

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

**Monday, July 13, 2009**

Present: Ron Estes, Charles Fletcher, U.L. Gooch, Dwight Greenlee, Willis Heck, John Hennessy, David Murfin, Tom Pryor and Jay Russell

Absent: Henry Helgerson, Kevin Myles, Dr. Thom Rosenberg, Bill Ward

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

City Staff: Joe Allen Lang, Chief Deputy City Attorney

Others: Mike Carter, AECOM  
Dan Claassen, ExecHangar  
Lynn Nichols, Yingling Aircraft, Inc.  
Dennis Simmons, Yingling Aircraft, Inc.  
Bryan Orr, Signature Flight Support  
Bob Taylor, Executive AirShares

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

**Approval of Minutes**

*Motion by Heck to approve the minutes of the June 1, 2009 Wichita Airport Advisory Board meeting. Motion carried unanimously.*

**Director's Report**

Mr. White advised the Board that the Notice to Proceed to Cornejo for the Phase II of the ramp construction for the new terminal will be issued this week. Cornejo has approximately 120 days to complete the work, which puts the completion date in mid-November. Also, the bid opening for the Landside Utilities, Phase I project is this Friday.

Mr. White asked the Board Members that have yet to be reappointed to please let their appointers know that their term is up and in need of reappointment. In the meantime nothing changes, all Board Members will remain as active members until they are either reappointed or replaced.

Mr. Christopher discussed the recent Ad Hoc Committee for Airport Compatible Land Use meeting that was held on July 8th. There were not any significant actions taken, however presentations were made by the USDA and the State Department of Wildlife to discuss recent population and growth trends. The Ad Hoc Committee was also provided with a menu of best management practices and potential land use considerations. The Committee ruled out most of

the land use considerations, however may end up doing a couple of the best management practices. The Committee will meet at least one more time to narrow down a list of recommendations and determine a course of action that both the City and County would be supportive of.

Mr. Russell asked if the piece of property that started this dialogue was the Mies property that submitted an application for rezoning south of the airport. Mr. Russell said that if the same application was being submitted a year from now, more than likely there would not be any controversy because there is probably not going to be any land use restrictions. Mr. Christopher said that is the way it looks right now, there does not appear to be a lot of support for any sort of land use restrictions at this time. Mr. Russell asked if the committee was considering dog hazing as a mitigation approach. Mr. Christopher said he does not know that it was mentioned specifically, however the Committee was discussing best management practices and that would be in the category of harassment and hazing. That is an option and would be one of the methods for doing that. Mr. White said he does know that Robert Beattie provided a copy of the DVD regarding the use of trained dogs for mitigating wildlife on or near the airports to Chairman Parks and strongly suggested the County consider obtaining a dog and managing it through an agency such as the Sheriff's Department.

### **ACT 3 Project Update**

Mike Carter, AECOM, 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.

Mr. White said he has recently discussed with the City Manager what the next step should be and it was agreed to hold a workshop with the Mayor and Council with the primary purpose of discussing the finances of the project. The workshop would be scheduled for sometime in late September. The plan is to do it right before all of the plans and specifications for the building, Package 12, are finalized so we will have the latest version of all the statistics, the economy and traffic forecasts and then decide if we are ready to move forward.

Chairman Fletcher asked if we were still anticipating some construction savings. Mike Carter said the bidding climate does look particularly good right now, however it depends on a lot of things that will happen at the exact time it is bid. Chairman Fletcher asked what the plan is should we have substantial savings. Mr. Carter said there are add-alternates that would be able to be exercised.

Mr. Gooch asked about the security on the lower level and how you get to the upper level. Mr. Carter said that passengers will leave the ticket counters go up the escalators or elevator and then proceed through the security checkpoint.

