

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, January 5, 2015

Present: Dave Bayouth, Charles Fletcher, U.L. Gooch, Dwight Greenlee, John Hennessy, Richard Kerschen, Carl Koster, Thomas Pryor, Bill Ward, Brent Wooten, Ron Ryan, Thom Rosenberg

Absent: Karyn Page

Airport Staff: Victor White, Brad Christopher, Susan Hale, Belinda Witt, Traci Nichols, John Oswald, Jean Zogelman, Rick Stone

City Staff: Jay Hinkel, Deputy City Attorney

Others: Pat McCollom, ACT 3 Project Manager, AECOM
Pete Galusha, Director of Operations, MCA
Ray Koenig, Leasecorp Aviation
Kevin Stebral, KSNW News
Scott Fleming, SHS
Sarah Dennis, SHS
Lathi DeSilva, SHS

Chairman Hennessy called the meeting to order at 2:32 p.m. Chairman Hennessy asked if anyone was present to speak on the public agenda. No one came forward to speak.

Approval of Minutes

Motion by Charles Fletcher, second by Mr. Bayouth, to approve the minutes of the December 1, 2014 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report – Victor White

Mr. White gave the floor to John Oswald, who introduced Rick Stone as the new Environmental Services Manager for the Airport. Rick comes from McConnell Air Force Base and is a geologist from Fort Hays State University. Rick lives in Andale and will be working on items such as fuel spill control regarding regulations unique to airports, monitoring the glycol tanks, and any environmental issues.

Thomas Pryor joined the meeting at 2:39 p.m.

Mr. White updated the Wichita Airport Authority (WAA) board on the official name change for Mid-Continent Road. The WAA has been working with the city, county, and Kansas Department of Transportation (KDOT) to change the name to Eisenhower Airport Parkway, and it is now official. The new address for the new terminal has been assigned as 2277 South Eisenhower

Airport Parkway. The address for the parking garage has been assigned as 2280 South Eisenhower Airport Parkway. The City of Wichita will be making changes on street signs by the intersections at Taft, and KDOT will be changing signs on Kellogg and on/off ramps. Street signage needs to comply with rules and regulations for 911 dispatch so police, fire, and medical emergency response would not confuse Eisenhower Parkway with Eisenhower Road, or Airport Road already located at the airport.

Dwight Greenlee asked if the General Obligation bonds being issued for damage to the Flight Safety building at 1851 Airport Road, were for demolition costs and if any insurance proceeds were being applied towards this cost. Mr. White advised that WAA hired a demolition contractor so the remains of the deceased victims could be removed after the crash. Jean Zoglman responded an insurance claim would be submitted, however the Airport's expenses related to the emergency response may not be recovered outside of damage to the building itself, as there is a long list of those in line for recovery expenses.

Bill Ward inquired to progress in regards to the B-29 Aircraft housing, facilities, and whether or not the advisory board as a group would be permitted to visit the aircraft up close. Ron Ryan responded as a board member of "Doc's Friends", stating that not only could it be arranged, but visiting is encouraged. Lease arrangements on the hangar to house "Doc" in are still undetermined, however board members of Doc's Friends have determined the proper place for the B-29 to be housed will be Wichita Eisenhower Airport. Housing possibilities have yet to be determined, but include a showcase hangar if funding is available, or a building a Quonset hut type hangar to reflect WWII era. The B-29 should be flight ready within six (6) months. Currently, there are no costs involved with housing the aircraft, however the board for Doc's Friends expect to assume the high utilities cost in the near future. Mr. Ward advised the main focus for the Doc's Friends board is No. 1, to get the aircraft flying, and No. 2, determine where to house the B-29.

Mr. Greenlee commented he liked the idea of bringing the B-29 here, and that it might fit in the hangar with Columbine II aircraft that was used as Eisenhower's Air Force One. Mr. White advised the National Airline History Museum would like possession of the Columbine II aircraft as well, and the museum has a hangar available to do the restoration at the Kansas City Downtown Airport and would like to put the aircraft in flyable condition, where the individuals requesting acquiring the Columbine II for placement in Wichita, were only requesting using it as a museum piece in the hangar next to the Doc B-29. So, there could be some formidable competition to acquire the aircraft.

