

CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, October 6, 2003 - 3:00 p.m.

Present: Tim Austin, Dion Avello, Ron Estes, Mitch Faroh, Charles Fletcher, Beth Garrison, Michael Ledy, Dave Murfin, Jay Swanson, James Thompson

Absent: Charles Bouilly, Bill Calloway, Dorothy McKay

City Staff: Doug Moshier

Airport Staff: Bailis Bell, Tom Nolan, John Oswald, Valerie Wise, Jean Zoglman

Chairman Austin called the meeting to order.

Approval of Minutes

Garrison requested a change in the minutes.

Motion by Fletcher to approve the minutes of the September 2, 2003 Wichita Airport Advisory Board meeting as amended. Motion carried unanimously.

Parking Revenue Study

In March 2003 the WAAB reviewed a study conducted by HNTB to determine possible locations for remote parking areas to accommodate overflow parking. It was decided that the north cargo area was the best place for a remote parking lot, which would add about 470 stalls but would also require shuttle service. Chuck Reedstrom with HNTB gave a presentation on parking revenue and fee structure analysis for Mid-Continent Airport. HNTB studied two different days of entry and exit transactions – March 7, 2003 and July 18, 2003 – and focused on July 18, as it was a peak day. The study showed that the short-term lot is between 75%-80% full during daylight hours. HNTB considers a parking lot full when it achieves 90% utilization. The current parking demand and utilization of the short-term parking facility shows it approaching its maximum use.

The rate structure was compared with nine airports comparable in size to Wichita Mid-Continent Airport or in close proximity. Of the nine airports, Wichita is tied with two other airports at number seven charging the lowest daily rate of the airports included in the study. Reedstrom recommended a minimal rate increase from \$9.00 to \$10.00 per day in the short-term lot. The number of time increments would be reduced and the maximum daily amount would be reached after four hours. Additional revenue can be generated.

The long-term lot was 100% full during the daylight hours on the peak day of July 18. During the non-peak hours the lot was above 80% full. Reedstrom recommended increasing the rate \$1.00 to a total of \$6.00 and reduce the number of increments. For the

first hour the rate would be \$3.00 and after one hour \$3.00 for a maximum daily charge of \$6.00.

If both rate structures were implemented, the total annual revenue would increase approximately \$600,313.

A 30-minute no-fee grace period was also studied. Based upon the July 18 transactions, this would cost about \$88,000 per year.

A remote parking lot located on the north cargo site would increase the parking supply by 470 spaces and would require shuttle service. Reedstrom stated it is very difficult to operate a remote site with a single cashier. HNTB recommends that the remote parking facility be operated as a long-term facility and should only accept credit cards for payment of parking fees. The exit lane would not be equipped with a cashier. HNTB also recommended that a prepaid operation be provided for this parking lot. Pay-on-Foot devices could be installed in conjunction with the wait shelters. This system would provide an expedited exit transaction.

HNTB was not charged with the task of studying a rate structure that would provide revenue to pay for a parking garage. There was discussion concerning rate increases. There has not been a rate increase in the long-term lot since 1989. Any rate increases would need to be implemented in both the long-term and short-term lots. HNTB will be asked to study alternatives to increasing revenue. It was suggested that any rate increases need to be marketed appropriately so that customers know the reasons for the increase. It was recommended that rate adjustments be discussed at the next meeting.

There was discussion regarding a transponder (K-tag) concept. This requires further study and can be discussed at the next meeting.

Master Plan Presentation

Steve Wagner with Coffman and Associates gave a presentation on the status of the master plan project. Wagner summarized the progress to date. Coffman is currently at a point where the master plan concept needs to be selected and refined for both airports. Financial plans and detailed airport layout drawings will ultimately be submitted to the FAA for their approval. The next meeting with the master plan committee is scheduled for December 11. After the first of the year, the project will be moving into development of the draft final master plan.

When developing forecasts, several criteria are studied: (1) passenger enplanements; (2) operations and the demand they place on the airfield; (3) general aviation, commercial activities and airfreight; (4) annual instrument approaches.

There are two items in a master plan process that require FAA approval. One is the forecast on which your recommendation is based and the other is the airport layout drawing, which shows existing and future facilities. FAA gave its approval in late spring.

