

**MINUTES OF THE CITY OF WICHITA**  
**WICHITA AIRPORT ADVISORY BOARD**

**Monday, February 7, 2005 – 3:00 p.m.**

Present: Tim Austin, Dion Avello, Charles Bouilly, Bill Calloway, Ron Estes, Mitch Faroh, Charles Fletcher, Willis Heck, Dorothy McKay, Dave Murfin, James Thompson

Absent: Beth Garrison and Jay Swanson

Airport Staff: Tom Nolan, John Oswald, Steve Flesher, Sandy Coykendall, Jean Zoglman, Valerie Wise

City Staff: Doug Moshier

Chairman Austin called the meeting to order.

**Approval of Minutes**

*Motion by Estes to approve the minutes of the January 3, 2005 Wichita Airport Advisory Board meeting. Motion carried unanimously.*

**Snow Removal Update**

Three new pieces of snow removal equipment were displayed. This equipment was procured through FAA funding and PFCs. Nolan explained that during the most recent ice storm the airport did not close and this was due to the dedicated Airfield Maintenance crew. The crew introduced themselves to the Board. Austin expressed the Board's gratitude for all the work they do.

**Honeywell Project Status Report**

Betty Miller and Troy Helt, Facilities Planners for Honeywell, presented drawings of the new Honeywell facility to be built at 7227 West Harry Street on airport property. The facility will be a one-story, 57,200 sq. ft. building. It will be low maintenance, energy efficient, and have no frills but will be very functional and appealing. It will be a steel building with pre-cast concrete construction exterior walls, a single membrane rubber roof, and will have a 2,000 sq. ft. safe room. The facility is designed to be attractive to Harry Street and to Mid-Continent Drive. The facility includes a special room for flammable chemicals. Landscaping around the building is well planned and meets the approval of the Design Council.

The exterior foyer area will be white, pre-cast concrete and the remainder of the building will be somewhat darker with two different textures. There is a bid alternate for an all-white facility.

The purpose of the facility is a customer service center. It will serve as an overhaul facility where radios and aircraft equipment is brought in for modifications. There will be approximately 180 employees onsite. Paul Shaw, Facilities Manager for Honeywell, stated the facility is set up with 10,000 sq. ft. of expansion capability which allows for additional products to be brought into this location.

The total cost of the facility including construction, building, new furniture, etc. is expected to be \$11 million. The budget for the building itself is \$6.2 million. Plans are to break ground in mid March and completion date is planned for December 30, 2005.

### **Airport Marketing 2005 Update**

Steve Flesher, Air Service Coordinator, briefed the Board of air service changes. Delta added a sixth daily flight to Atlanta and a third daily flight to Cincinnati in December, and began three daily flights to Salt Lake City on January 31. Northwest Airlines began two daily flights to Detroit on January 12. AirTran began Saturday only non-stop Orlando service in November. American Airlines has added an eighth daily flight to Dallas/Ft. Worth, and a fifth daily flight to Chicago will start in February. America West has announced it will add a third daily flight to Phoenix in May. Continental will be adding a fourth daily flight to Houston in May. This amounts to about 1,000 additional daily seats and non-stop service to 14 destinations out of Wichita Mid-Continent Airport. Compared to three years ago, there were nine non-stop destinations with the elimination of Kansas City. There are over 50 daily departures and arrivals and over 6,500 daily available seats. Load factors are averaging between 70-75%, which gives Mid-Continent Airport a potential of 1.7 to 1.8 million passengers. Flesher stated that over the last few years there has been a transition from large aircraft to regional jets, more frequency and more point-to-point service. Currently 85% of the flights from Mid-Continent Airport are on regional jets.

Flesher stated that over the last few years airports this size and smaller have decreased in service except for Wichita. In talking with airport consultants, it is their opinion that there are no big gaps in air service in Wichita.

Nolan stated that staff is working with Sullivan Higdon & Sink on a marketing program for 2005 and will be presented to the Board at a later date.

### **Rental Car Ready Space Allotment**

About two years ago the Board voted in favor of allowing two new car rental agencies, Enterprise and Thrifty, to conduct business on Mid-Continent Airport as tenants. This brought the number of car rental agencies to a total of seven. By doing so, all seven agencies were squeezed into the ready car lot. This lot is utilized for rental car company customers.

Every year in February car ready spaces are reallocated for the upcoming year and every year the rental car companies request additional spaces. The success of Thrifty and Enterprise has taken away spaces from other car rental companies. Nolan proposed a plan for the Board to consider in which the overall number of car ready spaces be expanded by up to 40. A drawing of the proposal was presented. Spaces would be reduced from the short-term lot for this expansion.

