

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, December 1, 2008

Present: Robert Beattie, Ron Estes, Charles Fletcher, Willis Heck, John Hennessy, Tom Pryor, Dr. Thom Rosenberg, Jay Russell and Bill Ward

Absent: U.L. Gooch, Dwight Greenlee, David Murfin, Kevin Myles

Airport Staff: Victor White, Brad Christopher, Sandy Coykendall, Kelly Fabrizius, Traci Nichols, John Oswald, Ron Purdie, Valerie Wise, Jean Zoglman

City Staff: Joe Allen Lang, Chief Deputy City Attorney

Others: Mike Carter, DMJM Aviation
Jeremy Hurt, Murfin, Inc.

Chairman Fletcher called the meeting to order at 2:30 p.m.

Approval of Minutes

Motion by Estes to approve the minutes of the November 3, 2008 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Presentation

Chairman Fletcher presented a plaque to Ronald L. Purdie, Airport Services Operations Officer, commending Mr. Purdie for his ten years of service to the City of Wichita and the Wichita Airport Authority.

Director's Report

Mr. White advised the Board of several ongoing items. From what is being reported so far, traffic was good for the Thanksgiving holiday season. Reports are not official yet, however the parking lot is usually the first indication and the report from the parking lot manager shows it was essentially identical to last year, which is good news considering the current economy. Parking lot gross revenues increased from last year by 13%, however the car count in each of the lots was almost identical to what it was last year. The main difference is that last year when the Park & Ride Lot was under construction and not yet open, there were several cars parked in grass and temporary lots and money was not being collected for those spaces. This year everyone was in an actual parking space and paying the respective fees. Passenger traffic numbers for November are not yet in, however traffic was down about 4 ½% for October, although is still up approximately 4% for the year. Traffic counts are down everywhere, Wichita has just been a little more fortunate that its numbers have not gone down as much as some of the surrounding

airports. It shows that this is not the time to cut back on marketing and advertising, especially when flights are being cut and fares are going up.

Valerie Wise informed the Board about a project she is working on that has the potential for state-wide intra-state air service. Over the past several months she and Bruce Tarletsky of Sabre Airline Solutions have been working with an airline that has the potential for providing intra-state air service in Kansas. This is an airline that is based in the northeast part of the country and flies the Cessna 402 aircraft. Mrs. Wise has spoken with the other Kansas airports and all except Manhattan are very interested in pursuing this because the Essential Air Service that exists is not adequate, there is lack of connectivity through Kansas City and there are long layovers. Great Lakes Aviation is the only airline that is providing Essential Air Service in Kansas and they have limited aircraft. The type of service that would be provided is point to point service such as Liberal to Wichita, Hays to Wichita, Dodge City to Wichita, etc. The key to making this work is the frequency and the point to point service. The next step would be to have Sabre perform a feasibility study to see if this has a chance of working and also determine what the flights would be to ensure there would be easy connections with the existing flight schedule. The potential is very strong for this to be successful. Salina and Topeka are excited about this and it is also a good argument in Wichita's favor for Affordable Airfares for Kansas. If other cities connect to Wichita, then they would also have access to these low fares. This airline does have in-line agreements with all of the major carriers. Mrs. Wise advised that the Vice President of Planning from this company will be here on Friday and we will be meeting with the other Kansas Airports, if any of the Board Members are interested in attending this meeting let her know.

Dr. Rosenberg asked about the security availability at the small airports as far as security screening and if they are as capable as some of the larger airports. Mrs. Wise said there is a TSA presence in these airports, however TSA is only in Topeka when they have chartered flights. Chairman Fletcher said the good news is that the regional TSA office is in Wichita so if there is a problem, we can probably make things seamless for the passengers.

Chairman Fletcher asked what Manhattan's objection was. Mrs. Wise reported that Manhattan has other air service development projects that they have already considered for their funding. Manhattan is really trying to obtain its own commercial air service, and it has close proximity to Kansas City.

Mrs. Wise said that Scott Moore, Interim City Manager, testified on the T-Link Task Force at the hearing in November regarding this matter, also Tim Rogers from the Salina Airport is the Chairman of the T-Link Task Force and he has been in discussions with Secretary Miller and Secretary Kerr who are excited about this concept and are suggesting that the start-up costs for this type of intra-state service be included in the next fiscal year transportation bill.

