

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, October 3, 2005 – 3:00 p.m.

Present: Tim Austin, Dion Avello, Bill Calloway, Ron Estes, Charles Fletcher, U.L. Gooch, Dwight Greenlee, David Murfin, Jay Russell, Jay Swanson, Bill Ward

Absent: Willis Heck and Jeff St. Clair

City Staff: Doug Moshier

Airport Staff: Victor White, John Oswald, Sandy Coykendall, Shannon Feltes, Jean Zoglman, Mike Carter, Valerie Wise

Others: From Schaefer Johnson Cox & Frey: Shannon Bohm, Vice President; Sam Frey, Senior Vice President; Kenton Cox, Senior Vice President; Peter Gustaf, Executive Director of KTTI; and James Mendenhall, public.

Chairman Fletcher called the meeting to order.

Approval of Minutes

Motion by Austin to approve the minutes of the September 12, 2005 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Aviation Training Center Presentation

Peter Gustaf, Executive Director of Kansas Technical Training Institute (KTTI) presented background information and status of a planned Aviation Training Center at Col. James Jabara Airport. This project began in 1998 when leaders within the aviation companies were having difficulty finding technically-trained workers. These leaders joined forces with City, County, State and School officials to devise a plan to increase the supply of technically trained workers. Since then, a non-profit corporation known as KTTI was formed. The leaders of KTTI are the executives of the five major aviation companies in Wichita plus the State, City, and County.

Schaefer Johnson Cox & Frey (SJCF), Architects, have been retained by KTTI to develop a concept design of the aviation training center. Over thirty companies have been surveyed for input as to their needs and what they would like to see in this center.

Kenton Cox, Senior Vice President with SJCF, stated that this presentation is the result of input from stakeholders that are composed of the aviation industry and related support groups. Cessna's A&P school located on the east side is a prime player. Other comparable facilities have been toured, including those in Tulsa, Cedar Bluff, Iowa, Sioux Falls, South Dakota, and Pratt & Whitney facility in Connecticut.

Shannon Bohm, Vice President with SJCF, stated that the plans would utilize about 195,000 sq.ft., as follows:

- About 107,000 sq.ft. has been identified for Airframe and Power plant (A&P).
- A 16,000 sq.ft. hangar for a large power plant lab and a large airframe lab. The current hangar at the Cessna facility is about 6,000 sq.ft.
- The plans also include general office space and conference room, director's space, a lecture hall with seating for 200, and a large 4,000 sq.ft. space that can be used for cafeteria as well as exhibition space and career fairs.
- The assessment portion of the building will need about 24,000 sq.ft. This area will be used for computer assessments, and will house about 12 multipurpose rooms for assessments on different pieces of equipment.
- Plans also include space for an avionics program, aircraft interiors, which includes labs, woodworking shop, upholstery space, and general classroom space.
- A 50,000 sq. ft. area for manufacturing is also planned.

The Professional Aviation and Maintenance Association (PAMA) is the association for the A&P technicians throughout the United States and is currently located in Washington, DC. In preliminary discussions, PAMA wants to move its headquarters to this location.

Sam Frey, Senior Vice President with SJCF, pointed out the location for the training center, which is a 70-acre site on Jabara Airport, east of Webb Road and on the north edge of the existing hangars. Frey stated that this is a conceptual master plan that will be developed in a modular fashion, depending upon the support of the community. Frey stated that ideally, all four technical programs would be combined with health technologies and information technologies. If that were to happen, additional support spaces would be needed in the way of commons program for service, technical research, and student lounging and study capabilities. The parking lot will contain 1,100 spaces. The buildings and parking can be developed incrementally or comprehensively. A fire lane will circumscribe the perimeter and can provide access for delivery of equipment and materials to the various technical programs. Security points are needed to prevent access to the airfield. The aviation technical center will be two stories, compact and rectangular in shape. The upper level will house classrooms, additional lab space, administrative office space and PAMA. The manufacturing program is connected to the aviation technology center because certain programs overlap, such as welding and sheet metal labs. The architectural plans call for an aviation technical feeling while using indigenous limestone to give it a regional architectural quality. The center will utilize 35-40 acres, depending upon how much of the facility is developed. Estimated project costs are \$18-\$19 million for the aviation technology center, \$9.5-\$10 million for the manufacturing technology center, and \$4-\$4.5 million for the assessment program. These figures include construction of the buildings, parking, drives, taxiway, aprons, landscaping, furnishing, and administrative expenses. Not included are land costs and equipment costs.