Mark Julian, Manager of the Ampco parking lot, stated that as a general rule, this reduction should not have much effect on the short-term parking lot. The short-term lot would fill up during those times when there are delayed flights, when people are being picked up or dropped off, and particularly during holiday travel.

Initially, the plan would be to add 40 spaces in the short-term lot without doing any renovation. If, after a period of time there appears to be a noticeable disruption in the availability of short-term space for customers, then it is possible to improvise and construct additional parking stalls. This can be accomplished by removing some perimeter curbing in short-term and changing some grassy areas into paved parking. This would add 58 stalls to the short-term lot. Oswald stated that the cost of constructing these additional parking stalls would be about \$100,000 if contracted out. There are storm water inlets that would have to be rebuilt.

Discussion ensued regarding handicapped parking and a parking garage. There are 360 stalls in the short-term lot, 1,365 stalls in the long-term lot, and 437 stalls in the shuttle lot.

It was pointed out that the ready lot was expanded by 20 spaces at the time Thrifty and Enterprise were added to the mix. It was Murfin's feeling that the expansion was already done and this would take away prime parking stalls for passengers.

Austin pointed out that when the parking study was conducted, there were no issues of overcrowding in the short-term lot.

Bouly suggested an analysis be conducted that compares the revenue generated from short-term parking spaces versus revenue generated from the car rental companies. Nolan stated that this would not be proposed if it would remove the ability for people to park in the short-term lot. However, it was pointed out that it would cost \$100,000 to add those stalls plus it would push prime customers further from the terminal.

It was requested that this item be deferred to the March WAAB meeting at which time the Board can review the parking study conducted by HNTB. The Board also requested to be apprised of the volume of rental car activity over the last two years, a summary of the car rental allocations, and revenue comparisons.

### **2004 Financial Statements**

The 2004 financial report of Mid-Continent and Jabara Airports was reviewed.

### **2005 WAAB Travel**

Avello expressed an interest in attending the ACI-NA Jumpstart meeting in Calgary in June. Austin suggested that Avello's trip might be considered a Fair Fares trip and should not be taken out of the WAAB's travel budget. Nolan stated that the airport would find a way to pay for Avello's trip if he decides to go. Avello will advise the City Manager of the travel request.

It was suggested that Board members consider attending the ACI-NA Summer Legislative Issues Conference in Washington on July 1, 2005, and the Airport Board Members and Commissioners Conference in San Francisco July 31 – August 2, 2005. Estes and Fletcher expressed interest, but will wait to review the agenda before making a decision.

### **Master Plan/Terminal Plan Update**

John Oswald stated there are two parts to the master plans for each airport – airport layout plan and technical reports. The Jabara ALP set has been reviewed and approved. The Mid-Continent

ALP has been to FAA for several weeks and will take several weeks longer because within that is the extension of the east runway which requires time to work through the environmental process. The two technical report books are more commonly referred to as the master plans. The Jabara master plan will be printed this month. The Mid-Continent master plan is a few weeks away.

Regarding the terminal plan, negotiations with the program manager are well underway. A formal sit-down meeting will take place next week at which time the fees will be reviewed. FAA will also have an opportunity to review the contract. It will be several weeks before a document will be presented to the WAAB.

Nolan stated that once the program manager receives a notice to proceed, then the design contract will be negotiated with HNTB. If all goes well, a design contract will be finalized in July.

#### **December 2004 Statistical /Project Report**

Total passengers in December showed a decline of 5.20% over 2003. Total passengers for 2004 were 1,498,749, a record high and up 4.69% over 2003. There was discussion relating to passenger traffic declines.

#### **Other Business**

Kansas Training and Technical Institute (KTTI) is proposing to build a facility on the north end of Jabara Airport. KTTI is working in cooperation with Cowley County Community College, the City's Economic Development Division, and the Public Building Commission. This project will be discussed at a Council workshop on February 15, 2005 and the Board members are invited to attend. Nolan stated the Visioneering project identified a severe shortfall in qualified airframe employees. This is a proactive step to create a workforce to meet the demand.

Austin stated that the District Advisory Board voted to locate the proposed sewage treatment plant on airport property. That issue will need to go before City Council as well as being reviewed by the WAAB.

Regarding the issue of becoming an administrative board, Austin stated that no action has been taken to date. The Mayor and City Manager are receptive to this idea. Austin stated that once the Airport Director's position is filled, it is his plan to visit with the City Manager and discuss it.

The status of the search for a Director of Airports was discussed.

Heck asked if any of the property owners who attended last month's Board meeting expressed a desire to sell their house. There was an interest but the timing was not right and the house was sold.

Meeting adjourned at 4:45 p.m.