Mr. Heck said if 25% of airline tickets are bought online today, what will that mean if in the next ten years 50-60% are bought online. Mr. Carter said there is an access floor that allows us to have power and communication access to kiosks so a person would not have to go to the ticket counter. Kiosks will be put in for the people that have already purchased their tickets and only

need to do is retrieve their boarding pass. Also, many passengers already have their boarding pass and just come straight to security. Mr. Hennessy said that several passengers still have to check their bags and that is the hold up. Mr. White said at this airport a substantial majority of passengers still have bags to check and therefore need to go to the ticket counter. In the United States the FAA and TSA will not allow a passenger to print out their own bag tag, install it on their own bag and drop it off somewhere. Currently an airline employee has to attach it to the luggage, although that may change, possibly by the time the terminal opens up. If it does, we have been discussing with the architects how to handle where the passenger drop off their bags. Mr. White said if it does change, his prediction is it may not be effective at the smaller airports like Wichita as quickly as it will happen at larger airports such as DFW and Chicago.

Mr. Estes asked if there are any additional packages that need to be bid before going to the Airport Authority for the final presentation this fall. Mr. White said the Authority has already authorized us to award the contract for the bids that will open up on Friday for the Landside Utilities, Phase I. There are not any other major bid packages prior to the terminal package, there will only be some smaller security and IT packages. Mr. Estes said all along there has been discussion of a go or no go decision for the building and anything that is done up until that time is either applicable or a minimum amount of throw away. Mr. White said that is correct and what he presented to the Authority was that the Landside Utilities absolutely has to be done for the new terminal, however if the terminal is not built or it is delayed, there are benefits to it in the meantime.

Mr. Estes asked if there was a plan in place for diversion of traffic and the roadways as well as a plan to communicate the changes to the traveling public. Mr. White said who the contractor is will make a difference when we know how they are going to do things. Mr. White said that staff has spent months with the design team trying to determine the impact that this particular project is going to have and has stressed the importance of not inconveniencing the public any more than necessary. Staff has held meetings with the airlines and the rental car companies explaining the phasing of the different projects. Although nothing will ever be closed entirely, there will be less lanes of traffic. The drawings and notices that show when projects are coming up will be on the website. There will be maps put on the website as well as notices for travelers to check such as "expect a ten minute delay". Mr. Estes said that is an area that can diminish the public's perception of the airport. Mr. White said that is true and it is the one part of this entire project that will have the most impact on the public.

Mr. Russell asked about the positioning of the kiosks, it appeared to him that they are all on the same wall as where the ticket counters are. Mr. Russell said most of the kiosks he sees at airports are by the ticket counters and it is hard to get to them. At Fort Myers airport, the kiosks are along the back wall. Mr. Russell also asked if there was an opportunity to have a kiosk placed outside if there was not a weather issue and/or at the rental car facility. Mr. Russell also suggested the possibility of the kiosk in the rental car area being able to work for all of the different airlines. Mr. White said we have an area where an airline can choose to put its kiosks that is away from the ticket counter, however each airline has their own philosophy as to where the kiosks should be placed. As far as a common kiosk, Mr. White said that absolutely we are moving in that direction, in fact we are working on the possibility of doing that in the current

terminal. Mr. White said the airlines computer systems are all proprietary and do not interact with each other, however there are some vendors that have created software where the kiosk has a touch screen with all of the airlines logos and a person can touch the logo of the airline and go directly to that airline's website. That is the simplest and most economical way to do it although the disadvantage is that it would be just like a traveler was doing it from home on the airlines' website and there is a cut off before flight time of when you can no longer check in online, such as two hours before flight time. That is not of value to someone who is at the airport who may arrive 45 minutes ahead of their flight. The next version of that is significantly more expensive, however it connects the user to the actual airline's computer that the airline would have on its own kiosk.

Mr. Russell also said that when a passenger arrives in Wichita and has come off the airplane and is going towards the baggage claim, is there a way to design it to prevent the meters and greeters from congregating in that area so the people that are wanting to get through can do so easily. Mr. White said the design on the second floor is a narrow throat, however that is because it is a TSA requirement. After a person passes security and is out in the open it does broaden out, hopefully there will be more space for people to spread out. Mr. Russell said his thought is if there is a way to design it so that those people are sectioned off into a particular area and then the passengers that walk by can meet them and step over out of the way. Mr. Carter said people tend to go toward the person they are meeting, however it is being designed to discourage the greeters from coming any closer. Mr. White said TSA is currently doing studies on the technology for a reverse entry and is doing national testing on that to see if there are some things that might work better.

