



Media Guide

Kansas City Aviation Department
Kansas City International Airport
Charles B. Wheeler Downtown Airport

City of Kansas City, Missouri
Aviation Department
April 2008

General Information

The City of Kansas City, Missouri, Aviation Department owns, operates and maintains the airports in the Kansas City Airports System. These airports include Kansas City International Airport (designator code MCI, but known as KCI) and Charles B. Wheeler Downtown Airport (MKC). The Federal Aviation Administration (FAA) provides air and ground traffic control at the airports. The Transportation Security Administration is responsible for passenger, baggage and aircraft security. The Kansas City Aviation Department's Airport Police division controls the security of the airfield, terminals, roadways and other airport property.

In aviation, runways are designated by the relationship of the basic point of the compass and direction in degrees. For example, north is 360 degrees (0), east is 90 degrees, south is 180 degrees and west is 270 degrees. The zero is deleted in the actual "name" of the runway, such as runway 1/19. In this example, the same runway will be named 1 as an aircraft is landing toward the north and 19 toward the south. Since KCI has two north/south runways, there is a runway 1 Left and a runway 1 Right landing to the north, and a runway 19 Left and a runway 19 Right landing toward the south. The runways are 10 degrees off due north/south. KCI's east/west runway is designated 9/27 as it is a 90 degrees and 270 degrees on an aircraft's compass depending on which direction it is flying. Runways at Downtown Airport are designated 1/19 and 3/21.

General Inquiries

The Kansas City Aviation Department - Marketing Division provides information for general inquiries 8:00 a.m. to 5:00 p.m. Monday through Friday. Inquiries may be directed to Joe McBride, Group Manager - Marketing and Communications or Kathleen Hefner, Senior Communications Specialist, at (816) 243-3160. If immediate assistance is not available, please page Joe McBride at (816) 989-0725. If routine news stories require a news organization to go to one of the airports, please contact the KCI Airport Police Airport Communications Center at (816) 243-5219. All non-live remote vehicles must be parked in the parking facilities. Airport Police must screen and tag live remote vehicles prior to being parked in the terminal median at KCI.

Policy

It is the policy of the Aviation Department to facilitate coverage of any newsworthy event. However, precedence must be given to the safety of all persons, the safeguarding of all property and the maintenance or resumption of normal airport operations. If an incident occurs on airport property, media representatives shall comply with any request or direction by Aviation Department or any other agency's personnel. For access to an incident scene off airport grounds, refer to the Kansas City, Missouri, Police Department or local law enforcement agencies nearest the location of the incident.

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KCI Airport Emergencies

In the event of an incident or accident at Kansas City International Airport, media representatives may respond to the Kansas City Aviation Department's Lakefront Management Building located at 601 Brasilia Avenue (see map at end of this document) to receive briefings and, if approved by the Airport Manager or federal governing body, escorts to the emergency site. Escorts strictly depend on the circumstances involved in each incident.

Upon arrival at the airport, news media representatives will be required to show press credentials, and will subsequently be issued a special badge that will allow entry into the scene upon approval. The badge must be worn in plain view above waist level on the outermost layer of clothing at all times while on airport property. Anyone not wearing the badge will not be allowed to enter onto the Air Operations Area (AOA). On the AOA, or any other secure area, news media representatives must stay with their escort(s) at all times. Badges must be surrendered upon leaving the airport.

Charles B. Wheeler Downtown Airport Emergencies

In the event of an accident or incident at Charles B. Wheeler Downtown Airport, media representatives may respond to the Airport General Manager's office located in the Terminal Building on Richards Road (see map at end of this document), which is accessible via 169 Highway/Broadway Extension just north of downtown Kansas City, Missouri.

Emergency Procedures

As soon as basic facts are known, the senior Aviation Department or airline official at the scene will brief the media on the incident's specifics. This information may consist of, but not be limited to: time and location of event, aircraft type, company, number of people on board and rescue efforts involved. Any other information regarding the aircraft and/or passengers will be provided by the company involved, the Federal Aviation Administration (FAA) or the National Transportation Safety Board (NTSB), and additional information regarding the actual rescue and/or fire fighting will be provided by the Kansas City, Missouri, Fire Department.