Mr. White said the President Elect has discussed economic stimulus packages and the Airports Association's have met privately with Mr. Obama's transition team regarding transportation and airport funding issues. One of the items being discussed is the possibility of some significant funding for airport construction projects, with the intent being to create jobs. Mr. White said he has contacted AAAP and ACI as well as the Congressmen and Senator's staffers who handle

transportation issues to let them know about our project and how it would create hundreds of jobs for approximately a three year period. They are meeting this week and our project will be on the list that they present to Mr. Obama's team. There is an issue due to the fact that the current Federal Law does not allow terminal projects for airports our size or bigger to be eligible for discretionary FAA funding. The FAA says this project is not eligible because it is a discretionary fund for the terminal, therefore we have asked them to put in a request for a one-time waiver for this particular funding. Mr. White advised that he will keep the Board advised if anything develops.

Another project that has been discussed for years is the possibility of relocating the Air Traffic Radar which is currently on one of the best developable pieces of property the airport has with runway access. Currently the property cannot be developed because there is a 1,500 foot radius around the radar where nothing can be done. To start the process of moving the radar, the FAA would need to do a study of where it could be relocated. The airport has negotiated a contract with the FAA to perform the study (which has to be done by internal FAA staff, and not consultants), the cost is approximately \$350,000. Staff will visit with the incoming City Manager to see if there is any interest on the part of the City to participate in the cost of the study prior to presenting this item to the WAA for approval. The study is expected to take about 18 months, and if the results show that there is a suitable site to relocate the radar, then a Congressional appropriation must be obtained by the FAA to actually relocate the antenna. Thus, this entire process could take 3-5 years from the start of the study.

Mr. Russell said he thought that the intent of the golf course which is owned by the WAA is that Tyler Road would be taken out some day and that would be the next big developable piece of property. Mr. White said he had heard discussions about that possibility, but there have been no concrete plans for that. Different options are being considered with that area. Mr. Russell said that was the issue when that property went through zoning was that it was going to be given to the airport for that purpose. Mr. Russell said it was approximately four to five years ago. Mr. White said he would look in the files for more information on that issue, however one of the problems with the land purchased by the City at the Skyway Industrial Park is that there are deed restrictions on what can be done with the property, and they do not permit aircraft to operate under power in that area. This is a major restriction that greatly diminishes the value of the land to the Airport.

Storm Water Detention

John Oswald provided an update on storm water issues at Jabara Airport. The City has said that any future development on airport land has to have associated detention. With that in mind, the airport hired PEC to study this issue in depth for two drainage basins, one is a basin that serves a teardrop area and the second is a drainage basin that is primarily an east central portion and the significance of that area is that the land to the north flows east. The far southeast area was not studied because development in that area is far in the future nor was the area to the far north studied because the County is developing the school in that area and there is already an existing detention pond. The challenge is where to put the detention ponds in order to not hinder airport development.

Mr. White reminded the Board that a year and a half ago the City Council told him that they were not interested in the airport acquiring any more property in that area, unless it was for imminent development opportunities, which we do not have. The pond however is a much smaller scale and is something that is needed to be able to develop the west side of the airport. Therefore, if it turns out that there are no other engineering alternatives and it is necessary to put a pond there to be able to develop along Webb Road, then we may be able to persuade the City Council that it is appropriate to try and acquire a small portion of land for a pond.

Chairman Fletcher asked if he was saying maybe we should pursue trying to put a detention pond in that portion of that lower tract. Mr. Oswald said he thinks there would be a lot of technical advantages to use that portion for detention, it is further away from the airfield and it allows the area to be better developed. If the money was invested to address the wetlands issue and clean up the area to turn it into detention and put in an outfall structure, it would be hard for that money to be discarded and an apron to be built on top of it.

Chairman Fletcher said the way he sees it the most desirable option would be to have the detention area in Tract 5, and have the fall back option of using the wetland area and working the taxiways some other way.

Mr. Russell said there are a lot of issues there. The wetlands is going to be an issue, it will be necessary to set aside some other land to offset what is taken, filling in 10 feet of fill to fill the pond could be another issue depending on how steep the grade is. Mr. White asked if it would be feasible to enlarge the pond that is on the far northeast corner and use that as the detention area. Could that be used if the pond was enlarged and the owner was willing to let us do that and saw some benefit. Mr. Oswald said technically that would make sense, however there may be some other issues if off-airport property feeds into the pond as well. Mr. Russell said there might be some potential in that because that pond has been there for a lot of years and is probably silted up. If the pond was re-dug for the property owner and some type of control structures were put in, it might be a win-win situation.