Ron Ryan commented the difference is large, between having a plane flying and operational, and just on display for viewing. The B-29 capabilities in a crosswind are limited, therefore, it would make more sense to have it here, and passengers waiting on delayed flights could go and look at the airplane. Mr. Greenlee mentioned the possibility of having a restaurant on site to bring in revenue to offset some of the expense of housing the aircraft. Mr. White explained the visibility of the B-29 is important. The reason for placing a hangar near the roadway by the control tower, would be for better visibility. Everyone picking up, dropping off passengers, going to parking, or leaving the airport would have to drive in front of the glass front hangar. Artists' renderings of the proposed hangar make a huge visual impact.

Airport Branding

Mr. White spoke to the issue on needing a new image, logo, and brand to go along with the new airport name. The current logo the Airport Authority uses will not change, however the airport name itself will change. Sullivan, Higdon, and Sink (SHS) are working on the new logo and branding. Scott Fleming, Creative Director for SHS, spoke about the new website and image campaign with numerous new items coming up. Sara Dennis (SHS), spoke as to brand attributes and creating a mark by helping the airport track with social media. Lathi DeSilva (SHS) explained there would be much more to reveal, along with the official logo for the airport by the end of January.

Mr. White advised that a Dedication Week of events prior to the terminal opening will include a media event, an employee and family introduction event, a VIP Gala event, as well as a public open house, in which the community will be invited out. Tentative dates for the events start shortly after the first of April with the gala dedication event possible on Saturday, April 11th just prior to the Mayor leaving office. The first flight and ribbon cutting ceremony will take place in May.

Dr. Rosenberg complimented SHS on their branding work for WAA saying he was interested to see the final logo. Scott Fleming promised the final brand would capture confidence and strength while being friendly and inviting at the same time. Ron Ryan inquired who would authorize the final logo, and Mr. White advised the brand would be shown to the Advisory Board first, and then to the City Council. An official vote of the two groups is not legally required for approval and adoption, but Mr. White would like to obtain a sense of each group prior to the public unveiling ceremony on January 26th.

Parking and Rental Car Facilities Project Update – John Oswald

Mr. Oswald addressed the Board stating he had incorrectly reported last month the parking garage ramps were poured. There is still a little more work to do on the ramps.

Side glass for the canopies is being installed by the contractor and will be delayed until late January and the top glass comes in due to some of the side glass being reordered for not fitting correctly. Frames are continuing to be installed on parking garage. Pavement is being installed in the parking areas. Lighting is being installed in the terminal, sheetrock and walls are being painted. Floor tile will be installed during the next week or two. Rental car counters are being installed next week, along with conduit and cables for that facility. Heating and gas service lines to be installed next week by Kansas Gas Service. Tiling is being installed in restrooms. Customer service counters and computer cabinets installed to house servers. When rental car agencies are ready to bring in IT services, computer room will be ready once emergency power is up and running. All thirty-six (36) parking garage concrete pours are in place, and the last pour is curing at the current time. Half of all light poles are installed on top parking level. East and west ramps have been formed and steel is in place to pour parking garage ramps. Ramps will be heated with hot water floor heating to reduce snow and ice buildup during the winter.

Mr. Oswald opened the floor for questions. Mr. Bayouth inquired about a lawsuit regarding concrete issues. Mr. Oswald replied there are no lawsuits involving the airport. Mr. Greenlee

asked how many rental car agencies the center would accommodate. Mr. Oswald replied there are six agencies representing nine companies. There will be a pre-construction conference next week with the rental car agencies prior to them starting construction of their tenant leasehold areas.

ACT 3 Project Update – Pat McCollom, ACT 3 Project Manager

Mr. McCollum advised a projected 84 days to terminal substantial completion. Food and beverage concession designs were completed last month, with bids to be received this week by MSE. Retail concession design continues to move along. Both concession groups are bidding out the installation and purchasing equipment on the side. Clear-channel Airports is near done with their sales blitz and the airport should be receiving the final program concepts for in-terminal advertising next week. New security system cut over in more than half of the terminal is ready and complete. The key point with network and security is to run a burn-in period for all of the new systems for forty five (45) days, with a start date by February 2nd, 2015. Seating throughout the new terminal has been ordered. The first passenger jet bridges are expected to be shipped January 19th. Next major steps will be finishing items on terrazzo, walls, and flooring. Photos were shown of the progress taking place inside of the terminal.

