

**CITY OF WICHITA**  
**WICHITA AIRPORT ADVISORY BOARD**

**MINUTES**

**Midwest Corporate Aviation**  
**Col. James Jabara Airport**  
**Monday, August 7, 2000 - 2:00 p.m.**

Present: Gary Adamson, Robert Alford, Tim Austin, Dion Avello, Charles Bouilly, Jim Gregory, Elizabeth Kinch, Carl Koster, Dorothy McKay, Jay Swanson

Absent: Beth Garrison, Larry Fleming

City Staff: Jay Hinkle, Law Department

Airport Staff: Bailis Bell, John Oswald, Valerie Wise, Clerk

Chairman Bouilly called the meeting to order. Carl Koster, Mayor of Cheney, was present as the representative of the Regional Economic Area Partnership, replacing Jeffrey Roberts.

**Approval of Minutes**

*Adamson moved to approve the June 5, 2000 minutes of the Wichita Airport Advisory Board. Motion carried unanimously.*

**Request to Lease Land – Jabara Airport**

Midwest Corporate Aviation, the fixed-base operator at Jabara Airport, has requested to lease 53,390 sq.ft. of land for 20 years on which MCA will construct a 15,000 sq.ft. storage hangar to be used as part of the FBO operation. The location for the hangar is mid-field, immediately north of the FBO. When using Jabara Airport, most aircraft land and turn off of the runway about mid-point in the runway. For this reason, the airport has been designed so that high activity facilities are located near the center of the airport and low activity facilities are located away from the center of the airport. Midwest Corporate Aviation wisely located its FBO mid-field. The fueling hydrants have been located mid-field to support the higher activity. Because of the higher activity, the land located mid-field is considered prime land, even though it rents for the same price as other land on the airport.

The hangar that Midwest Corporate wishes to construct will be used for aircraft storage. It would be located north of their current facilities and would flank the fuel facilities. Perhaps the greatest single benefit to being located mid-field with hangar facilities is the fact that the WAA has and will continue to build public parking apron fronting along the hangars, thus limiting the amount of pavement required to support a hangar. The FAA

has participated in 90% of the funding of the public parking apron. It is not planned at this juncture to build a public parking apron anywhere on the airfield except adjacent to FBO facilities in the mid-field area.

There have been no requests to lease this land by any other party. Midwest Corporate Aviation has done business at Jabara Airport since before the municipality purchased the airport. There are now over 150 based airplanes located at Jabara.

The volume of fuel pumped by Midwest Corporate is 800,000 gallons per year. Volume is down this year by about 80,000 gallons, mainly because of the price. Volume had peaked to about 900,000 gallons per year, but due to the loss of some large corporate companies, volume dropped. Volume is building slowly up to where it was five years ago.

The use of this land must be general aviation related. It is doubtful that Jabara Airport would support a second FBO. The master plan calls for high activity, fixed-base operations in the center of the airport.

According to Bell, it was the City Manager's desire to delay any decisions on the location of this hangar until after a master plan consultant has been hired to determine if this is the best use of the land. However, deferring this decision does not mean that the hangar would be denied.

It was commented that the board, in the past, has always cooperated with Cessna whenever requests were made because it is "home grown." Likewise, Midwest Corporate Aviation is home grown and the board should also cooperate with them.

Pat Ayres, President of Midwest Corporate Aviation, stated that MCA began the approval process for building a hangar in February of this year. The project had to be approved by the Art and Design Board, and the Development Coordinating Committee. The project concept was tentatively approved by City Central Inspection, and a lease was sent to City Council in June at which time the City Manager kicked it back to the Advisory Board.

Ayres stated that MCA would be required to lease the space all the way to the Airport property road, which is the old runway. The plans are to build the same hangar as the 15,000 sq. ft. that currently exists. This project includes \$40,000 worth of improvements to Airport Authority property. An additional 20 feet of concrete would be added to the existing 40 feet at a cost of \$20,000 in order to have enough space for a concrete ramp to the apron.

Ayres stated that this is the only location MCA can build a hangar and utilize the existing apron. In the last five years, MCA has tried to get approval from the FAA for more apron, and the money has not been forthcoming. Currently, MCA has eight hangars bordering the entire apron. The land in question, while having no apron in front of it, is adjacent to the current apron. In order to tow general aviation aircraft to the public apron, the hangar must be developed on this land. If the hangar were built all the way to the

north, people would have to come all the way up the taxiway, pull the airplane out, put it on the taxiway, which is not big enough to accommodate more than one airplane at a time. This would clog the taxiway and no other planes would be able to taxi on it.

Midwest Corporate Aviation has been partners with the Airport Authority for the past 27 years. In addition to its FBO operation, MCA is involved in managing T-hangars for the WAA, and assists with managing the fuel farm and light maintenance of the fuel farm. Ayres stated that in those 27 years, no other party has requested to lease this property. Ayres commented that it seemed odd the City Manager would ask for a study now that MCA has requested the land.

This \$475,000 project will include improvements to WAA property as well as MCA's leased property and will be entirely funded by MCA. The WAA will own the facility. MCA is also taking the risk that the WAA or the FAA will provide ramp space in the future. This addition will accommodate the current demand for aircraft storage. All the hangars at Jabara are full. This past year, most of MCA's Learjets and the LifeWATCH aircraft have been left outside in the thunderstorms and hail. Recently, there was a microburst that damaged two aircraft. Ayres stated it is very dangerous to have airplanes outside during hail and tornado season.