The FAA dictates that nonessential personnel are limited in their access to airport operational areas. Once fire officials determine the emergency site is safe from fire, Airport Police or other designated personnel will escort media representatives to the security perimeter of the aircraft. Media vehicles will only be permitted on to the AOA with a proper escort, and will not be permitted to travel unescorted to any other area. All vehicles must be conspicuously marked with an identifiable news media outlet logo. At the site, media personnel are required to stay behind the security perimeter and away from rescue and medical aid activity. The Aviation Department media spokesperson will be on the site with the media at all times and will make every reasonable effort to accommodate media requests. Upon the arrival of the NTSB, the Aviation Department assumes a supportive role in communications as requested by the agency.

Broadcast media are asked to delay announcements covering aircraft or airport emergencies at least 30 minutes to avoid creating traffic jams that may hinder emergency procedures. The news media are asked to suggest to the general public that they refrain from responding to an incident.

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Media Helicopters

Requests for permission to fly helicopters near or land at the scene must be directed to the FAA control tower, which will coordinate with incident command personnel. Pilots of aircraft shall observe FAR 91.91 during all flight operations. Noise and turbulence associated with helicopter operations can greatly reduce communication and hinder rescue activity on the field. Therefore, it is the decision of the incident command leader to dictate whether media aircraft will be allowed to operate near the site.

Other Information

Contacts - From 8:00 a.m. to 5:00 p.m. on weekdays, except holidays, airport management and staff are available at their normal office phone numbers. After hours, the KCI Airport Communications Center will direct all inquiries to the Group Manager - Marketing and Communications or a secondary spokesperson.

Passengers - All passengers involved in an aircraft accident are the responsibility of the airline or aircraft owner involved.

Uninjured passengers - Uninjured passengers will be taken to an area selected by the airline or aircraft owner for assistance.

Injured passengers - Those injured in the incident will be treated at the scene or transported to area hospitals.

Deceased passengers - The airline or aircraft owner involved will assist families of victims in the handling and disposition of the deceased after they are released by the medical examiner. Family and friends of the victims will be assisted by the airline or by responding relief agencies.

Airline/Aircraft Owner - For access to any of the above people or further information, please contact the organization directly.

Telephone Numbers

Aviation Department

Joe McBride	joe_mcbride@kcmo.org
Group Manager - Marketing & Communications	(816) 243-3160, pager (816) 989-0725
KCI Airport Communications Center (24 hours)	(816) 243-5219
Director	(816) 243-3100
KCI Operations Manager	(816) 243-5248
Airport Police (KCI)	(816) 243-5215
Downtown Airport Manager	(816) 513-0800

Federal Aviation Administration

FAA Public Affairs	(404) 305-5100 or (202) 267-3883
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National Transportation Safety Board

	(202) 314-6100
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Transportation Security Administration

	(202) 385-1800
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Airlines

Air Canada	(514) 422-5676
AirTran	(678) 254-7442
American	(817) 967-1577 or (817) 931-1348
Continental	(713) 324-5080 or (713) 354-0240
Delta	(404) 715-2554
Frontier	(720) 374-4200
Midwest	(414) 570-3965 or (800) 452-2022
Northwest	(612) 726-2331
Southwest	(214) 792-4847 or (888) 990-8651
Skybus	www.skybus.com
United	(847) 700-5538
US Airways	(480) 693-5729 or (480) 693-5909
US Airways Express (Air Midwest)	(480) 693-5729 or (703) 872-5116

Air Cargo Carriers

BAX Global	(714) 442-7825
DHL Worldwide	(954) 888-7114
Emery Air Freight (UPS)	(404) 828-7123
FedEx	(901) 434-8100
United Parcel Service	(404) 828-7123

Other

KCI Post Office	(816) 243-5751
KCI Marriott Hotel	(816) 464-2200
KCI General Aviation (Executive Beechcraft)	(816) 243-6440
MKC General Aviation (Executive Beechcraft)	(816) 842-8484

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Glossary

AIR OPERATIONS AREA (AOA) - The area inside the security fence where aircraft operate. Includes runways, taxiways, aprons, AA Overhaul base, air cargo and general aviation.

AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) - Kansas City Fire Department personnel and equipment used to fight aircraft fires and to rescue anyone onboard aircraft.

