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AIRPORT MASTER PLAN

AGENDA

Planning Advisory Committee (PAC)
Meeting #4
Tuesday, April 28, 2026
1:30 pm

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1. Welcome/Introductions
2. Review of the Master Plan Process
3. Recommended Development Concept
4. Capital Improvement Program
5. Closing Remarks

PROJECT TEAM

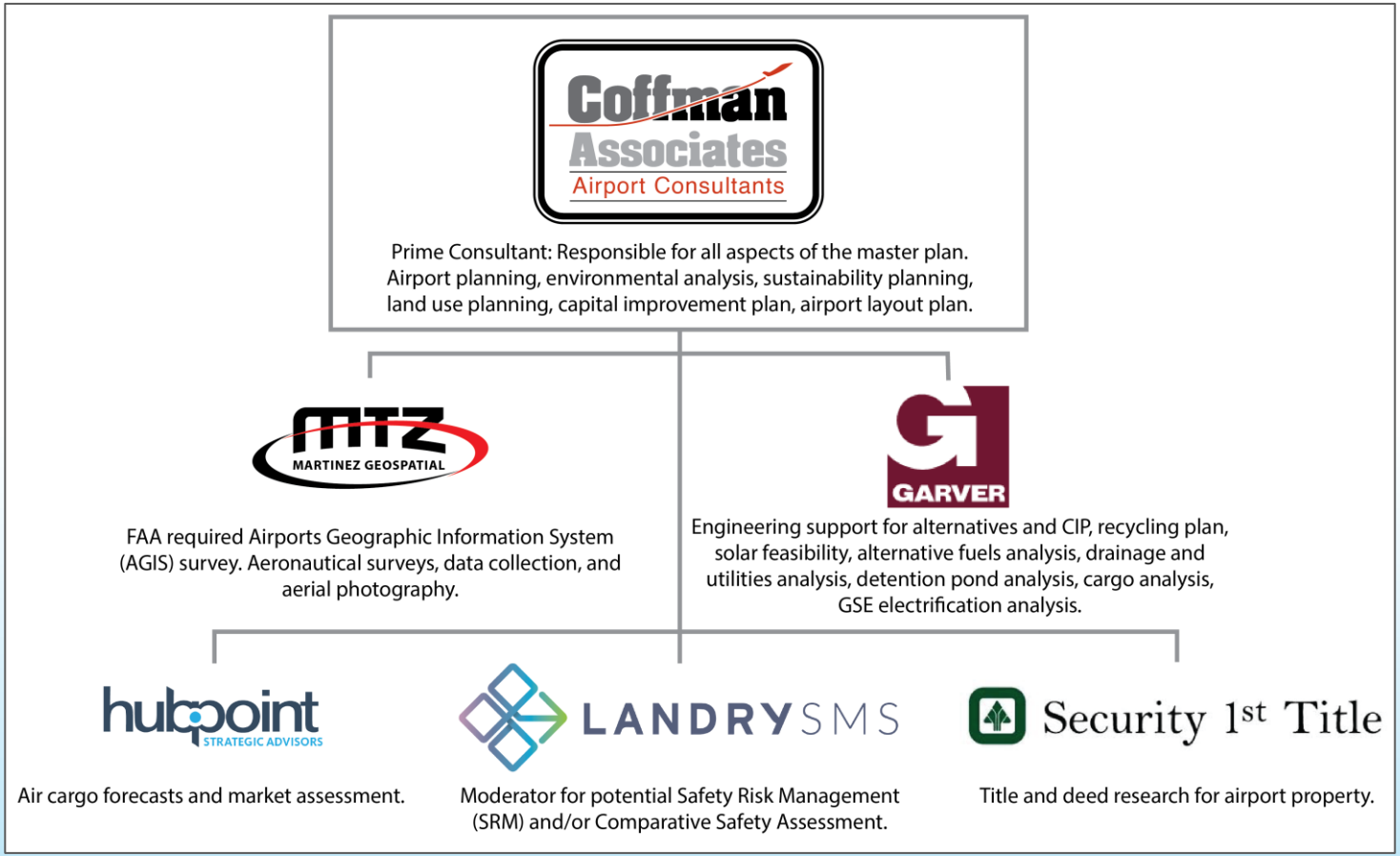


Table 1B: Economic Impact

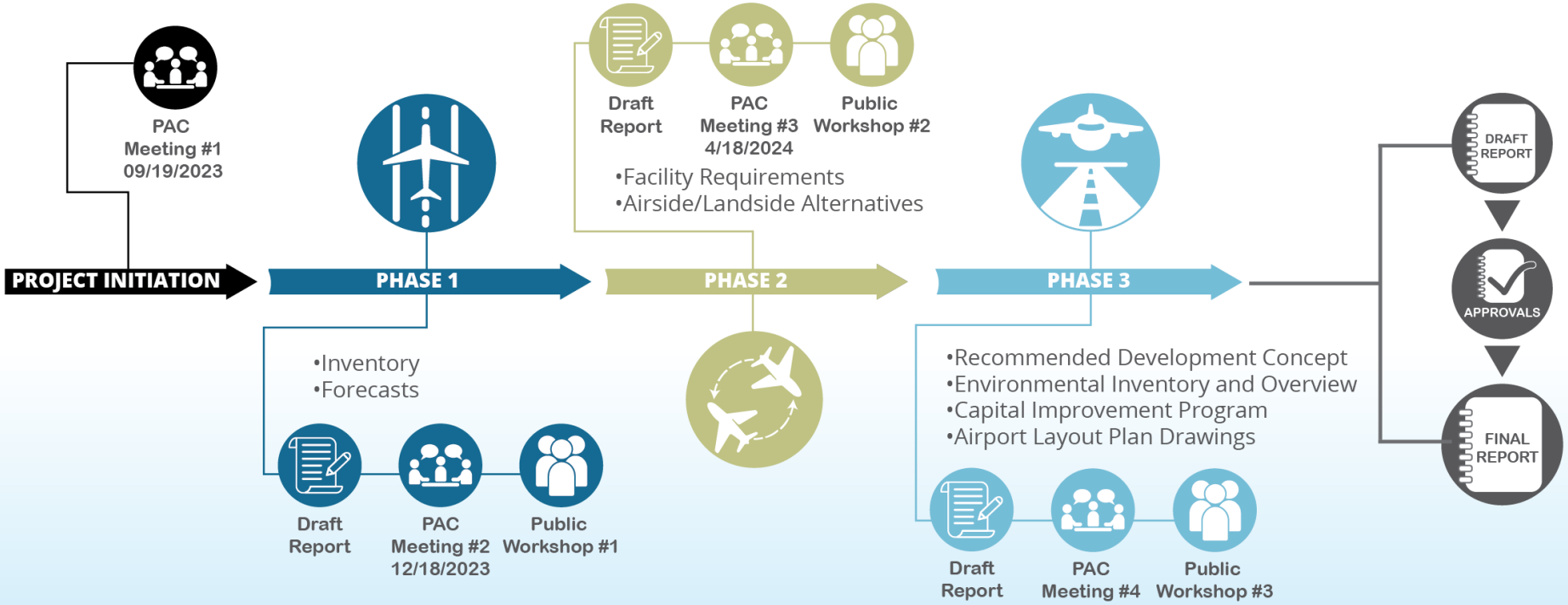
ICT

KS Airports

Employment	Payroll	Output
20,583	$1,206,734,800	$4,978,579,200
33,993	$1,848,815,800	$9,033,115,900

2016 Kansas Aviation Economic Impact Study

MASTER PLAN PROCESS



MASTER PLAN STRUCTURE

Introduction
Chapter 1 – Inventory
Chapter 2 – Aviation Demand Forecasts
Chapter 3 – Facility Requirements
Chapter 4 – Development Alternatives
Chapter 5 – Development Concept
Chapter 6 – Capital Improvement Program

Appendix A – Glossary
Appendix B – Forecast Approval and Data
Appendix C – Air Cargo Forecasts
Appendix D – Runway Eligibility Data
Appendix E – Sustainability Elements
Appendix F – Recycling Plan
Appendix G – Drainage and Utility Analysis
Appendix H – Comparative Safety Assessment
Appendix J – Airport Layout Plan

Exhibit 2L: Forecast Summary

PEAKING ACTIVITY PROJECTIONS					
AIRLINE PASSENGER ACTIVITY	**2024**	**2029**	**2034**	**2044**	**CAGR**
Annual Enplanements	907,086	1,014,108	1,144,094	1,470,671	2.45%
Peak Month Enplanements	89,257	99,788	112,579	144,714	2.45%
Design Day Enplanements	2,879	3,219	3,632	4,668	2.45%
Design Hour Enplanements	653	730	824	1,059	2.45%
AIRLINE OPERATIONS					
Annual Operations	23,893	24,665	26,353	32,907	1.61%
Peak Month	2,266	2,339	2,499	3,120	1.61%
Design Day	71	74	79	98	1.61%
Design Hour	9	9	10	12	1.61%
TOTAL AIRPORT OPERATIONS					
Annual Operations	118,508	123,149	127,852	140,003	0.84%
Peak Month	11,517	11,970	12,427	13,608	0.84%
Design Day	372	386	401	439	0.84%
Busy Day	477	552	573	628	1.38%
Design Hour	51	53	55	60	0.83%

COMPARATIVE SAFETY ASSESSMENT

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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.