A series of development alternatives were put together which encompass airfield and landside facilities. Wagner explained that the master planning project undertaken by Coffman does not include the terminal building; that is handled by HNTB. Coffman needed to determine what the terminal facilities and demands would create on facilities surrounding it, how much area needs to be reserved for terminal support facilities, and what needs to be done on the airfield to accommodate the terminal area. Coffman studied the potential of extending the east parallel runway, which is currently 7300 feet, to 8700 feet to provide better utility on the airfield should the longer runway need to be closed. An ILS is in place on the south approach; one is being planned for installation on the north approach within the next 18 months. An extension of the runway would affect the ILS system. The cost to relocate an ILS system is quite expensive. The north end may have problems with the 100-year flood plain and the clearance for development to the north is not as advantageous as to the south. It is Coffman's recommendation that additional property be purchased adjacent to the runway protection zone on the south end to protect that approach once that runway is extended.

Taxiway configurations were also studied. Extending a parallel taxiway on the west side would be necessary if there was sufficient development along Tyler Road. If the radar were to be relocated on the south side of the crosswind runway, there could eventually be the need for a parallel taxiway on the south side of that runway. Other taxiway extensions are dependent on what will happen with the terminal.

Alternatives for hangar development were studied. One possible area is west of Eisenhower and south of Harry Street. Another possible area for development is along Taxiway H. Utilities and roads are already in place.

Coffman looked at land use plans for the overall facility. One plan assumed the terminal would move south of the present runway, and access would come off of K-42 to the new terminal complex. The current air cargo areas would continue to be utilized, and the existing terminal building would become a general aviation area. Coffman also looked at relocating Tyler Road if a parallel runway were to be constructed on the west side. However, there are flood plain issues with which to consider. Coffman studied areas for expanding aviation-related development with no airfield access north of Harry Street. Additional land would need to be acquired to allow that development. Coffman recommended acquiring various parcels of land for airfield access development.

Wagner stated that relocation of the radar is something to be encouraged as part of this plan and FAA should begin to explore that option.

The forecast for Jabara Airport is for fairly strong growth and a transition into a heavier mix of aircraft. There is not a need for additional runways, but there will be a need for larger hangars. Wagner does not expect a need for the small, nested t-hangars. The demand for land on which to build large hangars for private and commercial use adjacent to the airfield is expected to increase. The forecast also includes development between Jabara Road and Webb Road for commercial aviation use without taxiway access.

Coffman looked at putting in a road on the north end to create parcels for individual development and expansion of t-hangars. Coffman also looked at developing the west side for some nested t-hangars and corporate hangars.

Discussion ensued regarding a crosswind runway and a control tower at Jabara Airport.

WAAB Travel

Swanson reported on the ACI-NA Annual Conference. It was his impression that the WAAB should strive to become an Airport Authority but it needs to understand that each member is personally responsible for his or her actions. Swanson also came away from the conference with an understanding of the importance of purchasing additional property. Commercial use within the airport needs to be increased and should be included in the terminal planning project.

Discussion ensued regarding the terminal building and making it a state-of-the-art facility. Also discussed was the value of attending these types of conferences.

August 2003 Statistical/Project Report

Total passengers were down 4.32% in August. For the year, total passengers are up 9.47%.

Other Business

Airport Governance

Austin stated at the recent City Council workshop, there was a discussion concerning the WAAB becoming the Airport Authority. Austin stated that the Board needs to have discussions with their City Council and County appointers. Garrison suggested that Swanson and Austin collaborate on the talking points to present to the City Council. Bell stated that Kansas law permits the City of Wichita to establish an Airport Authority. In 1975 the City delegated authority to the Airport Authority to run the airport.

There was discussion regarding the time commitment required to be an Airport Authority.

The WAAB is subject to the open meetings law. There can be a discussion with three members without violating the law.

Austin requested a copy of the bylaws that were in effect prior to the change in governance of the airport.

The board felt that the makeup of the board should be regional.

Bell stated that the City has done all the debt financing for general obligation bonds. The Airport Authority can issue revenue bonds and pledge the airport revenues but this has not been used as it is more expensive than general obligation bonds.

Frontier Airlines

The existing contract between the City of Wichita and Frontier Airlines states that if Frontier's arrangement with Mesa should terminate, then the City's contract would be void. Since Mesa has terminated its contract with Frontier, Frontier has contracted with Great Lakes Airlines to fly three daily trips to Denver from Wichita to replace Mesa. Bell stated that Frontier recognizes Wichita as part of their future. Great Lakes Airlines operates 30-passenger turboprops and will offer fares similar to Frontier's fare structure. Great Lakes' presence in Wichita will keep fares to Denver competitive. Bell has promised the President of Great Lakes that efforts will be made to speak positively of their turboprops.

Discussion ensued regarding airport advertising.

Air Service

Austin requested to have Steve Flesher give a report at the next WAAB meeting.

Meeting adjourned at 5:34 p.m.

Valerie Wise, Clerk