

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, November 14, 2005 – 3:00 p.m.

Present: Tim Austin, Dion Avello, Ron Estes, Charles Fletcher, Dwight Greenlee, Willis Heck, Jay Russell, Jeff St. Clair, and Bill Ward

Absent: Bill Calloway, U.L. Gooch, David Murfin and Jay Swanson

City Staff: Doug Moshier

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

Others: Peter Gustaf, Executive Director of Kansas Technical Training Institute (KTTI)

Chairman Fletcher called the meeting to order.

Approval of Minutes

Motion by Austin to approve the minutes of the October 3, 2005 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report

Mr. White reported on his attendance at the National Business Aircraft Association convention in Orlando on November 8-10, 2005. The airport received good exposure and suggested that attendance at this event may be something to continue in the future.

Mr. Nolan briefed the Board on an aircraft incident that occurred on Mid-Continent Airport on October 27, 2005. A King-Air was forced to land on its belly on the primary runway, causing the runway to be closed four hours. Mr. White stated that the nose gear was not down so the pilot chose to raise the other two landing gear and land on its belly. The pilot did an excellent job with very little visible damage to the aircraft. The FAA Flight Standards District Office investigated the incident. Airport Maintenance personnel walked the runway to make sure the runway was clear of debris and to ensure the lighting was not damaged.

A full-scale disaster exercise was conducted October 26, 2005. Mr. Nolan stated that the FAA requires the airport to conduct this exercise every three years in order to test emergency response capabilities. Although there were a few glitches in communications, the exercise went very well. There were about 15 other agencies that participated in the exercise. While this exercise was being conducted, a simulated hazardous material spill exercise was also conducted along Highway K-42.

In response to a question concerning aircraft accidents off airport property, Mr. Nolan stated that the Airport Safety Division would respond if it were within a reasonable distance. Mr. White will research the training conducted within other City departments for these types of accidents.

Following discussion regarding aircraft rescue procedures, there was a demonstration of the new aircraft crash and rescue vehicle.

Mr. White updated the Board on the sewage treatment plant project. The City Council voted on April 18, 2005 to locate the plant at Site 18 on airport property. If the FAA does not approve this site, the alternate site approved by the City Council is Site 16, located on the west side of Tyler Street. Airport staff met with David Warren of the Water and Sewer Department and consultants working on this project on this date. Mr. White stated the main problem with the site picked is that it is the last large, developable area available with airfield access. A non-aviation development in that location would be a poor policy decision. There is an alternate site immediately adjacent to site 18 but further south and on the east side of Cowskin Creek. The consultants believe this site would be more costly on which to build as it is in a low area, but that it is possible. Mr. White had concerns regarding the odor and bird attractants, but has been assured that this would be a completely sealed system. Also, it is not yet known if the facility will conflict with the FAA's primary surveillance radar.

Mr. Austin reported that he attended several of the public meetings on site selection, and that there has been a commitment made to the surrounding neighborhoods to which the airport needs to be sensitive. Mr. White pointed out that site 18 is a large area, and that the neighbors should not mind where it is located as long as it is on airport property.

John Oswald stated that the sewage force main would come from the existing lift station on the west side of Tyler underneath the runway. The outflow would go into the Cowskin Creek. Utilities would need to be run to the site and the force main leading into the site would need to be replaced. There have not been discussions about using the airport's groundwater. Oswald stated that if this were an aviation-related project, the airport would take the responsibility of installing utility mains to the area and the tenant would take care of the service connections. It has been airport policy that if a major aviation development were to locate in this area, the airport could afford to install utilities. However, this is a unique situation and utilities have yet to be determined.

Mr. Estes stated that the WAAB wanted to have more input as to the location prior to the City Council's vote, and that site 18 needs to be preserved for economic development.

Site 16 was purchased by the City for industrial development, but if the FAA declines the plans for site 18, then site 16 will be the alternate site. However, there are other locations within site 18 that could work. Austin commented that the Board needs to have consensus and do its best in selling it to the FAA.

KTTI Project Update

Peter Gustaf, Executive Director of Kansas Technical Training Institute (KTTI), stated that several meetings have taken place and feedback from the stakeholders is being gathered. The project is moving forward with the manufacturing center, assessment center and aviation tech center. The next step is to talk to all senior leaders of aviation companies and continue

negotiations with the Professional Aviation and Maintenance Association (PAMA) in Washington, DC about moving its headquarters to Wichita. A temporary site for an avionics program is currently being researched. One entity is needed to take the lead in this project.

The Design Council has commented that the design needs to have more of an aviation look. Gustaf stated that the goal for the facility is to be more technical than just aviation and, therefore, the design has yet to be determined.

There was discussion regarding a State statute that requires aviation-related businesses on airport land. The Information Technology and Health Care programs have come into question. It was Mr. Greenlee's opinion that the statute was written specifically for Wichita and can be overridden by the Airport Authority.

Student housing could be located on the west side of Webb Road and would be single family-type housing.

Overview of Mid-Continent and Jabara Airports

Airport staff presented an overview of airport system finances and operations, capital improvement program, airport facilities and leases, air service, terminal plans, and available land for development.

Board Rules of Operation and Legal Matters

Doug Moshier briefed the Board on conflict of interest laws imposed on members of the Airport Advisory Board. Moshier explained the substantial interests form and what creates a substantial interest – (1) ownership of a business that exceeds the value of \$5,000 or 5% of the business, whichever is less, and have owned it within the last year. This creates a substantial interest and a potential conflict if the business has an issue brought before the Advisory Board. (2) If you or your spouse receive more than \$2,000 in taxable income from any business as an employee, you must file a disclosure in advance and you are then free to participate, or you can declare a conflict of interest and not participate. The Chair grants the non-participation. (3) \$500 in goods or services received by members and spouses as gifts within a year must either be reported on a substantial disclosure form or you must declare a conflict of interest. (4) If you hold an office (such as director, associate, partner) from a business that brings an issue before the Board, a conflict of interest must be declared.

Terminal Project Update

A financial feasibility study is underway. The scope of services contract with HNTB is being negotiated for the design of the terminal. An environmental assessment is also underway.

September and October 2005 Statistical/Project Report

Total passengers in September 2005 were down 1.13% from September 2004; total passengers in October 2005 were down 2.58% from October 2004. For the year ending October 2005, net total passengers have declined .31%.

Discussion ensued regarding Delta Air Lines claim against the City of Wichita.

Other Business

Mr. White reported that the configuration to the passenger-screening checkpoint has been completed. In an effort to speed up the screening process, a limited supply of plastic bags have been purchased in which passengers can place the contents of their pockets and quickly retrieve them after passing through the metal detectors.

Meeting adjourned at 5:12 p.m.

Valerie Wise, Clerk