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

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TOPIC 1
HOTSPOT MITIGATION

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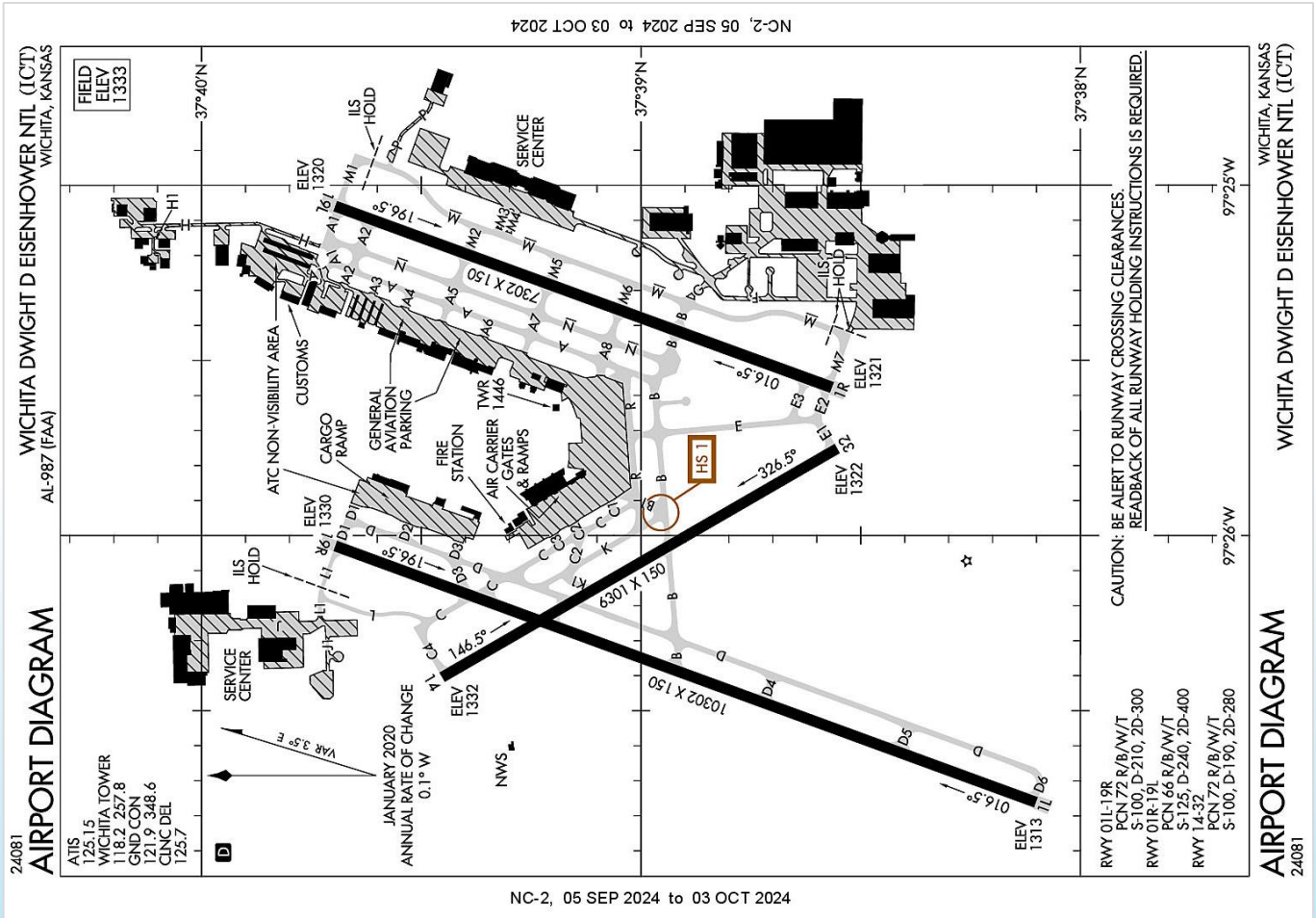
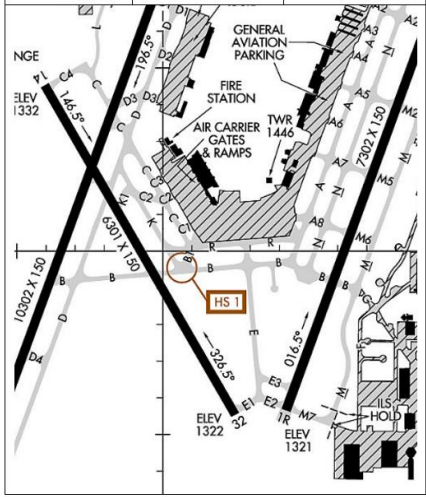
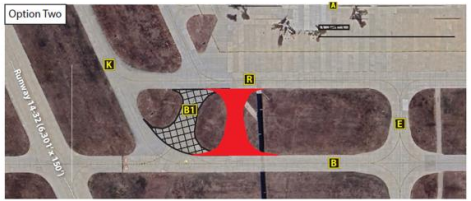
Airport Diagram



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.
					

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TOPIC 2
OVERLAPPING RSAs

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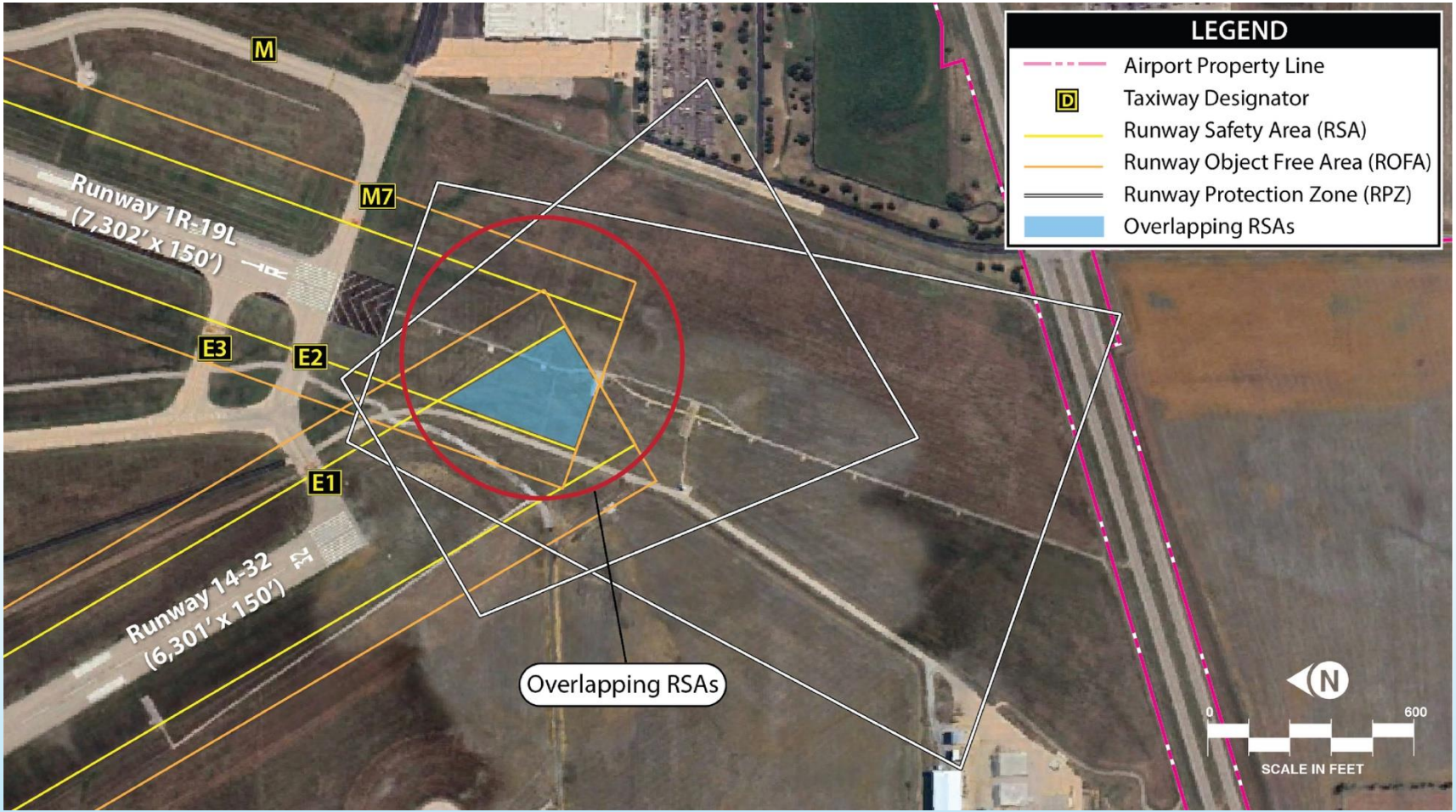
Exhibit 4B: Overlapping RSAs



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 I.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.

Source: FAA AC 150/5300-13B, Airport Design

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.

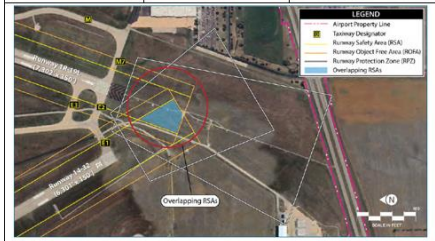
3.7.5.3 **Design Considerations.**

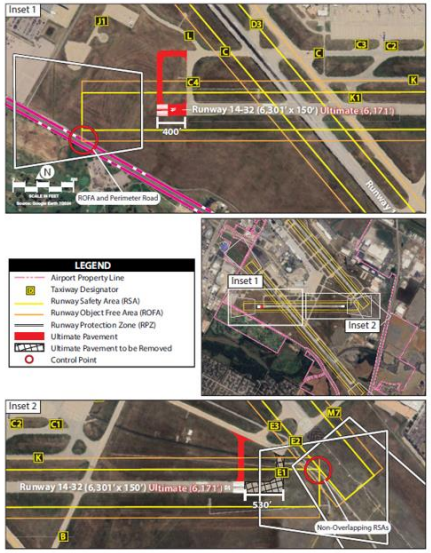
1. Overlapping RSAs may create conditions resulting in holding positions on taxiways not leading directly to a runway.
2. Overlapping RSAs can present an elevated risk for wrong runway departures when an aligned taxiway is present, per Figure I-3.

