT REVIEW AND NEXT STEPS

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REPORT SCHEDULE

COMMENT PERIOD: Please provide additional CSA session comments by no later than **November 5, 2025**.
Send comments to ptaylor@coffmanassociates.com.

Action	Date
CSA Comments	November 5, 2025
Draft CSA Report	December 17, 2025
Incorporate Comments	January 5, 2026
Final CSA Report	January 12 , 2026

Note: Above dates are proposed based on typical report development durations; the team may adjust the schedule based on the comments received, technical questions, action item status, etc. Above dates are considered “no later than” and updates may be delivered earlier than indicated.



NEXT STEPS

- Provide additional comments to the project team by November 5, 2025.
- Project team to author the Draft CSA Report.
- Share Draft CSA Report with this group for further comment (even if it's "no additional comment").
- Project team to complete the Final CSA Report.
- Share Final CSA REPORT with this group.
- Project team to continue master planning process including ALP development.
- ALP with CSA Final Report and Form SAS-1 to be submitted to FAA.



THANK YOU



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