Photos included the following highlights:

- Sidewalks going in at four corners of the buildings. Fixed section of bridges are installed in nine of the twelve bridges.
- East end of great hall area which will be baggage service office with stainless steel panels on wall.
- Terrazzo over most of the areas in front of the ticket counters is finished.
- Close ups of video cameras and fire alarms being installed. Security cameras are about ¾ done.
- Protective flooring covering terrazzo in baggage claim area
- Doors to vestibule with terra cotta
- Framing above ticket counters installed, and stainless steel doors being installed in ticket counter area, about 90 percent done.
- Finished terrazzo in ticket area done, conduit being installed in recessed floor area in front of ticket kiosk area.
- Base for glass railing around mezzanine area installed in the last month

- Concourse public restrooms lit with exterior curtain wall light brought back into restroom. Toilets are installed as well.
- Testing being done for baggage alarm resolution room. Baggage going through an EDS machine which sets alarm off, is routed to a carousel taking it to the resolution room then inspected to go back on a carousel and reinserted into line, or be put on carousel to go directly out to conveyor belt to carousel where the airlines pick the bags up from.
- Illuminated gate signs with LED lighting illuminated on the back and also the gate number illuminated.
- Glass Jet passenger bridges from JBT in Ogden, Utah are being constructed. The jet bridges come in three pieces that fit inside each other with inside width being 7-8 ft. wide and a length of 67' when not fully extended, with a fully extended length of 135'. Wichita has the largest order in the nation with twelve jet bridges being ordered, and the fifth airport in the nation to get these specific jet bridges.

Mr. Koster asked if the passenger jet bridges came completely assembled, Mr. McCollum explained a team would come to assemble each bridge with an expected time of set up to be between one and three days.

- Arconas "Flyaway" public seating with one (1) plug in for electronic devices per each 1.5 seats will be installed in the gates and other public areas. Mr. Gooch asked if there would be any seating for the baggage claim area. Mr. McCollum explained yes there would be. Numerous locations on front glass wall would also have this type of seating. One thousand twelve hundred and eighty five seats of this type have been ordered to accommodate passengers. There will be a variety of other types of public seating outside of the gate areas, such as rocking chairs, lounge chairs, bar stools, etc., depending on the location.

Other Business

Mr. White explained there are many moving components on the terminal side. Airlines and TSA must get their equipment in and people trained. Concessions, food, beverage, and retail are also constructing as well as installing items, with testing, and employee training.

Mr. Gooch inquired about tours for the board, Dr. Rosenberg suggested the Board take a tour of the new terminal after the February 2nd meeting.

Mr. Kerschen asked for a completion date of the terrazzo; Mr. McCollum advised approximately one month.

Discussion about the opening date for new terminal. Mr. White emphasized the need for the building and its tenants to be ready for the first flight and not just pick an arbitrary date. Airlines have asked for at least sixty (60) days advanced notice to make the transition from the old terminal to the new one in a six hour overnight period. The transition will be a huge undertaking and choreographed event with TSA being a major part of that. Mr. White advised that the terminal

will open in May about 4 months ahead of the original 3-year construction schedule predicted when the project started.

Mr. Greenlee asked about the history of aviation displays for the terminal. Mr. White explained they are in production now. Two video screens will be on the panels. One display will depict the history of Wichita Aviation with a professional voice-over announcer, and another will depict a modern up-to-date information provided by the airplane manufacturers.

Executive Session

Motion by Mr. Wooten, second by Mr. Greenlee, that the Wichita Airport Advisory Board recess into executive session for consultation with legal counsel on matters privileged in the attorney-client relationship relating to legal advice, and that the Board return from executive session no earlier than 3:45 p.m., and reconvene in the same Airport Administration Board Room, first floor of the Administration Building, 2173 Air Cargo Road, Wichita, Kansas. Motion carried unanimously.

The Airport Advisory Board (WAAB) recessed for executive session at 3:35 p.m.

The Airport Advisory Board reconvened at 4:02 p.m.

Motion by Mr. Wooten, second by Dr. Rosenberg, to close the executive session. There was no action taken, and no action needed as a result of the executive session. Motion carried unanimously.

The next WAAB meeting will be Monday, Feb 2, 2015 at 2:30 p.m.

Motion to adjourn at 4:03 p.m. by Mr. Greenlee 2nd by Mr. Fletcher.

Belinda Witt, Clerk