AIRPORT COMMUNICATIONS CENTER (ACC) - A 24-hour a day center which coordinates operational functions at both airports during normal operations and during incidents.

AIR TRAFFIC CONTROL TOWER (ATC) - The Federal Aviation Administration (FAA) terminal facility that uses air/ground radio communications, visual signaling and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area.

ALERT 1 – A precautionary situation. Indicates an aircraft approaching the airport is experiencing minor difficulty or a potential emergency exists.

ALERT 2 – An aircraft approaching the airport has a definite problem.

ALERT 3 – Indicates that an aircraft is involved in an accident on or near the airport.

DIRECTOR - The Director of Aviation for the City of Kansas City, Missouri, Aviation Department. The Director oversees all aspects of KCI and Downtown airports.

OPERATIONS MANAGER - The Operations Manager at each of the airports is responsible for the day-to-day operations and maintenance of the airport.

GROUP MANAGER - MARKETING AND COMMUNICATIONS - This individual is responsible for external communications for both airports.

AVIATION INDUSTRY-SPECIFIC TERMS

AIRWAY - A control area established in the form of a corridor, the centerline of which is defined by radio navigational aids.

ALTIMETER SETTING - The barometric pressure reading used to adjust a pressure altimeter for variations in existing atmospheric pressure or to the standard altimeter setting.

ALTITUDE - The height of a level, point or object measured in feet Above Ground Level (AGL) or from Mean Sea Level (MSL).

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APPROACH CONTROL/APPROACH CONTROL FACILITY - A terminal air traffic control facility providing approach control service.

APRON/RAMP - A defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking or maintenance. Note: "tarmac" is a tar-based surface. Most Kansas City aprons are concrete.

AUTOMATIC DIRECTION FINDER (ADF) - An aircraft radio navigation system that senses and indicates the direction to a non-directional radio beacon (NDB) ground transmitter or commercial broadcast station.

CEILING - The height above the earth's surface of the lowest layer of clouds or obscuring phenomena that is reported as "broken," "overcast," or "obstructed," and not classified as "thin" or "partial."

CONTROLLED AIRSPACE - Airspace designated as a continental control area, control area, control zone, terminal control area, transition area, or positive control area within which some or all aircraft may be subject to air traffic control.

DEPARTURE CONTROL - A function of an approach control facility providing air traffic control service for departing instrument flight rules (IFR) and under certain conditions visual flight rules (VFR) aircraft.

EMERGENCY LOCATOR TRANSMITTER (ELT) - An electronic device attached to an aircraft, which transmits a distinctive tone for homing purposes in the event of an accident.

FINAL APPROACH - The flight path of an aircraft, which is inbound to an airport on a final instrument approach course, beginning at the final approach fix or point and extending to the airport, or the point where a circle-to-land maneuver or a missed approach is executed.

FIXED BASE OPERATOR (FBO) - An airport business that offers one or more of the following services: fuels, maintenance, aircraft sales and charter, flight training and flight planning facilities.

FLAMEOUT - Unintended loss of combustion in turbine engines resulting in loss of engine power.

FLIGHT PLAN - Specified information relating to the intended flight of an aircraft, that is filed orally or in writing with a Flight Standards Station or an ATC facility.

GATE HOLD PROCEDURES - Procedures at airports to hold aircraft at the gate or other ground location whenever departure delays exceed 15 minutes.

GENERAL AVIATION - That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate from the FAA, large commercial aircraft operators, and military flight operations.

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GLIDE SLOPE - Provides vertical guidance for aircraft during approach and landing. The glide slope consists of electronic components and visual ground aids which provide vertical guidance for VFR approach, or for the visual portion of an instrument approach and landing.

HEADING - The direction in which the nose of the airplane points during flight.

HIGH SPEED TAXIWAY/EXIT/TURNOFF (HST) - The high-speed taxiway is designed to expedite aircraft turning off the runway after landing, thus reducing runway occupancy time.

HOLD/HOLDING PROCEDURE - A predetermined maneuver which keeps aircraft within a specified airspace while awaiting further clearance from air traffic control.

HOLDING FIX - A specified fix, identifiable to a pilot by NAVAIDs or visual reference to the ground, used as a reference point in establishing and maintaining the position of an aircraft while holding.

IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES - Standard takeoff rules are prescribed for certain civil users.