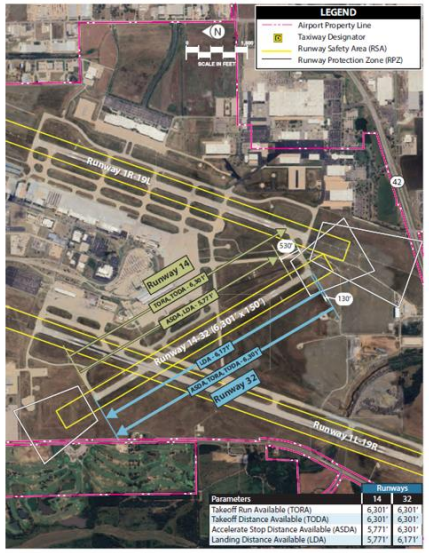
Source: FAA AC 150/5300-13B, Airport Design

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.

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

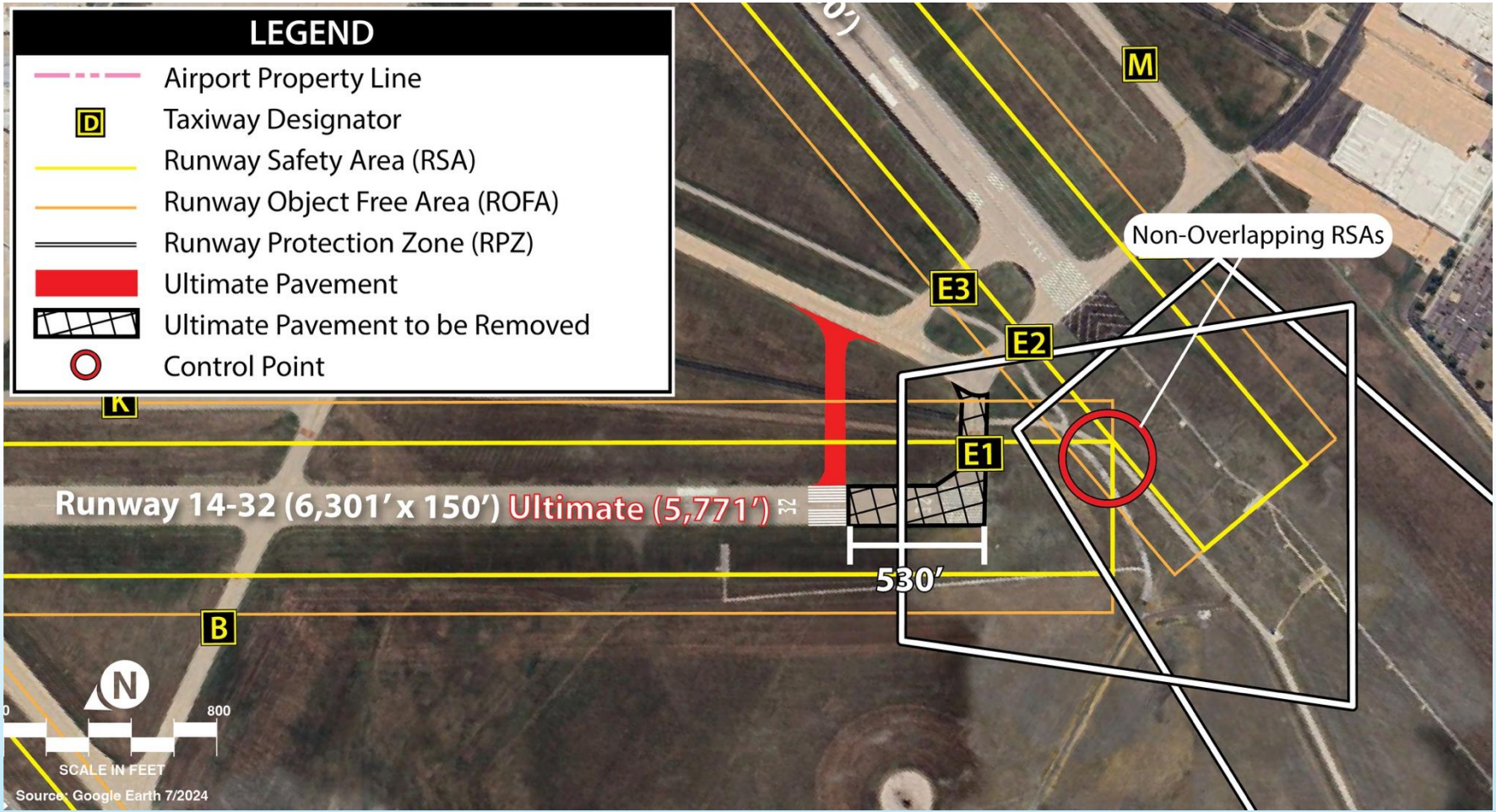


Exhibit 4D: Alternative 2 – Shift/Extend Runway 14-32

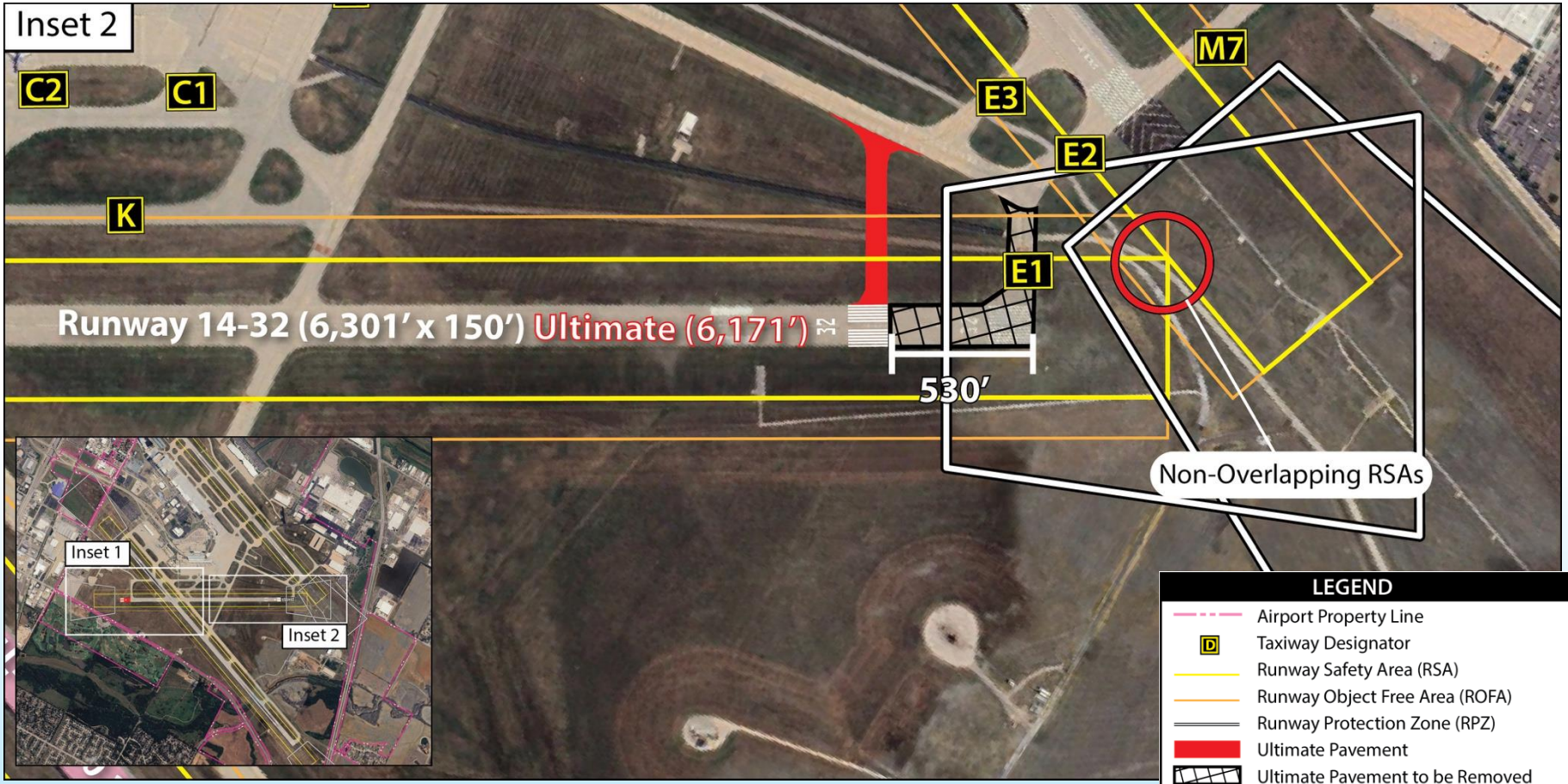