Chairman Fletcher suggested before any proposals are made regarding the Parcel 5 & 6 area to talk to the landowner of the pond in the far northeast corner about the potential for that.

Wildlife Impact – Land Use Applications

Mr. White provided the Board with a letter that was sent today to the County Commissioners regarding the appeal that the airport presented last Wednesday at their meeting for the conditional use permit south of the airport. The airport lost the appeal by a vote of 3-2. Mr. White said that although the airport lost technically, a lot of ground was gained in the sense that the Commission recognized that wildlife poses a significant threat to airport safety. Cessna delivered a letter today to go on record as saying they have a growing concern over non-compatible development within five miles of the airport due to posing a possible hazard for flight operations not only for Cessna, but for the entire aviation community. Learjet has also stated that they have the same concern and are going to compose a similar letter for the record in order to proceed forward with this.

Chairman Fletcher asked if there was any potential for the County Commission to change their minds. Joe Lang said their decision from last Wednesday is final and cannot change, and the only options from this point for this particular pond would be to take it to court or work out something privately with the property owner. The airport has thirty days to appeal the County Commission's decision based upon unreasonable zoning decision.

Mr. White said the developer had a representative speak at the hearing. Mr. Russell said he did a good job explaining their side of the story, and essentially how they thought the airport was being unreasonable for protesting this specific pond, when there are several other ponds within a five mile radius of the airport. Chairman Fletcher said this pond is also right on the end of the runway. Mr. White said that the Commission was also told that the planes on approach would be about 1,000 feet above that pond if they are landing from south to north.

Mr. Russell said the airport should ask the City and County to put a moratorium on any more ponds or zoning cases in reference to any requests in that area, or whatever the area is defined that is going to be studied. Ultimately, the airport can then ask the Planning Commission to change the zoning regulations.

Mr. Hennessey asked how it was zoned now, Mr. Lang said he believed it was rural residential, but that particular zoning application was for a conditional use permit.

Dr. Rosenberg said one of the concerns is bird strikes, and asked if since Canadian geese are protected by federal law, if the FAA had any regulations regarding that.

Mr. Christopher said the airport applies every year for depredation permits for taking of federally protected species which is part of the hazard and hazing program. The FAA says it is the responsibility of the local airport sponsor; the airport accepts the grants and therefore needs to control the land use and protect the airspace around the airport. The FAA expects the local airport to do that and the only way it can be done is through land use regulations.

Mr. White said the airport's full-time wildlife biologist also testified at the hearing and said they count the number of geese every year and the number of geese has increased significantly over the last few years. Some of the Commissioners said that it is a city-wide problem, and now they are considering doing a larger study and looking at the whole community.

Mr. Christopher said that in his opinion he thinks the airport won a great deal. The County Commissioners were informed and were sufficiently concerned about this, however they do not want to look at this on a pond by pond basis, they would prefer the airport study this issue and come back to them with something comprehensive, and provide some land use recommendations in order look at this from a big picture standpoint.

Chairman Fletcher asked if staff can come up with these recommendations to give to the County Commissioners so that in the future this does not happen. Mr. White that in conjunction with the City Planning Department, the airport would hire a specialty consultant who is FAA certified and

who provides this type of service for airports around the country to develop some land use guidelines.

Mr. Heck asked if it would make sense to request the moratorium in the meantime.

Joe Lang said a moratorium is for a specific period of time, while allowing for a study of an issue. Mr. Russell said he thinks the airport should request some sort of moratorium for a period of time to allow the issue to be studied so everyone knows what the rules are, so that a potential developer does not spend a lot of time or money on a project that may get denied.

Mr. Russell suggested the airport should request a meeting in front of the Planning Commission to discuss a moratorium and get their feedback. Mr. Christopher said there is a lot of subjectivity in that area, you could say any development inside a 10,000 foot perimeter should stay away from any type of water life attractant. Then there is a five mile perimeter around the Aircraft Operations Area that is designed for approach corridors. There is some discretion in terms of what to recommend approval of, so even if the airport could accept a water source under certain circumstances, there could be mitigating factors where the airport could accept that pond, in that location under that development scenario, however those are the types of things that a consultant could help define and narrow down.

Mr. White said from his experience at his last airport in Florida, water and storm water in particular is a big concern and state laws are very restrictive on development. Florida has water management districts and there is an entire industry of consultants that determine how to build ponds in Florida that comply with FAA regulations, so it can be done, however the ponds have to be designed properly.

