

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

**Monday, March 5, 2007**

Present: Tim Austin, Dion Avello, Ron Estes, Charles Fletcher, U.L. Gooch,  
Dwight Greenlee, Willis Heck, Dave Murfin and Jay Swanson

Absent: Jay Russell, Jeffrey St. Clair, Bill Ward

Airport Staff: Victor White, Kelly Fabrizius, Shannon Feltes-Bauer, Traci Nichols, Tom  
Nolan, John Oswald, Valerie Wise, Jean Zoglman

City Staff: Joe Lang, First Assistant City Attorney

Others: Bob Karlake, President, Midwest Corporate Aviation

Chairman Fletcher called the meeting to order.

**Approval of Minutes**

*Motion by Mr. Austin to approve the minutes of the February 5, 2007  
Wichita Airport Advisory Board meeting. Motion carried unanimously.*

**Director's Report**

Administrative Aide

Jean Zoglman introduced Kelly Fabrizius as the new Administrative Aide for Airport Administration.

Hilton Hotel Lease

Lease negotiations are still underway. The major issues on the table are financial, property taxes and the issue of cellular telephone antennae on the roof of the building. It is anticipated that these issues will be resolved by next month.

Wastewater Treatment Plant Project

This project is still in negotiations with the City. Construction is expected to begin by late summer or early fall. There was discussion regarding a potential conflict of interest during lease negotiations since the two parties are both Departments of the City of Wichita. Mr. White stated that the City Manager is focused on doing what is best for both departments financially and preliminary indications are that the City Manager supports the airport regarding this project.

Koch Industries Hangar Rehabilitation Project

The architect has officially been hired to draft the plans and specifications for this project. Koch has basically agreed with the scope of the project. Once the airport receives the bids for construction, there will be a better estimate of the costs and will

know how it will be funded. Then, lease negotiations related to the financing of the improvements can begin.

#### Hangar Development Projects at Jabara

The Creative Air Shares project is still going forward. Mr. Taylor is still working with the bond counsel to get the financing in place. This multiple-hangar project is expected to cost about \$4 million. Mr. Taylor is in the process of reviewing the airport's standard lease agreement.

There is potential for another development south of Bob Taylor's location for condominium-style corporate hangars or rental of corporate hangars, these corporate hangars would be approximately 2,000-3,000 sq. ft. each. This group would not be interested in fueling rights, as their plan is to use the FBO at the Airport for fueling. The group recently approached Mr. White with a proposal that, at the time, included Bob Taylor within the lease area, but have since not come to terms with Mr. Taylor. It is Mr. White's understanding that the plans will develop separately. This project may or may not ever happen, as it is still in the early stages of development.

Midwest Corporate Aviation plans to build one or two 15,000 sq. ft. hangars on the north end of Jabara Airport. A lease is being negotiated for the property needed.

A civil engineering firm has also been hired to design several taxiways at Jabara. The same firm is being used to design all three taxiways to provide more cost efficiency and better coordination.

There was discussion regarding updating the older t-hangars at Jabara Airport, and the possibility of getting rid of them. The cost to renovate is highly expensive and in Kansas there are no grants available at this time for construction of t-hangars.

The potential for land acquisition at Jabara was also discussed. The City Property Management Department has recently conducted appraisals on all of the property identified on the east side. The master plan has identified a portion of the land being considered for acquisition, and therefore might technically be eligible for FAA grants in the future. There have been discussions regarding the possibility of the City purchasing some or all of the property.

#### Concessions in Terminal

The new concessions in the east concourse have been very successful and are far exceeding HMS Host's revenue expectations. Host is still on track with duplicating those concessions on the west concourse and is trying to find the proper location for the facilities. A Great American Bagel will replace the current snack bar. Host will also reconstruct the retail wall with the newsstands, magazines and bottled water. The third component will be the cocktail lounge and bar. The lounge in the east concourse is less than a 1,000 square feet and is a temporary facility with a portable bar. On the west concourse Host is looking at a vacant room that is already equipped with a bar inside of

it. Host is working with a contractor to tear down the brick walls and refurbish that area. The lounge may end up being a little bigger than the one on the east concourse and the style could be entirely different with a possible sports bar theme.