Exhibit 4D: Alternative 2 – Shift/Extend Runway 14-32

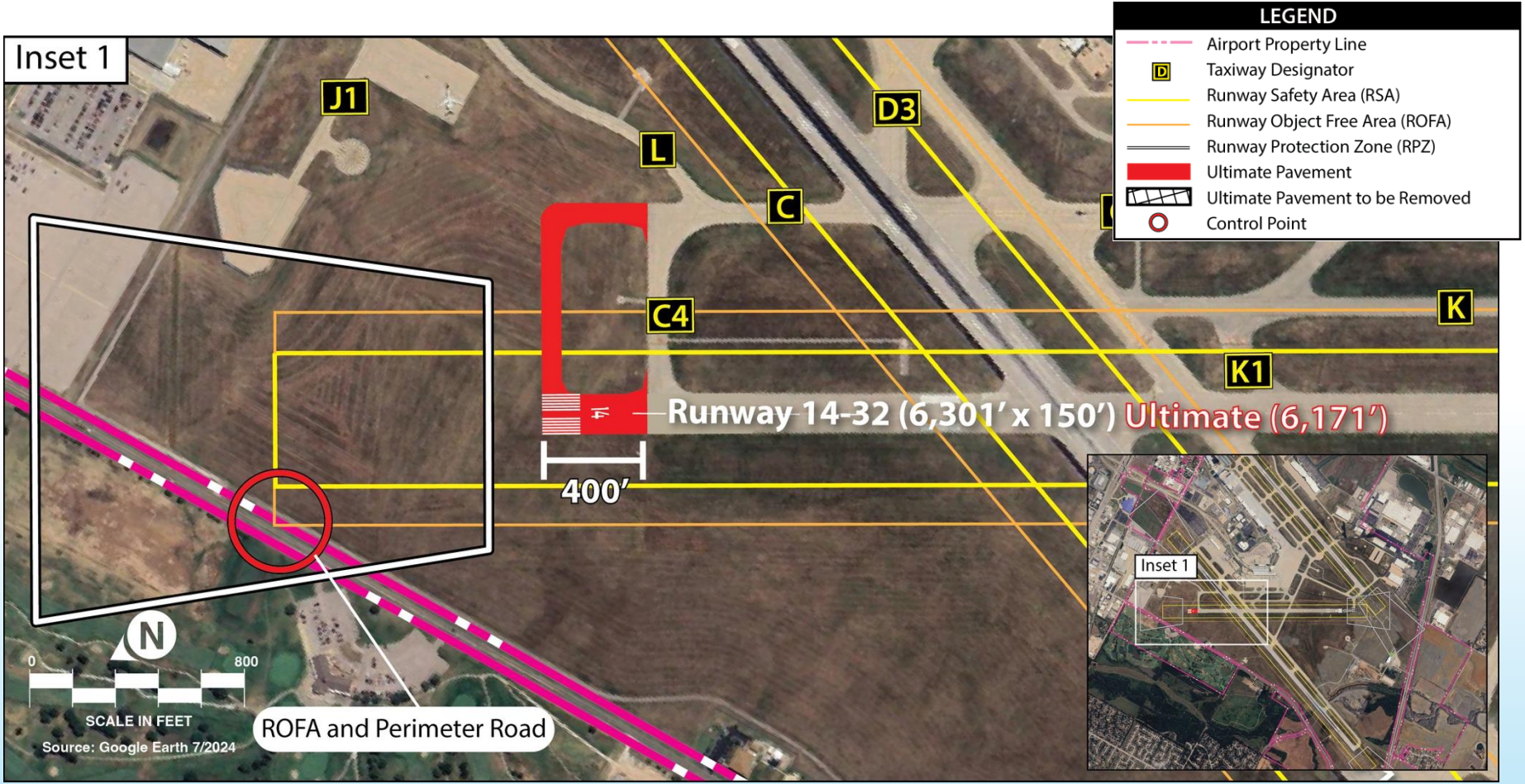


Exhibit 4E: Alternative 3 – Runway 14-32 Declared Distances

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′

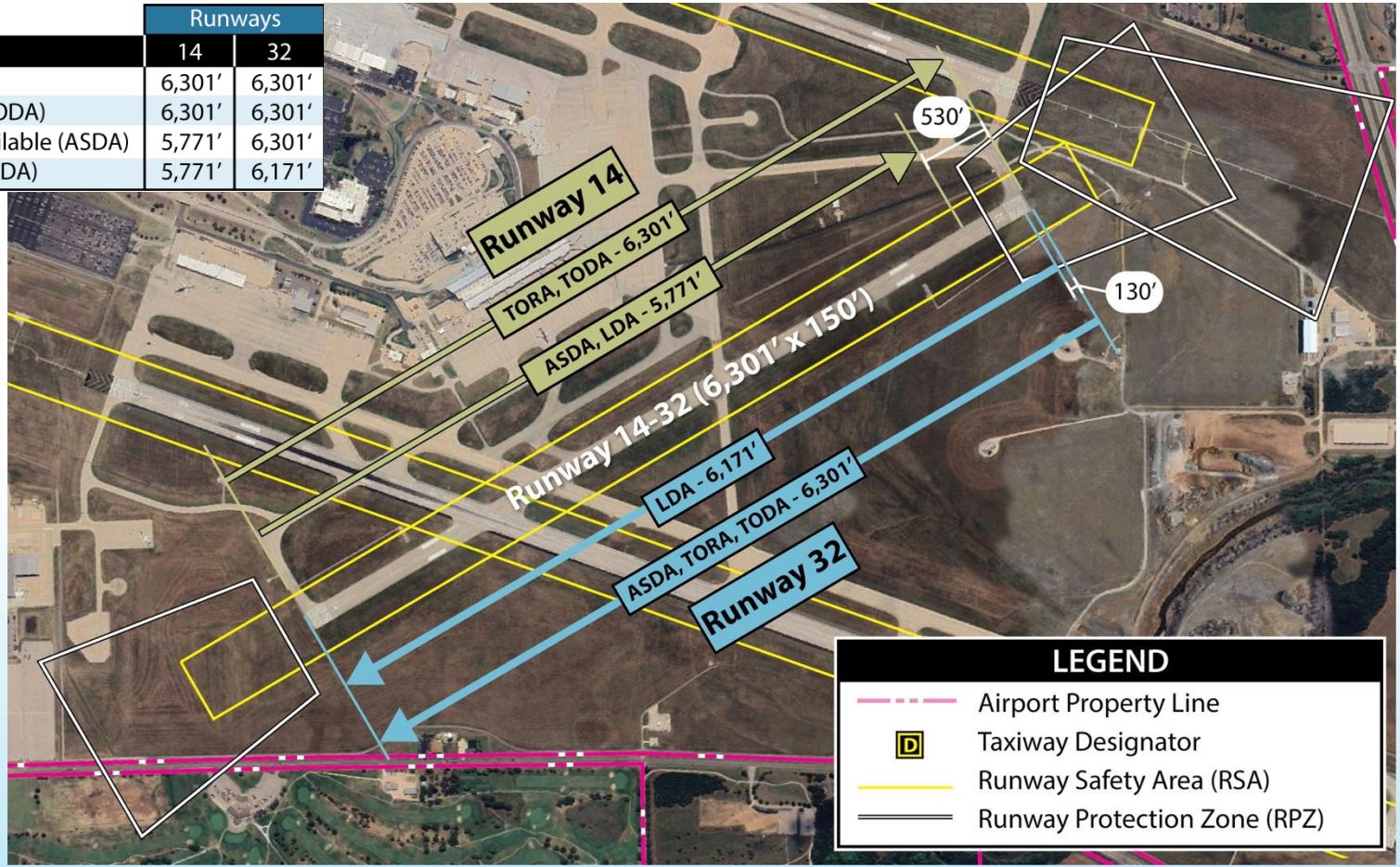


Exhibit 4F: Alternative 4 – Runway 14-32 Declared Distances with Extension

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′

