Welcome and Introductions

Edgar Hansell
Chairman
Introductions

HNTB + B N I M + K J W W

National aviation experience
Local understanding & expertise
International engineering consulting
Introductions

Design
Wichita, LAX, San Diego, Orlando

Planning
Tampa, Houston, Denver, Phoenix

Budget & Scope Focus

Wichita Dwight D. Eisenhower National Airport Terminal
Introductions

Phil Hannon
Senior Project Manager

Clint Laaser
Deputy Project Manager / Terminal Planner
Workshop Agenda

1. Overall Presentation (30 minutes)
   a. Goals and Process
   b. East Option
   c. South Option
   d. Summary

2. Question & Answer (30 minutes)

3. Informal Open House (30 minutes)
Goals & Process
Project Goals

- Avoid Iowa Air National Guard site
- Functional / Operational
- Community connection & pride
- Increase passenger capacity
- Accommodate larger aircraft
- Future expansion capability
- Create a zoned campus
- Safety
- Cost efficient
Creating a Zoned Campus

Study of entire campus:

NOT VIABLE:
• West & North Quadrants

SHORTLISTED:
• South & East Quadrant

Goals:
• Terminal Flexibility/Functional
• Efficient Roadways
• Airfield Constraints
• Future Considerations
• Phasing/Construction
• Segregation of Traffic
Project History - Process

Shortlisted Concepts:
- South Quadrant
- East Quadrant

Workshops:
- Workshop #1 - June 1, 2016
- Workshop #2 - July 13, 2016
- Workshop #3 - August 23, 2016
East Concept
East: Creating a Zoned Campus

EAST:
• Terminal Functions only

SOUTH:
• Relocated Signature, DMFS & Hondajet with other GA/Corporate future facilities
• Cargo maintained
• Airline Maintenance
• GA/T-Hangars can expand
• Separates terminal functions
East: Overview

Key Factors:

- New terminal building close to existing for minimal walking distances to parking
- Accommodates required aircraft parking positions
- New Deice Pad & maintains existing infrastructure
- Corrects Airfield issues
- Maximizes Landside area for future growth
- Flexible airside for future expansion

Pedestrian Path
East: Phase 1 - Aircraft

14 Contact Gates
- Yellow circle: 737-900 / A321
- Orange circle: 757-200 (Group IV)

RON
- Blue circle: 10 positions

14 gates labeled from 1 to 14.
Key Factors:
- New 4-level parking structure
  - Rental Car
  - Public Parking
  - Pedestrian bridge
- Conditioned walkway to existing long term garages
- New entry and exit plazas
- Longer curbside
- Maximizes Landside area for future growth

Pedestrian Access — — ➔
Parking Entry — — ➔
Parking Exit — — ➔
East: Landside - Connection to the Community

Connection to the Community:
- Fleur Drive address
  - Direct connection to downtown
  - Familiar
- View from concourse/gates
  - Direct connection to downtown
- View on landside roadway loop approaching the terminal
  - Direct connection to terminal. Helps intuitive wayfinding to see the destination (terminal) while driving.
East: Walking Distance Comparison

Jordan Creek Mall

Dillards to Younkers
(1,085 linear feet)

IS SIMILAR TO

New Terminal to farthest garage parking space
(1,110 linear feet)
Phasing Approach has been developed to confirm the concept can be built with:

- Minimal disruption to passenger
- Maintain airport operations
- Maximum capacity during construction for
South Concept
South: Creating a Zoned Campus

- Requires new parallel taxiway
- Terminal is not in a separate zone

EAST:
- Cargo
- Existing parking structures

SOUTH:
- Terminal
- GA/Corporate & T-Hangars
- Airline Maintenance
Key Factors:

- Minimize infrastructure costs by locating as close to Army Post Road as possible
- Requires new taxiway
- Minimize landside travel distance
- Easier and minimal phasing
- No direct connection to Fleur Drive
- View to downtown from concourse is more obstructed
- GA/Corporate visibility
- Grade/slope challenges
South: Phase 1

14 Contact Gates
- $= 737-900 / A321$
- $= 757-200$ (Group IV)

RON
- $= 7$ positions

- NEW TERMINAL
- NEW PARKING STRUCTURE - 2736 SPACES
  - 4 LEVELS
- NEW SURFACE PARKING
- LOADING DOCK

(7) RON
**South: Phase 1 - Landside**

**Key Factors:**
- New 4-level parking structure
  - Rental Car
  - Public Parking
  - Pedestrian bridge or tunnel
- Requires more NEW parking spaces than East Concept
- New entry and exit plazas
- Longer curbside
- Maximizes Landside area for future growth
South: Overall

- NEW TERMINAL
- NEW CARGO
- NEW GARAGE
- NEW TAXIWAY

CORPORATE/GA (PHASE 1)

CORPORATE/GA (FUTURE)
Concept Comparison
East vs. South
GOALS:

• Avoid the IANG Site!!
• Segregate Terminal traffic from other tenants.

East

• Terminal in separate zone
• Less relocation of tenants
• Connection to downtown with maintaining Fleur address

South

• Terminal located in south quadrant with multiple tenants
• Requires taxiway
• Not located on Fleur
Airline Industry is changing!

- Larger aircraft
  - Less 50 seat regional aircraft
  - Larger regional (70 seat+) aircraft
  - Recent entrants with larger aircraft (737) (Southwest, Allegiant)

- Similar overall SF but in the wrong places
  - Concourses undersized to meet higher volume of people (holdrooms, concessions, restrooms)
  - Security checkpoint width issues
  - Ticketing and Baggage constraints

Existing Facility: 272,900 SF
Required for Phase I: 236,000 SF
Required for Phase II: 315,500 SF
Terminal Comparison

Existing Terminal:
- Inefficient layout
- Insufficient spaces:
  - Holdrooms
  - Security Checkpoint
  - Concessions

Walking distances:
- Existing:
  - Shortest: 800 LF
  - Farthest: 1,200 LF
- New:
  - Shortest: 465 LF
  - Farthest: 1,000 LF

Existing Facility: 272,900 SF
Required for Phase I: 236,000 SF
Required for Phase II: 315,500 SF
Project Cost Comparison

East Concept: $ 491,000,000

South Concept: $ 618,000,000
## DSM International Airport

### Goals

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<thead>
<tr>
<th>Goals</th>
<th>East</th>
<th>South</th>
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<tbody>
<tr>
<td>Functional / Efficient</td>
<td>[ ]</td>
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<tr>
<td>Cost</td>
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<td>Future Expansion Capability</td>
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<tr>
<td>(Ultimate Buildout)</td>
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<tr>
<td>Zoning (Segregation of tenants)</td>
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<tr>
<td>NEW Parking Required</td>
<td>(399 surface) (870 garage)</td>
<td>(613 surface) (2,733 garage)</td>
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<td>(3,346 total req'd - Phase 1)</td>
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<tr>
<td>NEW Taxiway Required</td>
<td>(NO)</td>
<td>(YES)</td>
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<td>Sustainability (Infrastructure reuse)</td>
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<td>Pride / Community (Connection to Fleur + Downtown)</td>
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