

**CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD**

**Monday, February 7, 2000
2:00 p.m.**

Present: Gary Adamson, Robert Alford, Dion Avello, Charles Boully, Beth Garrison, Jim Gregory, Elizabeth Kinch, Dorothy McKay, Jay Swanson

Absent: Larry Fleming, Jeffrey Roberts

Staff: Chris Cherches, Bailis Bell, Doug Moshier, Valerie Wise, Clerk

The City Manager stated that by-laws would be reviewed at the next meeting. Additional information was provided regarding a Chamber air service survey and the minutes of the Art and Design Board that reviewed the terminal concourse remodel concept. The Assistant City Attorney, Doug Moshier, was introduced to the Board as its legal counsel.

Election of Temporary Chair

The City Manager requested the Board elect a temporary Chair for this meeting. The Board elected Robert Alford.

Overview of Airport Master Plan

Airport Director Bailis Bell gave a presentation of the master plans of Mid-Continent and Jabara Airports. Three barometers are used to determine how airports are working:

- (1) Passengers. 89% of the revenues to the airport are associated with airline passengers. Only 11% are associated with general aviation. There were 1.2 million enplaned and deplaned passengers last year.
- (2) Amount of aircraft operations. At Mid-Continent Airport there are roughly 200,000 landings and takeoffs each year. About 75% of the revenues to the airport are fixed and 25% are variable. Examples of variable revenues are the number of people parking in the parking lot, the number of people buying concessions, and the number of people renting cars.
- (3) Cargo operation. The trucking industry is very competitive, and the cargo industry determines its required facilities. In 1998 there were 36,000 tons of cargo shipped out of Mid-Continent Airport. However, in 1999 only 27,000 tons were shipped due to an increase in the use of trucks. There are 18 cargo tenants on Mid-Continent Airport. These tenants make adjustments with the size of airplanes they use.

Bell stated that the master plan does not call for any significant facility improvements as a result of projected traffic for the next 20 years. The airfield at Mid-Continent currently handles 200,000 operations per year, but is capable of handling 500,000 operations.

Bell referred to the airport layout plans for Mid-Continent and Jabara Airports. Jabara Airport, which was developed with federal funds, is a general aviation reliever airport and has about 150 based airplanes. It would be possible to develop the land east of the runway for general aviation purposes. In response to Cherches' question regarding a need for an additional runway in the future, Bell stated that on an uncontrolled general aviation runway, an airport can handle up to 100,000 aircraft operations per year without an air traffic control tower. Currently, Jabara Airport has about 35,000 operations.

With regard to a proposed housing development near Jabara Airport, there are more noise concerns at Jabara Airport than at Mid-Continent Airport. If it became necessary to purchase land to protect the airport for future growth, it is possible that an additional 80 acres north of the airport could be purchased. However, it would need to be justified to the FAA.

There is a great deal of interest in growth and development east of Jabara Airport, and it was suggested that the development should be compatible with the airport.

In response to Cherches' question regarding the need for more hangars, Bell stated that private enterprise has taken the lead in hangar development. The fixed-base operator at Jabara has financed and developed all the hangars with the exception of two individual hangars. The revenues from Jabara Airport, which come from land rent and t-hangar rentals, amount to \$125,000 per year, and the expenses are about \$300,000. The parking revenue from Mid-Continent Airport pays the expenses. The debt for Jabara Airport development will be paid off in 1 ½ years. Included in the capital improvement program for 2000 is the repaving of the former runway, which is now the road that runs north/south.

Bell referred to the airport layout plan for Mid-Continent Airport. This airport is 48 years old and is situated on six square miles. The original airport had two runways, and in 1968 the west runway was added. The runway configuration can handle 500,000 operations per year; there are currently 200,000 operations per year. Learjet has a "through the fence" agreement, in that most of the Learjet factory is off the airport on its own property; Cessna has a similar agreement but has also grown onto airport property. The airport owns all the facilities and improvements which Cessna made to the land.