Mr. Greenlee asked if they had returned to checking bags at hotels in Las Vegas. Mr. White said yes, at certain hotels they have and the Convention Center may do it as well. Mr. Greenlee asked if anywhere else has started doing that. Mr. White said they have done it in Orlando and have also started doing it in Orlando-Sanford. Mr. White said it is very expensive and labor intensive and does not work unless there are large groups of people such as in Las Vegas or Orlando.

Mr. Gooch asked about the demolition of the old cargo building and what would happen if the terminal project was pushed back. Mr. Oswald said that after the demolition is complete the ground will be leveled and grass will be planted. The area will be fenced off so if we have to pause or wait a few years there will just be a patch of grass and directly to the south of that will be the edge of the apron.

Mr. Murfin asked if there was a problem with the aircraft being so close to the road. Mr. White said TSA has been a partner in the design process for the last three years and he does not recall any specific conversations regarding how close airplanes can be to the road, their concern has primarily been regarding how close cars can be to the terminal building. A lot of airports have fences right up to the access roads with airplanes just on the other side.

Mr. Murfin asked if the overnight airplanes were because there are not enough gates. Mr. White said there are always more planes than gates. Currently there are about 16 planes on the ground routinely every morning. Mr. Murfin asked what is gained by building the new terminal. Mr.

White said the new terminal will have no less than 12 gates, there are currently ten gates and only seven of those have loading bridges. Every gate in the new terminal will have a loading bridge and some of the gates will have more than one bridge. If there are 12 gates to attach a bridge to, there could get potentially be 16 loading bridges, which is a significant gain over what we have today.

Mr. Murfin asked who maintained the ramp off of Kellogg toward Mid-Continent Airport. The dividing line is the bridge on Harry Street. The airport's responsibility is south of the Harry Street bridge, the City's is north. Mr. Murfin said the ramp is getting pretty degraded. Mr. Oswald said at the Ridge Road interchange with Kellogg it depends on which ramp it is as to whether KDOT or the City of Wichita is responsible.

Mr. Heck advised the Board that earlier today REAP approved the Air Fares Package that was presented by the County.

### **Minimum Standards for Aeronautical Services Policy**

Victor White presented to the Board a PowerPoint presentation of a summary of the most recent draft of Minimum Standards for Aeronautical Services.

After concluding the presentation Mr. White asked the Board how they would like to proceed with continuing this process.

Chairman Fletcher said he sees two options: either send the most recent draft back to the Minimum Standards Sub Committee for review and consideration, or keep it out in front of the full Board and go through the sections a few at a time to allow for discussion.

Mr. Greenlee suggested dividing out the subjects and considering them individually at each one of the Board meetings until it is finished.

Chairman Fletcher said he would send an email to the Board within the week asking for topics that can be discussed at the next meeting.

Mr. Hennessy asked if the standards will be taken to the Airport Authority after the Board has reviewed and approved them. Mr. White suggested the possibility of having a mini workshop with the City Council/Airport Authority since they have not had the opportunity to look at these issues before.

Mr. Hennessy asked if the standards are adopted how long they would remain in effect. Mr. Lang said unless a sunset clause is put on them the standards would stay in effect until they are changed which is why the current fueling policies from the 1980's are still in effect. Mr. White said there is a section in the draft of the standards that states they should be effective from the date they are adopted and shall remain in effect until such time that they are either appealed or amended. Chairman Fletcher suggested adding a section regarding when and how often the standards should be reviewed.

Mr. Pryor suggested discussing the FBO's first because everything flows from there. Mr. White said one suggestion would be for the individual Board Members to send him an email with their thoughts so he can compile them as various issues come up.

**Other Business**

The next WAAB meeting will be Monday, August 3, 2009 at 2:30 p.m.

Meeting adjourned at 5:19 p.m.

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Kelly Fabrizius, Clerk