Revenues are up more than 20% on the food and beverage side. This illustrates how the customers are really responding to the concession improvements.

### **Air Service Update**

Allegiant Air has announced a non-stop flight to Orlando-Sanford starting May 22<sup>nd</sup> with two weekly flights on Tuesdays and Saturdays. If the market responds there may be additional flights. Mid-Continent has seven flights a week on Allegiant to Las Vegas and is one of only two markets that have daily service to Las Vegas. The introductory fares for the Orlando flights are \$69 one way and that has to be booked by March 24<sup>th</sup>. After the introductory period is over then the standard fare will be \$79 one way. Allegiant has package deals with the sites, attractions and hotels. Also for Las Vegas, Allegiant has announced the Friends Fly Free promotion where if you book a fare and a hotel package then your friend can fly with you free. That offer has to be purchased by March 21<sup>st</sup> for travel between April 1<sup>st</sup> and August 8<sup>th</sup>.

AirTran's schedule has been changed starting this month. Their last departure arrived in Wichita at 10:30 p.m. That flight has been moved up so that it now arrives in Wichita at 9:00 p.m. and leaves Atlanta at 8:00 p.m., which should be more accommodating for travelers.

United will be using a 737 for service to Chicago which will replace a CRJ, effective April 23<sup>rd</sup>.

Also, the newest version of the Windsock will be online later this afternoon, and that will cover news and events that have been happening at the airport over the last month.

There was discussion about non-stop flights to the west. Mrs. Wise reported that she is continuing to work with possible airlines on this issue.

### **Terminal Area Redevelopment Program Update**

Mike Carter, DMJM Aviation, provided the Board Members an update of the meetings over the last two months regarding schematic design. He reminded the Board Members that they are welcome to attend any of these meetings as their schedules permit.

January 24<sup>th</sup> was the architecture design workshop where the Design Team went through a case study on a project similar to ours and reviewed several matters that they felt were critical issues and specific to our airport. The focus was on specific design objectives including the context of Wichita with respect to the community and the region, as well as the aviation history and the influence of that on our airport.

The next meeting was regarding the baggage handling system. The purpose of that meeting was to discuss the various options available to retrieve bags from the ticketing area or from the curbside into TSA's bag screening area and then into the bag make-up area for the airlines to take out. Also discussed was in-bound baggage. The new terminal will have in-line baggage screening. The equipment that TSA intends to provide is a full-fledged device that will allow them to determine if there is any threat located in 99% of the bags. Then there may be a portion of 1% of those bags that may have to be opened. There was discussion of the new TSA screening equipment. TSA's preference is to run the bags through without actually having to open any. It is a pilot program, however in the couple of weeks they have been in operation the machines are moving well. TSA has bought several of these nationwide and Wichita is one of the first airports to receive them. Paperwork has been submitted to Congress for in-line baggage screening systems and the airport is hoping for their support financially. An acknowledgment was received from Senator Brownback's office that they have processed the paperwork and are moving forward on it. Chairman Fletcher and Mr. White are going to Washington, DC in a couple of weeks to meet with both Senators and Congressmen. There is also a significant amount of money for in-line baggage screening systems in the Homeland Security Bill that will be presented to the President for signature, although the President is threatening to veto the bill for other reasons. The goal is to design a system with the conveyor systems and the automation in place and hopefully TSA will provide the actual equipment that is needed to make it work. Mr. Carter commented that TSA is a willing ally because they are going to save a lot of effort and manpower when the in-line system gets installed.

The security checkpoint meeting with TSA and law enforcement was to discuss the initial security screening checkpoint requirements. The requirements are expected to change and it is important that the new terminal building be designed to accommodate those changes. The code requirements for access and exiting were also discussed. TSA office and support space and AOA access from the terminal building will be necessary.