INSTRUMENT APPROACH PROCEDURE/INSTRUMENT APPROACH - A series of predetermined maneuvers for the orderly transfer of an aircraft under instrument flight conditions from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. It is prescribed and approved for a specific airport by competent authority.

INSTRUMENT FLIGHT RULES (IFR) - Rules governing the procedures for conducting instrument flight. Necessary in low-visibility.

INSTRUMENT LANDING SYSTEM (ILS) - A precision instrument approach system which normally consists of the following electronic components and visual aids: localizer, glide slope, outer marker, middle marker and approach lights. ILS landing approach categories:

Category I - An ILS approach procedure which provides for approach to a height above touchdown not less than 200 feet, and with runway visual range (RVR) of not less than 1,800 feet.

Category II - (Special authorization required) - An ILS approach procedure which provides for approach to a height above touchdown not less than 100 feet and with runway visual range of not less than 1,200 feet.

Category III (Special authorization required) -

- a. IIIA - An ILS approach procedure that provides for approach without a decision height minimum and with runway visual range of not less than 700 feet.
- b. IIIB - An ILS approach procedure that provides for approach without a decision height minimum and with runway visual range of not less than 150 feet.
- c. IIIC - An ILS approach procedure that provides for approach without a decision height minimum and without runway visual range minimum.

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LANDING MINIMUMS/IFR LANDING MINIMUMS - The minimum visibility prescribed for landing a civil aircraft while using an instrument approach procedure.

LOCALIZER - The component of an ILS which provides course guidance to the runway.

MISSED APPROACH - A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The pilot may climb immediately to the altitude specified in the missed approach procedure.

NAUTICAL MILE (NM) - A geographical or sea mile, 1.15 statute miles, 6076.1 feet, or 1852 meters.

NOTICE TO AIRMEN/NOTAM - A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition or change in any component (facility, service, procedure or hazard in the Airspace System) the timely knowledge or which is essential to personnel concerned with flight operations.

RADAR APPROACH - An Instrument Approach Procedure that uses Precision Approach Radar (PAR) or Airport Surveillance Radar (ASR).

RESTRICTED AIRSPACE - Airspace in which the flight of aircraft is prohibited or restricted. The restriction may be continuous or specified for certain times.

TERMINAL RADAR SERVICE AREA (TRSA) - Airspace surrounding designated airports wherein ATC provides radar vectoring, sequencing and separation on a full-time basis for all IFR and participating VFR aircraft. Service provided in a TRSA is called Stage III Service.

TRAFFIC PATTERN - The traffic flow that is prescribed for aircraft landing at, taxiing on, or taking off from an airport. The components of a typical traffic pattern are upwind leg, crosswind leg, downwind leg, base leg and final approach.

TRANSPONDER - The airborne radar beacon receiver/transmitter portion of the Air Traffic Control Radar Beacon System (ATCRBS) which automatically receives radio signals from interrogators on the ground, and selectively replies with a specific reply pulse or pulse group only to those interrogations being on the mode to which it is set to respond.

TURBOFAN (JET) AIRCRAFT - An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates a fan.

TURBOJET (JET) AIRCRAFT - An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates an air compressor.

TURBOPROP AIRCRAFT - An aircraft having a jet engine in which the energy of the jet operates a turbine which in turn operates a propeller.

UNCONTROLLED AIRSPACE - That portion of airspace that has not been designated as continental control area, control area, control zone, terminal control area, or transition area and within which ATC has neither the authority nor the responsibility for exercising control over air traffic.

VISIBILITY - The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day, and prominent lighted objects by night. Visibility is reported as statute or nautical miles or hundreds of feet.

VISUAL APPROACH SLOPE INDICATOR (VASI) - A visual guidance system for aircraft used to insure proper obstruction clearance and provide a runway aiming point. It provides a fixed light path to be utilized for descent guidance during approach.

VISUAL FLIGHT RULES (VFR) - Rules that govern the procedures for conducting flight under normal visual conditions.

VOR/VERY HIGH FREQUENCY OMIDIRECTIONAL RANGE STATION - A ground-based electronic navigation aid transmitting very high frequency signals, 360 degrees in azimuth oriented from magnetic north.

Kansas City International Airport Airport Street Map