Mr. Russell moved to request a moratorium to allow the issue to be studied. Hennessy seconded. Motion carried unanimously.

Mr. Lang said he would work with Airport and Planning Department staff to develop a properly worded moratorium. He also said it would take at least a month to get the Metropolitan Area Planning Committee's recommendation on the moratorium.

Aviation Fuel Farm Presentation by Conoco Philips

Mr. White reported that the representative from Conoco Philips was unable to attend. This item will be moved to next month's agenda.

New In-Terminal Advertising Program

Traci Nichols presented to the Board a PowerPoint presentation providing an overview of the new Airport Advertising Program that is being provided by Clear Channel Advertising.

Mrs. Nichols had been handling the advertising program for the past eight years and it was successful in creating revenue and customer service, however after much discussion and research the objective was to seek a new advertising program that would create more revenue, have up to date technology and better utilization of space. Clear Channel Interspace has been in business

for 34 years, has 170 staff members and has launched 60 major renovations and new advertising programs. Clear Channel manages the advertising program for 208 airports, both national and international. Mrs. Nichols showed slides showing the actual and projected revenue, as well as before and after pictures and future ideas for the new terminal.

Mr. White said the airport is excited about this new program, it adds a lot of high-tech options that the airport has never had before, and the infrastructure did not cost the airport anything. Chairman Fletcher said he was wondering why this had never been done before.

Mr. Russell asked if the items being installed will also be used in the new terminal. Mr. White said it has not been determined what and where everything will be placed in the new terminal, however that is part of the reason Clear Channel was interested in doing this is because they want to be in the new terminal. They have been working with the Design Team to determine where the best places are to do this. Also, most of the advertisers have signed 5-year contracts which secures them a place in the new terminal.

Terminal Area Redevelopment Program Update

Mike Carter, DMJM Aviation, presented to the Board a PowerPoint presentation providing an update on the current schedule and upcoming meetings, the contract packages and schedule and cost estimates. The bid date to start the terminal will be sometime this spring with the construction period to begin in August. The terminal will be finished in 2012, however will go into 2013 in completing the demolition function of the existing terminal.

Mr. White said the airlines will be meeting again next week to discuss the terminal project.

Mr. Russell asked if construction costs had leveled off. Mr. Carter said the Design Team is just getting to the construction costs in the Design Development phase. It is difficult to determine the bidding climate that is going to exist six months from now. Mr. Russell asked if the costs are continuing to go up as they have a year and a half ago or have they leveled off. Mr. Carter said he has not received any reports that they have changed materially, however he is getting reports on commodities decreasing. Mr. White said when talking to other airports six months ago when the cost of fuel was skyrocketing they were saying that certain commodities were also going up at a higher than normal rate, steel was going up, transportation costs associated with delivering materials was going up, however now those sort of things are coming back down. Now the word is that as the economy is getting worse, contractors are getting anxious and prices are coming down due to projects being dropped.

Mr. Estes said that the Jabara Training Facility bids came in about 10% under which was attributed to high competition among the bidders as well as lowered construction costs.

Mr. Russell asked if the issue had been resolved with Tara Donovan. Mr. White reported that following last month's Board meeting the Design Team was told what the Board discussed with respect to the art and the use of a Styrofoam type of material. They went back to Ms. Donovan and talked to her about other options and from what has been reported Ms. Donovan is agreeable.

She has been told the Styrofoam product is not the preferred option, and that she needs to find an alternative that is more durable, more maintainable, and safer.

Mr. Russell said when Sonia Greteman made her presentation regarding the art work in the new terminal, he remembered her saying that Ms. Donovan would take something from the aviation industry. Mr. White said Ms. Donovan toured a couple local manufacturers when she was in town last month and did not find a material to use. However, that was before the Design Team discussed with her the Board's comments from last month.

Mr. Russell said that most people are going to want something that reflects Wichita's aviation heritage and suggested the need for directing Ms. Donovan to use a material from the local aircraft industry.

Dr. Rosenberg commented that it is hard to believe that the team could not find a local artist to work with.

Other Business

Mr. Pryor asked about the status of DHL on Mid-Continent Airport. Sandy Coykendall said she visited with the local manager who advised that while services will be cut back, at this time the Wichita facility will not be closed.

Valerie Wise reported that area schools will be performing Christmas carols in the terminal for two weeks starting December 8th.

The next WAAB meeting will be Monday, January 5, 2008 at 2:30 p.m.

Meeting adjourned at 4:34 p.m.

Kelly Fabrizious, Clerk