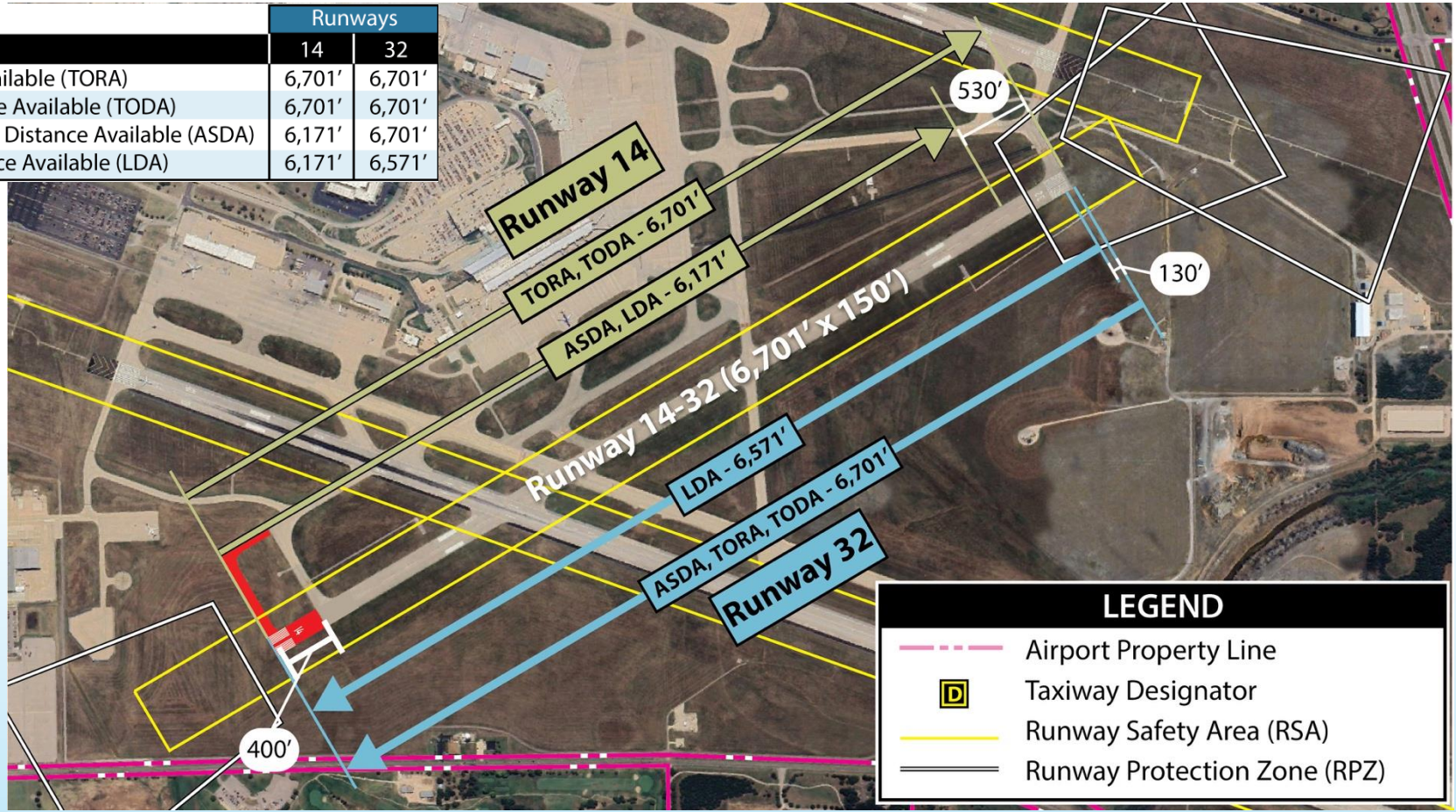
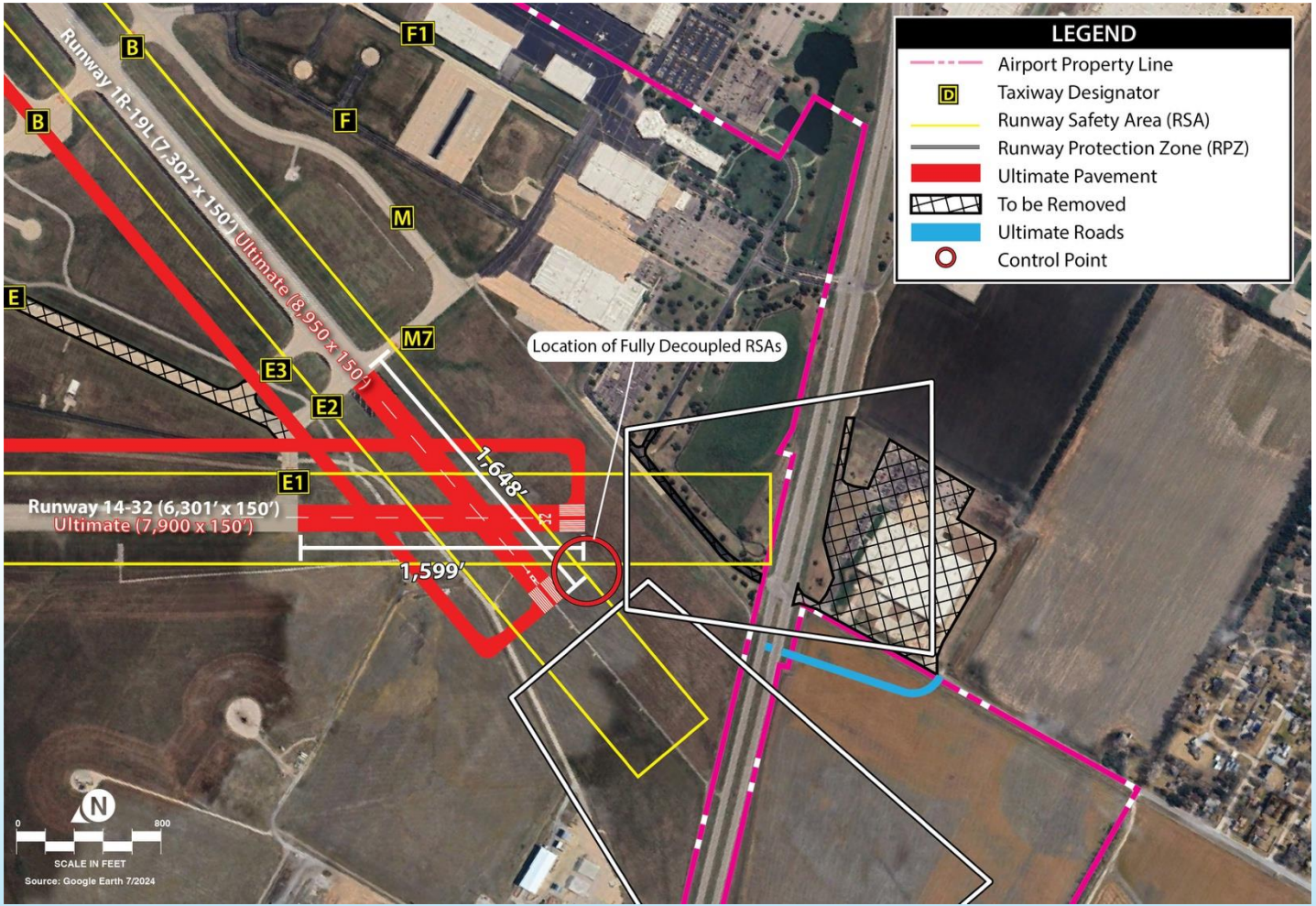


Exhibit 4G: Alternative 5 – Crossing Runways



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TOPIC 3
TAXIWAYS E, K, AND N GEOMETRY

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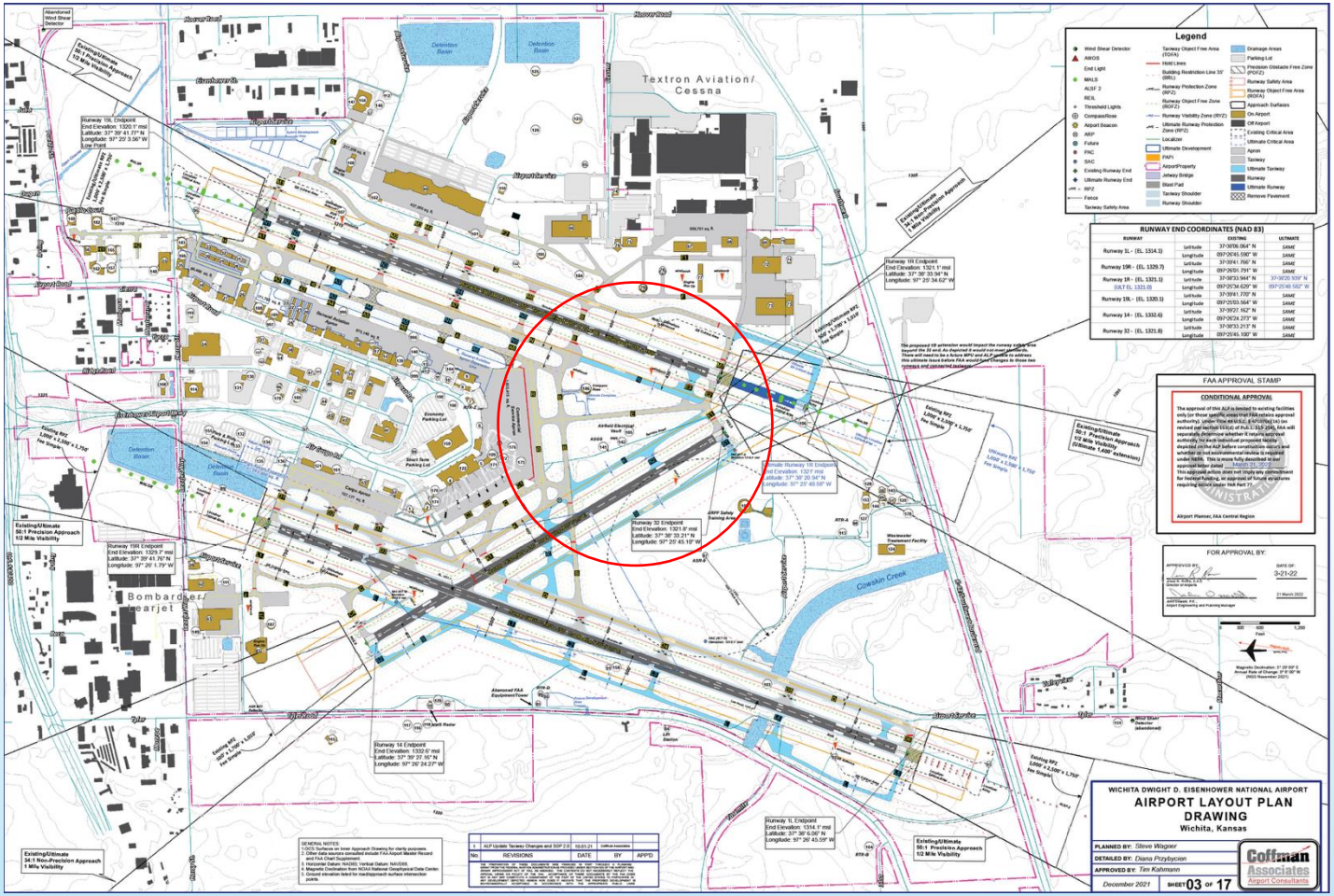
Exhibit 4A: Current ALP