At the security planning meeting AOA access was discussed along with public access and vehicles, as well as security requirements for vehicles approaching the terminal building. There will be a vehicle screening area in case the threat level increases to a particular point where it needs to be implemented. Baggage handling screening, threat management and access control throughout the terminal building during a threat were also discussed.

At the ground transportation workshop on February 6<sup>th</sup> the design team went over the parking requirements as well as the requirements for the curbside for both arrivals and departures pertaining to both the ticketing and bag claim areas. Also discussed were the results received from the car rental questionnaires relating to the facilities they desire. The preliminary plan calls for the rental car ready return area with the potential of a quick turnaround area that virtually all of the car rental companies expressed a great interest in because of the cost savings.

At the phasing and packaging workshop the various packages to be issued were discussed. Shuttle parking is the first package and that will replace the package for the cargo building that is going to be built. The various packages for apron paving were also discussed. The requirements for paving that needs to be done at different times and what could be put with those packages to maximize federal funding was discussed. Roadways and parking will probably be one large package, but that will have to be done in phases in order to accommodate temporary parking requirements as it is being built.

It is too early to know what utility work will be needed, but efforts are underway to coordinate with the FAA to identify utilities that have to be relocated. The FAA will determine whether they want to upgrade.

There will be two major phases of the terminal building. The aircraft layout for the new terminal building encroaches on the existing aircraft layout and terminal. A possible plan is for most of the gates to open first and then the portion of the terminal that is no longer being used will be demolished before the other three or four gates become fully operational.

The terminal leasing program and common use terminal equipment possibilities were discussed. Common use terminal equipment is very popular in international airports and growing domestically as well. Airlines use equipment in the ticketing and the gate areas that is bought and paid for by the airport, but shared by all airlines. The new terminal may have the capability of going to common use terminal equipment because that is becoming more widespread as it allows for greater flexibility of airlines, as well as limiting the cost of an airline coming into a new airport. The new terminal will have the capability of doing it, but will probably have a combination of preferential joint and common use airline space. The key is to make sure the infrastructure is in place.

Jacob's Consultancy led the discussion on common use terminal and traditional airline leases. Primarily discussed was what changes would need to be made to our lease agreement if some element of common use equipment is used and how this might affect lease rates.

At the HVAC Alternative Workshop Ryan Miller, the Building Maintenance Superintendent, and his staff provided a great deal of input. Issues discussed were the location of a central plant to have all of the heating and cooling facilities, potential locations for the cooling towers, the use of chilled water and remediation well water and the air distribution system including the location of the air handling units.

Vendor and tenant facilities were discussed, specifically how the design team will implement getting the utilities to the various tenant areas.

It was determined that it is a little bit early to do the energy management modeling at this time, but the level of detail that needs to be developed before the modeling options that are designed was discussed.

Brainstorming sessions were planned to get the input of the key designers, primarily Bill Mitchell and Phil Hannan. The main topics discussed during this first brainstorming session were bid augments for two gates at the end of the concourse, whether we need to have or can have Wichita Airport Authority administrative offices and future tenant leased spaces in the terminal building and the wisdom of planning for that, options for saving or demolishing portions of the existing terminal and the potential of a retail gas station that would be managed by a third party.

The Schematic Design Review #1 was the first meeting where the design team took all of the information that has been reviewed and laid out a plan to implement it. This was an important meeting where there was the opportunity to look at the plans as they stand now. At this meeting the design team also took into account changes for consideration, as well as architectural design concepts, public art and historical exhibits, construction costs and the project budget. The design team has their preliminary budget for the baseline of the terminal as it stands and currently is on track with the program goal of \$150 million. It has not been finalized yet, however the final cost estimate that shows where the project stands with regard to the base layout for the new revised concept should be received this week.

Mike Carter provided a slideshow presentation showing various pictures of new terminals from the airports visited including Wilkes Barre, Harrisburg, Boise, Denver and Reno.

### **Other Business**

The next WAAB meeting will be Monday, April 2, 2007.

Meeting adjourned at 4:55 p.m.

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Kelly Fabrizio, Clerk