Mr. Gustaf stated that initially the project was strictly an A&P school, but through discussions, it became evident that only the service side was being addressed and not the production side. A survey of the five aviation companies conducted two weeks ago unveiled a need of about 3,200 manufacturing employees next year and 600 engineers. Boeing and Spirit have about 5,000 mechanics with the average age of 51, creating a demographic issue in the near future. The goal is to attract students from five or six of the surrounding counties. Gustaf anticipates a big shortage in avionics and A&P jobs. According to Gustaf, A&P schools are traditionally very

expensive, and many community colleges that had A&P schools are closing due to high costs of maintaining them. Over the last three years, A&P schools have declined from 225 to 175.

A group called the Kansas Institute of Technical Excellence, which is comprised of the four regional technical community colleges, will be delivering the technical training. The four schools involved include: Butler Community College, Hutchinson Community College, Wichita Technical Institute, and Cowley Community College. Each of those institutions has been given specific responsibility to be world-class at one area of training. The County has put together a technical training authority that will oversee all of the regional training. Currently there are six or seven assessment centers in this region where an annual fee is paid to a testing company. This authority will consolidate those assessment centers. The institutions in those buildings will pay a lease payment, and a portion of it will be bonded with the lease payments. The companies will be asked to help with the financing along with the state and federal governments.

Prior to KTTI, there was a study conducted by the aircraft companies, the City, County and school district that was part of this consortium now known as KTTI. It was a loose confederation of public and private people that began this initiative. Gustaf formally organized this group and parts of that study have been incorporated into KTTI. Also included is a study conducted three to four years prior to that for a technical academy.

Career training will be conducted in this facility, lasting 18 months to two years for a specific industry. The aviation tech center in A&P alone will be certified for 600 students. The avionics program will have about 200 students per year. There is demand for A&P's from Burlington Northern Railroad, Disney World, Goodrich, etc., and not just the aviation industry. Many of the students will come from aviation companies. It is hoped that the students will be recruited from seven counties. Housing concepts are being researched

Flight training is being considered and there is room for expansion if that becomes a reality.

Competitive schools in this area are few. K-State in Salina has an A&P program but it is a four-year program. Gustaf stated there is a possibility that A&P's could do their recertification training required by the FAA at this center. Gustaf anticipates the center will graduate about 80 A&P's every three months, and they are working with the FAA to provide more examiners to do the certification.

Depending on funding, the goal is to have the aviation training center open by the fall of 2007.

It was requested that KTTI bring monthly updates to the WAAB meetings.

Mr. Austin questioned if lease arrangements have been discussed. Gustaf is aware of the lease rate and some of the potential restrictions, however it is too early in the process to discuss lease terms. Gustaf mentioned that one of the board members is the Lieutenant Governor, and if it becomes necessary to "tweak" a law, there may be the opportunity to do so.

There was discussion regarding what action the Board should take. It was the consensus of the Board that it should make a recommendation prior to any action by the City Council. Mr. White

stated that key questions need to be answered in a short period of time. It was suggested that staff provide some guidance as to the lease terms, utilities, capital projects, etc. If flight training becomes part of the plan, the location of the center may need to move.

Passenger Screening Checkpoint Reconfiguration

Mr. White stated that there are certain times of the day when the line to passenger screening is backed up as far as the ticket counters. The Transportation Security Administration is under Congressional mandate to cut the number of screeners, and 12-15 screeners will be cut from Wichita. Therefore, a plan has been worked out with the Federal Security Director in Wichita to add a third x-ray and walk-through metal detector that will be placed towards the west concourse. Phase II of the plan, which needs TSA approval from Washington, will add a fourth x-ray and metal detector. This will require the checkpoint to split, with two ticket checkers as you approach the ramp, and will move the x-rays around each corner. It may be necessary to use our Congressional delegation to get this plan approved as well as to block the reduction of screeners. It is hoped that the third lane will be open by the end of October.

Terminal Project Update

Mike Carter, Project Manager with DMJM, stated the design contract scope of services is close to being finalized.

August 2005 Statistical/Project Report

Total passengers in August 2005 were down 1.40% from August 2004. For the year, net total passengers have declined .06%.

There was discussion concerning the bankruptcies of Northwest Airlines and Delta Air Lines. Atlantic Southeast Airlines is the connection carrier for Delta in Wichita and is current in their payments. Pinnacle Airlines is the connection carrier for Northwest in Wichita and is also current.

Other Business

Regarding the sanitary sewage treatment plant, the site location has not yet been determined. According to Mr. Austin, the design contract will be on the City Council agenda for October 4, 2005.

Regarding parking lot revenue, it does not appear that the increase in ready car spaces for the rental car companies in the short-term lot has significantly impacted the parking revenue. Overall parking revenue is up 8% for the year.

Conferences for the Board to consider attending are the ACI-NA Spring Washington Conference in March 2006, ACI-NA Commissioners Conference in San Francisco in August 2006, and ACI-NA Annual Conference in Reno in September 2006.

Meeting adjourned at 4:45 p.m.

Valerie Wise, Clerk