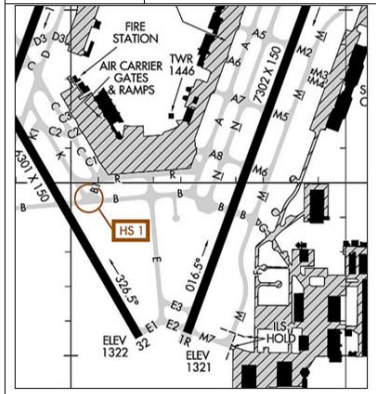
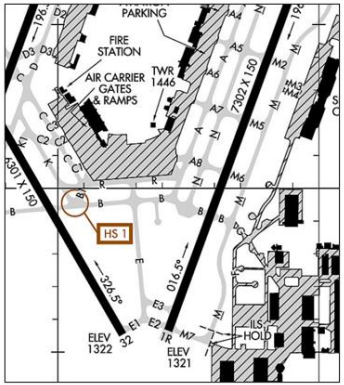
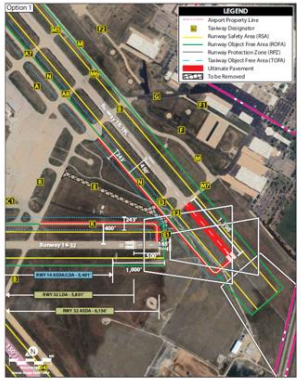
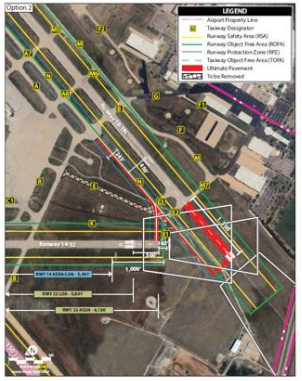
Element	Safety Concern(s)	Do-Nothing Option	Alternative 1 - Extending Taxiway K and N	Alternative 2 - Extending Taxiway N
Taxiways E, K, and N Geometry	Taxiway E is known to airport management to be in poor condition, including the subbase, and needs either **relocation** or complete **reconstruction**. 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.
			

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

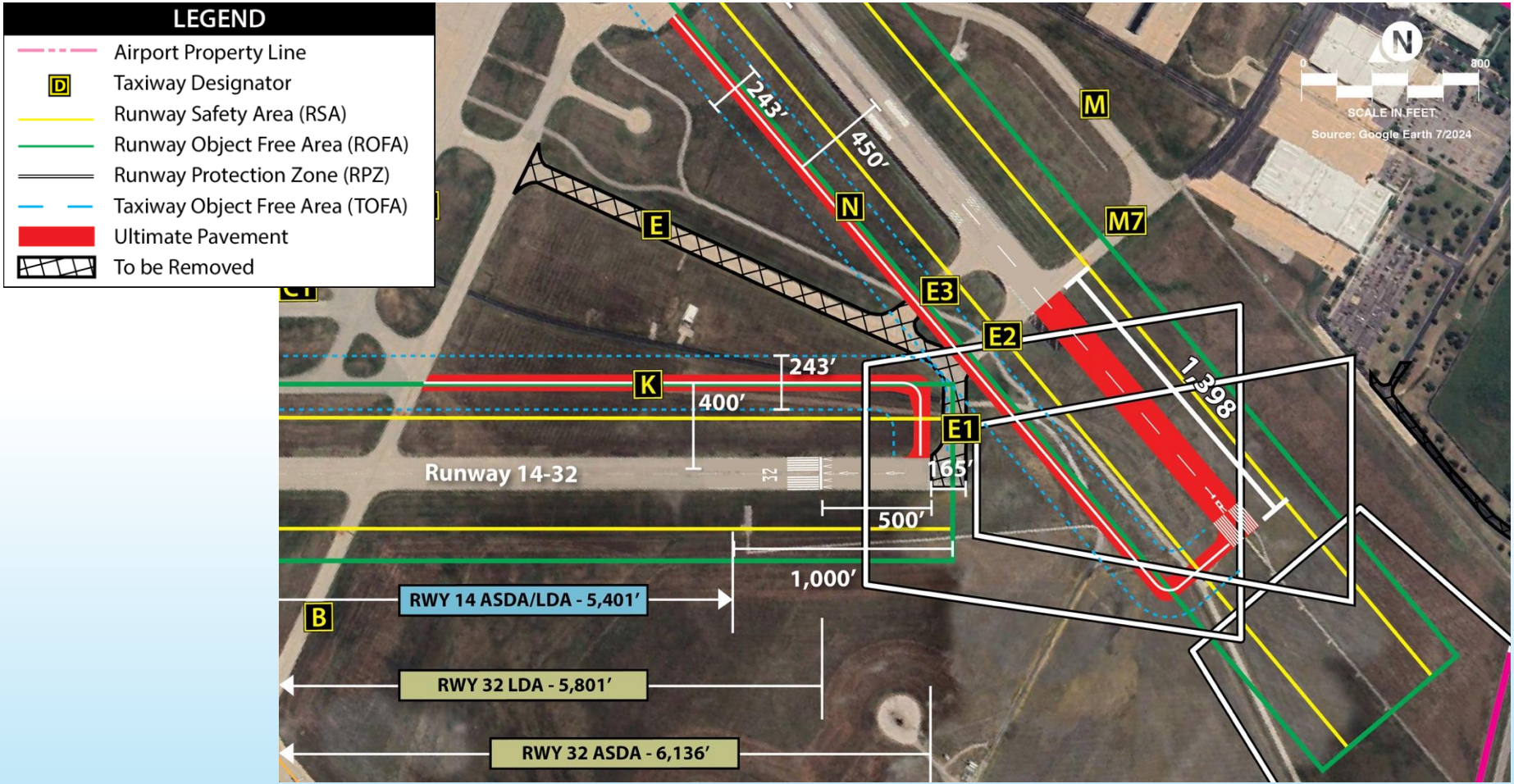
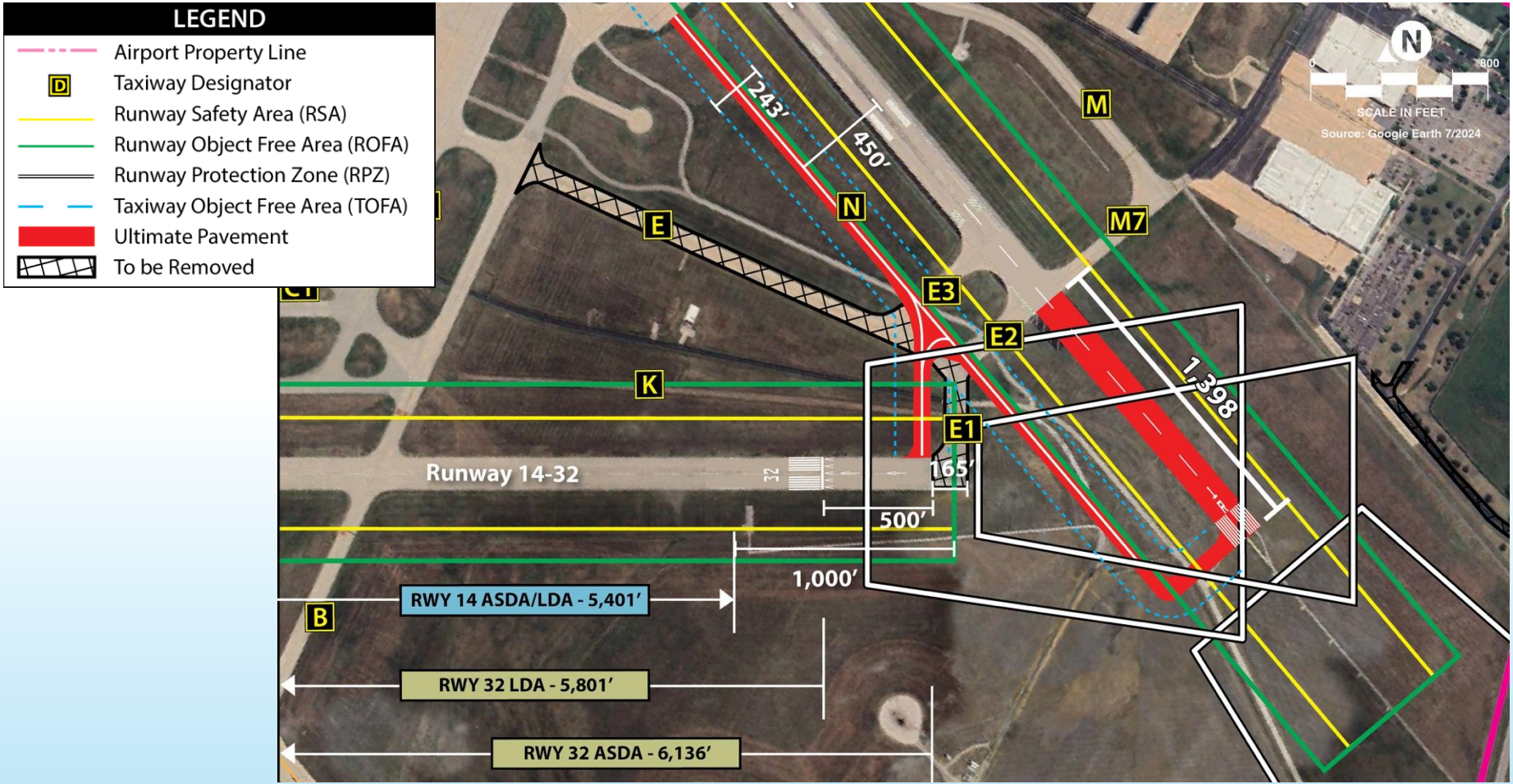


Exhibit 4J: Extending Taxiways K and N (Option 2)