Bell pointed out vacant land that could be developed. Land off the end of runways cannot be built on, nor can land in between runways. Cessna has options to develop land for its 20-year expansion plans. There is developable land adjacent to Learjet, but it does not lend itself to leasing to a party other than Learjet. Bell pointed out land that is set aside for future cargo development. North of the airport a taxiway has been expanded near Pueblo Road where EagleMed built a new hangar. Also, Executive Aircraft Corporation has built a new hangar in this area and leases 500,000 square feet. There is very little land available to develop in this area. Kansas Law states that the airport can do business with aviation related and governmental entities only.

The airport owns Pawnee Prairie Golf Course, and has a buffer zone so no development can take place. There are about 60 acres around the National Weather Service that can be developed for general aviation purposes.

There was discussion pertaining to possible land acquisitions for future development. Included in the capital improvement program for this year are two land acquisition projects. There are two requirements for an airport to purchase land: (1) to expand the airport; and (2) for compatible land use. One of the areas to be purchased is an 8-acre parcel along K-42. It is required if the runway is to be extended. The FAA has given approval to acquire this land with passenger facility charges. There are two pieces of land that are leftover from when the City bought land for the interchange in 1981. They are owned by Dave and Grant Stannard where a batch plant was operated. The estimated environmental cleanup costs are about one million dollars.

Cherches led a discussion regarding expanding the airport's boundaries for long-term development to prevent it from being boxed in. The airport is in great shape to handle its basic business for a long time. There was discussion about an industrial park being developed west of the airport. The City is looking for industrial park land that is compatible for airport use. It was suggested that the airport get into other businesses in partnership with City government.

Improvement Program 2000-2001

In progress is a terminal concourse remodel project. Staff began work on this project last year, and a budget of \$4 million was established. The budget has now expanded to up to \$6.5 million. Funds to finance the remodel will come from passenger facility charges and G.O. bonds. The Art and Design Board has reviewed the plans and has directed the architect to make changes. Minutes of the meeting of the Art and Design Board were distributed. Direction from the City Council is to go beyond a typical maintenance and repair type of remodel.

Other projects underway include replacement of the terminal building revolving doors and repaving the air carrier apron east. FAA funding is the most heavily used financing vehicle.

A parking garage in front of the terminal building is being looked at. The current parking lot's net revenues amount to about \$2 million per year, which is used to pay for other things. There was an \$800,000 expansion to the long-term parking lot two years ago. This was necessary to handle the peak travel times and to provide parking space should a parking garage be built in the future.

Conflict of Interest Review

Moshier distributed the rules pertaining to conflict of interest - disclosure of substantial interests. These are Kansas laws that state that in the conduct of government business, the public is entitled to know what interests the people have that are making the decisions that affect tax dollars. The general concept is that there is nothing wrong with having

financial interest that might be affected by the action of a board they serve on, as long as the public is made aware of that interest. However, the Airport Advisory Board has been set up differently in that the Resolution which established this board reads: “The Advisory Board will be advisory to the City Council and City Manager and may take no action that binds the City of Wichita Airport Authority. Board members shall abstain from participation in discussions or matters in which they may have a financial or vested interest. In the event of such an interest, a board member shall disclose to the board that such an interest exists and recuse herself/himself from further participation.” This is a step further than the Kansas conflict of interest provisions. Moshier pointed out that this provision states that if a member has any such interest, he/she will not be able to disclose it and participate in discussion, but will have to back off and not participate in discussions. This will be set out in the by-laws more clearly. It is not necessary to file a disclosure form, but if there are any concerns, it can be filed with the City Clerk. The penalty for violating these provisions is a Class B misdemeanor. There is also a provision that says a member can be removed from office.

Reaffirmation of Meeting
Times and Location

The board members agreed that the Advisory Board meetings should take place on the first Monday of each month at 2:00 p.m. in the press conference room of the terminal building.

Executive Session

Swanson moved to recess the regular meeting and reconvene in executive session for approximately ten minutes for the purpose of discussing confidential data relating to financial affairs or trade secrets of a prospective business/individual. Motion passed unanimously.

Other Business

There was discussion about a group of Vietnamese demonstrators who were at Wichita Mid-Continent Airport last fall. Law Department will handle.

Meeting adjourned at 4:10 p.m.

Valerie A. Wise
Airport Advisory Board Clerk