Ayres is concerned if MCA is stopped from expanding after all the risk they have taken and the overhead, MCA may have to pare down, and possibly look for a new home. MCA services Jabara Airport at a greater standard than is required by the WAA lease. There is not enough business for two FBOs.

Ayres distributed a paper showing fuel price comparisons between Raytheon, Yingling, Executive Aircraft Corporation, and Midwest Corporate Aviation. MCA's prices are very competitive with these FBOs.

There are plans to wrap administrative offices around the main FBO. MCA's practice has been to keep the mix of light aircraft at about 30% to large, executive jet aircraft. If that continues to increase over the next five years, and a second and third hangar is built, most likely MCA will put a light aircraft complex all the way to the north end of the ramp, and move all light aircraft up there. Ayres stated there will probably be need for two or three additional hangars in the next four years. The general aviation flying public is in dire need of community hangar space.

Austin raised concern over the location, and felt there were still unanswered questions.

Ayres stated the hangar is needed before the first freeze. It was hoped they could begin grading by the 15<sup>th</sup> of September. With this delay, airplanes will be sitting outside during the winter.

Gregory commented that he has been to hundreds of FBOs across the country and there is not enough business in this community to justify another FBO at Jabara Airport. He pointed out that MCA began this process in February and it is now August.

*Gregory moved to approve Midwest Corporate Aviation's request to lease land. Reasons to support the request:*

- (1) There have been no other requests to lease the land in question.*
- (2) MCA has been doing business and supporting the airport since before the municipality purchased the airport*
- (3) It is possible that another FBO could not be supported by the activity at Jabara.*
- (4) A government body should not be a roadblock to expanding businesses.*
- (5) There is other space available on the airport for other businesses.*
- (6) The 1997 Airport Master Plan called for the land in question to be used as "FBO hangars" as have previous Master Plans.*

There was discussion as to the length of time involved in hiring a master plan consultant and making a determination on the use of this land. Plans to build this hangar in this location were part of the master plan that was done two years ago. The master plan has always been for high activity, fixed-base operations in the center of the airport. Bell pointed out that for about 13 years, there was nothing at Jabara Airport except for MCA and one other hangar.

*Motion carried 8 to 2. Yeas: Adamson, Avello, Bouilly, Gregory, Kinch, Koster, McKay, Swanson. Nays: Alford and Austin.*

### **May and June 2000 Monthly Statistical/Project Reports**

Austin moved to receive and file the May and June 2000 Statistical/Project Reports. Motion carried unanimously.

### **Other Business**

Gregory initiated a discussion on the process MCA had to go through to get approval for its hangar. MCA began the process in February and it is still not approved. For a business owner, the process is not very effective. Bell stated that all projects have to be approved by the Art and Design Board. Also, the Development Coordinating Committee has to give their approval. It was Gregory's opinion that if the process in doing business with the City could be simplified, the result would be a better and quicker investment, and would benefit the public. Gregory suggested that the process needed to be evaluated - how long it takes, the many steps you have to go through, etc. Gregory stated that some airports, who are part of City government, have negotiating committees that make a recommendation to the Advisory Board which then goes on to the City. It was suggested that perhaps the Advisory Board should be involved in the process at the same time as the Art and Design Board and Development Coordinating Committee are involved. The current process is frustrating to businesses. Gregory asked staff to bring to the next meeting the process a business has to go through to obtain approval for projects from the City.

Austin stated that the Request for Proposals for the master plan consultant is listed on the City's web site, and asked if any of the WAAB members would be on the selection committee. It was his feeling that someone from the Advisory Board should be part of the selection process to make sure the firm has done its homework and that the airport is well represented.

*Austin moved that two Advisory Board members serve on the selection committee.*

The selection committee currently consists of Bailis Bell, John Oswald, the City Engineer, Public Works Director, City Manager or designee, Finance Department, Law Department and Planning Department. There were questions raised as to the necessity of having an Advisory Board member on this committee. It was suggested that one member would be sufficient. Gregory stated he has confidence in the staff making the appropriate decision and does not think an Advisory Board member needs to be involved in the process. Austin withdrew his motion.

*Swanson moved to appoint Tim Austin to serve on the selection committee. Motion carried 8 to 2. Motion carried 8 to 2. Yeas: Adamson, Alford, Austin, Bouilly, Kinch, Koster, McKay, Swanson. Nays: Avello and Gregory.*

Bell stated there is a follow-up item for discussion. There was a request for City Staff to present the legislation it is working on as it relates to the airport. There have been discussions with the Law Department to conduct research to find a way that this community can develop around the airports without infringing upon Kansas Law.

Chairman Bouilly stated that an election of officers was to have been held in July. Since there was no meeting in July, it was the consensus of the board to elect officers at this time.

*McKay moved to reappoint Charles Bouilly as Chairman and Dion Avello as Vice Chairman. Motion carried unanimously.*

The September WAAB meeting falls on Labor Day. Therefore, it was the consensus of the board that if it becomes necessary to hold a meeting in September, it will be on September 11, 2000. Otherwise, the next meeting will be October 2, 2000.

Meeting adjourned at 3:35 p.m.

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Valerie A. Wise  
Airport Advisory Board Clerk

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