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Chapter 5

Recommended Development Concept

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Exhibit 5A: Recommended Development Plan

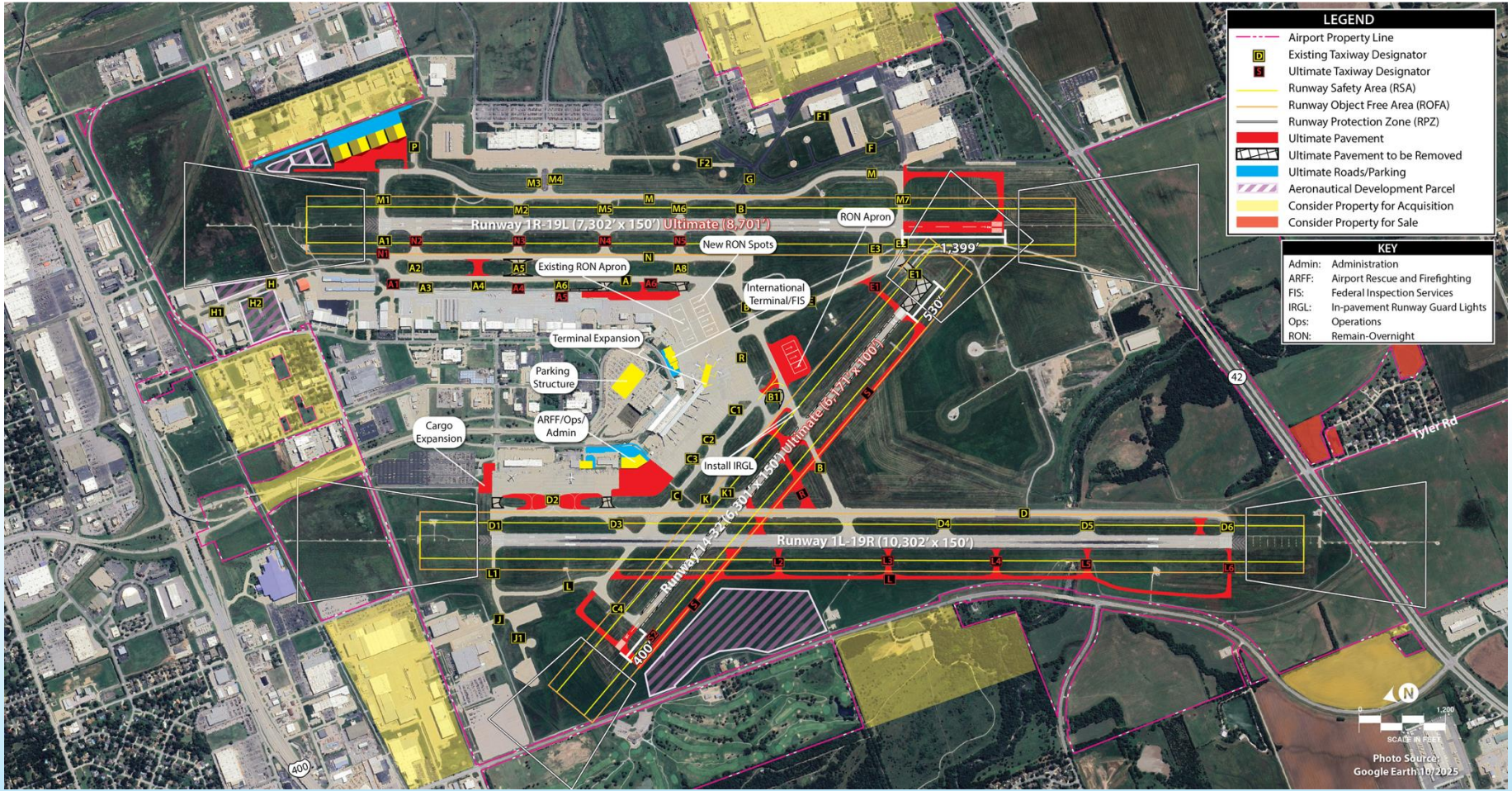
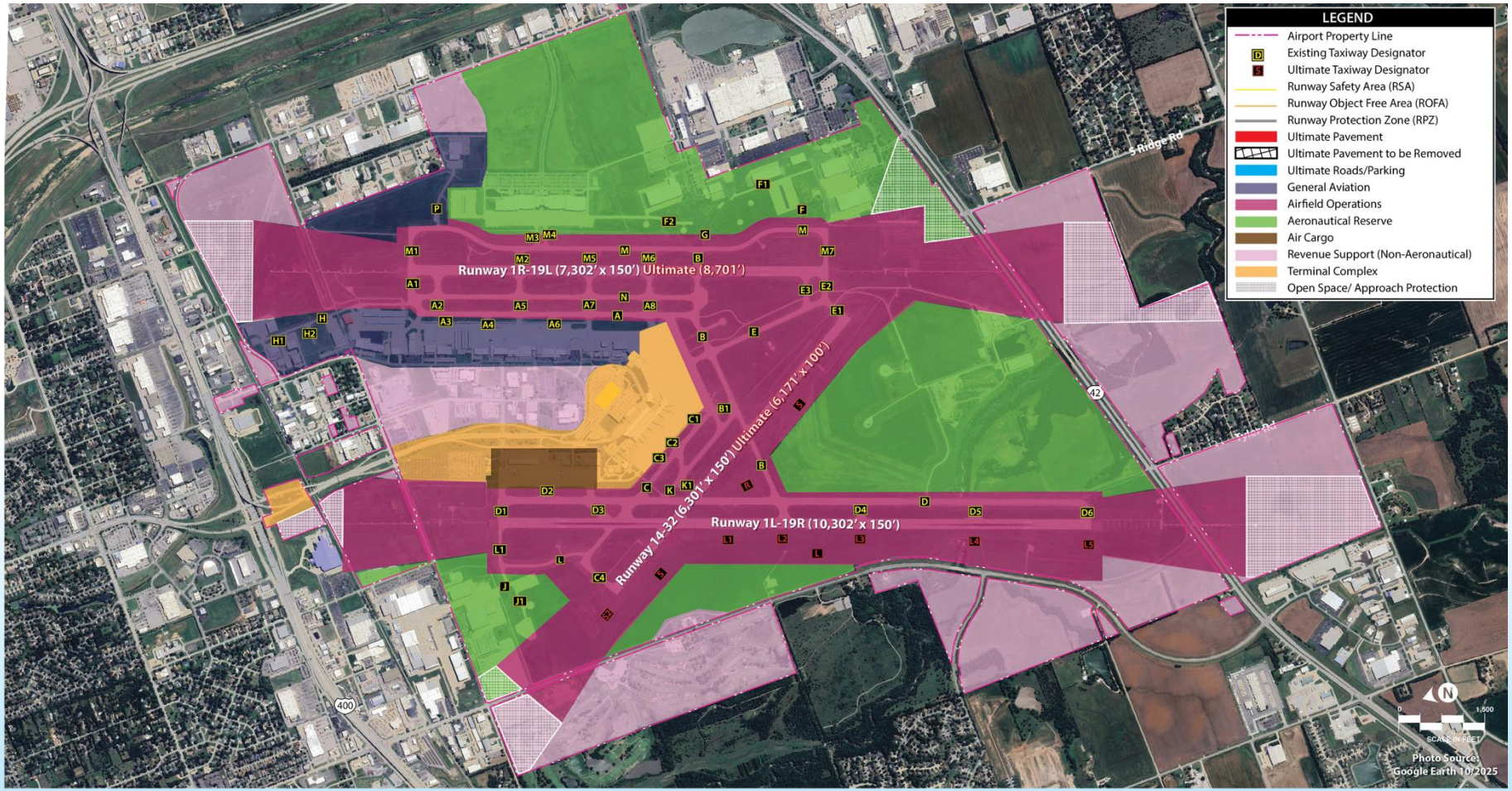


Exhibit 5B: Airport Land Use Map



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Chapter 6
Capital Improvements

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Exhibit 6B: Recommended Development Concept

SHORT TERM (Years 1-5)

ID	Year	Project Name
1	2026	Airfield Rehab and Electrical Improvements
2	2026	Terminal Building Modifications (Interior) (NP)
3	2026	Pavement Condition Inventory (NP)
4	2026	Remark Existing RON Position and Add Four RON Positions
5	2027	General Aviation Apron Reconstruction - Phase 2
6	2027	Terminal Area Planning Study (NP)
7	2027	Design Reconstruction Taxiway E, E2, E3
8	2027	Design Taxiway M Extension North
9	2027	Eisenhower Parkway Rehab
10	2028	Reconstruct Taxiway E, E2, E3
11	2028	Construct Taxiway M Extension North
12	2028	Design Parking Structure
13	2028	Runway Redesignation
14	2029	Pavement Condition Inventory (NP)
15	2029	Terminal Building Modifications/Addition
16	2030	Airfield Rehab and Electrical Improvements (NP)
17	2030	Construct Parking Structure
18	2031	General Aviation Apron Reconstruction - Phase 3

Exhibit 6A: Capital Improvement Program

Project #	Year	Project	NPR	Federal Share	Local Share	Total
Short-Term Projects (2026-2030)						
1	2026	Airfield Rehab and Electrical Improvements	51	$14,250,000	$750,000	$15,000,000
2	2026	Terminal Building Modifications (Interior)	48	$5,890,000	$310,000	$6,200,000
3	2026	Pavement Condition Inventory	66	$247,000	$13,000	$260,000
4	2026	Remark Existing RON Position and Add Four RON Positions	66	$247,000	$13,000	$260,000
5	2027	General Aviation Apron Reconstruction - Phase 2	70	$15,300,000	$1,700,000	$17,000,000
6	2027	Terminal Area Planning Study	71	$540,000	$60,000	$600,000
7	2027	Design Reconstruction Taxiway E, E2, E3	78	$484,200	$53,800	$538,000
8	2027	Design Taxiway M Extension North	78	$409,500	$45,500	$455,000
9	2027	Eisenhower Parkway Rehab	40	$2,700,000	$300,000	$3,000,000
10	2028	Reconstruct Taxiway E, E2, E3	78	$5,160,600	$573,400	$5,734,000
11	2028	Construct Taxiway M Extension North	78	$4,363,200	$484,800	$4,848,000
12	2028	Design Parking Structure	NA	$0	$2,400,000	$2,400,000
13	2028	Runway Redesignation	78	$270,000	$30,000	$300,000
14	2029	Pavement Condition Inventory	66	$234,000	$26,000	$260,000
15	2029	Terminal Building Modifications/Addition	40	$18,000,000	$2,000,000	$20,000,000
16	2030	Airfield Rehab and Electrical Improvements	51	$13,500,000	$1,500,000	$15,000,000
17	2030	Construct Parking Structure	NA	$0	$17,600,000	$17,600,000
18	2031	General Aviation Apron Reconstruction - Phase 3	70	$15,210,000	$1,690,000	$16,900,000
		SHORT TERM TOTAL		**$96,805,500**	**$29,549,500**	**$126,355,000**

Exhibit 6B: Recommended Development Concept

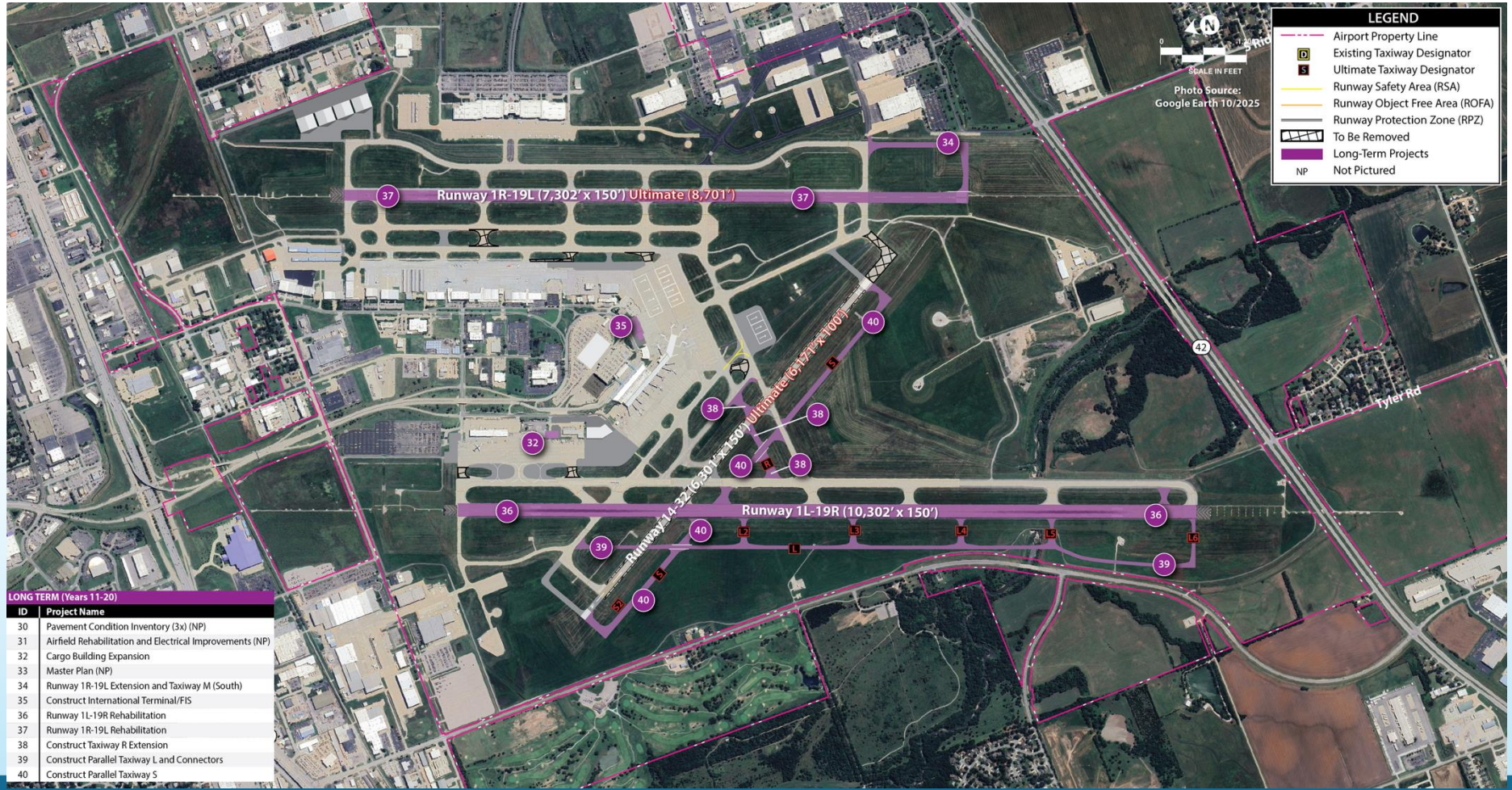
INTERMEDIATE TERM (Years 6-10)

ID	Project Name
19	Pavement Condition Inventory (2x) (NP)
20	Taxiway B1 Relocation/Rwy 14-32 IRGL Installation
21	Cargo Apron Taxiway Entrance Reconstruction
22	Construct ARFF/Administration Building
23	RON Apron Construction at New Admin/ARFF Building
24	Fire Trucks (2) (NP)
25	RON Apron Construction South of Twy B
26	Taxiway M Rehabilitation
27	Cargo Apron Expansion
28	Relocate Navaid Shelter and Four Windsocks
29	Runway 14-32, Twy E1 Reconfiguration

Exhibit 6A: Capital Improvement Program

Project #	Year	Project	NPR	Federal Share	Local Share	Total
Intermediate-Term Projects (2031-2035)						
19	Intermediate Term	Pavement Condition Inventory (2x)	66	$468,000	$52,000	$520,000
20		Taxiway B1 Relocation/Rwy 14-32 IRGL Installation	82	$1,033,200	$114,800	$1,148,000
21		Cargo Apron Taxiway Entrance Reconstruction	78	$11,610,000	$1,290,000	$12,900,000
22		Construct ARFF/Administration Building	46	$27,000,000	$3,000,000	$30,000,000
23		RON Apron Construction at New Admin/ARFF Building	70	$7,393,500	$821,500	$8,215,000
24		Fire Trucks (2)	89	$1,620,000	$180,000	$1,800,000
25		RON Apron Construction South of Twy B	70	$6,111,000	$679,000	$6,790,000
26		Taxiway M Rehabilitation	78	$7,775,100	$863,900	$8,639,000
27		Cargo Apron Expansion	70	$3,887,100	$431,900	$4,319,000
28		Relocate Navaid Shelter and Four Windsocks	89	$1,080,000	$120,000	$1,200,000
29		Runway 14-32, Twy E1 Reconfiguration	82	$18,000,000	$2,000,000	$20,000,000
		INTERMEDIATE TERM TOTAL		**$85,977,900**	**$9,553,100**	**$95,531,000**

Exhibit 6B: Recommended Development Concept



LONG TERM (Years 11-20)	
ID	Project Name
30	Pavement Condition Inventory (3x) (NP)
31	Airfield Rehabilitation and Electrical Improvements (NP)
32	Cargo Building Expansion
33	Master Plan (NP)
34	Runway 1R-19L Extension and Taxiway M (South)
35	Construct International Terminal/FIS
36	Runway 1L-19R Rehabilitation
37	Runway 1R-19L Rehabilitation
38	Construct Taxiway R Extension
39	Construct Parallel Taxiway L and Connectors
40	Construct Parallel Taxiway S

Exhibit 6A: Capital Improvement Program

Project #	Year	Project	NPR	Federal Share	Local Share	Total
Long-Term Projects (2036+)						
30	Long Term	Pavement Condition Inventory (3x)	66	$702,000	$78,000	$780,000
31		Airfield Rehabilitation and Electrical Improvements	51	$18,000,000	$2,000,000	$20,000,000
32		Cargo Building Expansion	49	$8,820,000	$980,000	$9,800,000
33		Master Plan	71	$1,800,000	$200,000	$2,000,000
34		Runway 1R-19L Extension and Taxiway M (South)	81	$6,498,900	$722,100	$7,221,000
35		Construct International Terminal/FIS	49	$20,000,000	$20,000,000	$40,000,000
36		Runway 1L-19R Rehabilitation	82	$7,667,100	$851,900	$8,519,000
37		Runway 1R-19L Rehabilitation	82	$10,943,100	$1,215,900	$12,159,000
38		Construct Taxiway R Extension	77	$2,394,900	$266,100	$2,661,000
39		Construct Parallel Taxiway L and Connectors	77	$20,280,600	$2,253,400	$22,534,000
40		Construct Parallel Taxiway S	77	$7,969,500	$885,500	$8,855,000
		LONG TERM TOTAL		**$105,076,100**	**$29,452,900**	**$134,529,000**
		GRAND TOTAL		**$287,859,500**	**$68,555,500**	**$356,415,000**

NEXT STEPS

- Public Workshop 4:30-5:30 This Afternoon
- Local Approvals
- ALP to FAA for Line of Business Review
- FAA Conditional Approval
- Final Deliverables