

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

Monday, February 3, 2014

Present: Dave Bayouth, Charles Fletcher, U.L. Gooch, Dwight Greenlee, Carl Koster, Karyn Page, Thomas Pryor, Dr. Thom Rosenberg, Bill Ward, Brent Wooten

Absent: John Hennessy, Richard Kerschen, Kurt Yowell

Airport Staff: Victor White, Kathryn Keathley, Traci Nichols, John Oswald, Valerie Wise

City Staff: Jay Hinkel, Deputy City Attorney

Others: Pat McCollom, ACT 3 Project Manager, AECOM
Brian Youngers, Signature Flight Support

Chairman Greenlee called the meeting to order at 2:32 p.m.

Approval of Minutes

Motion by Koster, second by Fletcher and Bayouth, to approve the minutes of the January 6, 2014 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report – Victor White, Director of Airports

Mr. White announced that Kurt Yowell will be resigning from the Airport Advisory Board because of schedule conflicts.

KSN News aired several stories recently about security procedures at the Airport, following the attempted bombing in December, the airfield trespass last week, and the handgun found at the security checkpoint. City Council members were approached to provide comments about security at Mid-Continent, which has prompted some City Council members to request an update about the current security posture at the Airport. Since the information is considered Sensitive Security Information under federal regulations, Mr. White, Brad Christopher, Airport Police & Fire Chief Roger Xanders, and Transportation Security Administration (TSA) Federal Security Director Keith Osborn will provide this briefing in an executive session. KSN News has requested additional security documents from the Airport through a public records request, which is likely to be denied by the TSA because of security regulations.

KSN has been the only news station to continue to pursue additional stories about security at Mid-Continent following recent events, and the manner in which the stories have been delivered appears to try to portray security procedures at the Airport in a negative light. Similar security incidents occur often at commercial airports in every part of the country, so there isn't anything

significantly different occurring here. The incidents at Mid-Continent that have been reported recently reflect that current security procedures are working as designed. In all cases, violations of air security were prevented, recognized, or contained before public safety could have been affected. Security systems and protocols in place at the Airport meet or exceed federal standards, as regulated by the TSA and the Federal Aviation Administration (FAA).

Charles Fletcher asked about the purpose of the gate that was breached. Mr. White replied that it is a vehicle entrance that is necessary for construction and maintenance vehicles. This is the only known time that a person has intentionally broken through a security fence, and the trespasser's motive has yet to be determined. Additional security measures have been added to the location since that time. Mr. White stated that an executive session for the Airport Advisory Board could be scheduled to discuss particulars of security procedures that cannot be shared with the general public and answer any questions that the Board may have. Mr. Fletcher stated that an executive session would be important, so that Board members can appropriately respond to questions from the officials that appointed them. Chairman Greenlee stated he would also like the executive session to address what information can be discussed with the public and what is privileged information.

Bill Ward asked how the Airport is preparing for the expected snowstorm. Mr. White replied that the snow crew is making sure that the equipment used to clear the airfield is in good order and that there are ample supplies of runway deicing materials. There are sensors in the runway pavement that measure temperature and precipitation, so that the snow crew knows what type of snow control treatment is necessary, and precisely when to start treating at the onset of the storm. The snow crew generally closes one runway at a time for treatment, so as to operate between takeoffs and landings. The snow crew will remain on site until the storm is passed, resting in on-site dormitory facilities and taking meals in shifts. That approach ensures that there is always staff here to keep the runways clear. Mr. Fletcher asked if the Airport makes breaking action reports. Mr. White replied that runway friction is measured with a decelerometer and reported through NOTAMs (notices to airmen). If the breaking action is ever measured as nil, the runway is closed and treated. U.L. Gooch and Chairman Greenlee commented on the importance of runway edge lights for safe landings during storms. Mr. White stated that Runway 1L-19R has the best landing aids, e.g., the most runway lights and a CAT-II approach. Chairman Greenlee stated that in the year following the installation of the first pavement sensor system, enough money was saved in reduced deicing fluid application to pay for the system. Mr. White added that the pavement sensors provide the snow crew the information needed to more efficiently time the application and amount of deicing fluid.

Brent Wooten asked for an update on the work of the Airport Naming Advisory Committee. Mr. White replied that when the committee finishes its work, it will present a report to the City Council that supports the recommendation that the committee arrives at. Then, the Council will take action on the recommendation. If the recommendation is to change the name, and the Council passes a resolution to change the name, then the Airport will proceed with the necessary work so that the new name is effective by the time the terminal opens in 2015, which involves notification to the FAA, a re-branding campaign, signage, and likely some type of display or monument honoring President Eisenhower in the new terminal. The cycle for publishing revised

federal aviation guidance materials (e.g., approach plates and airport facility directories) is approximately six weeks, so that portion of the re-naming process is relatively straightforward. Karyn Page stated that she felt that it would be best, until a final recommendation is made and for the efficiency of Airport operations, that the Board address the Airport naming topic only as introduced by Airport staff for pertinent updates.

Motion by Page, second by Rosenberg, to discuss Airport re-naming as pertinent updates arise.

Chairman Greenlee asked for clarification on Ms. Page's motion, as he felt that it creates the impression of trying to silence the Board. He stated that Board members, representing themselves outside of the meeting, should be able to discuss the matter as each one deems appropriate. Ms. Page stated that the intent of the motion was to manage the amount of time spent on the topic during Board meetings, as there are other topics that may be more pertinent, and at this time the Board is not required to take additional action on the topic.

Vote taken on motion by Page. Two in favor; eight opposed. Motion failed.

There are a couple of potential campus improvement projects that Airport staff have been considering, related to the new terminal development. Mr. White stated that The Wichita Eagle (The Eagle) has a staff committee that has begun working on civic improvement projects for Wichita in general. The Eagle committee has suggested an idea for a sign at the exit from the Airport, saying "Welcome to Wichita, The Air Capital," which would be a great place to remind both residents and visitors of Wichita's aviation history, apart from the displays that will be in the terminal. Prior to speaking with The Eagle, Airport staff had already been discussing preliminary plans to develop the area just north of Harry and south of Kellogg, informally called the "gateway plaza" with landscaping and a new entrance sign. This might be an excellent location for an exit sign as well, and The Eagle committee has shown interest in being involved in the development campaign, helping with community fundraising. Also, there is another site in proximity to the terminal that may be a good location for a small visitor's park that honors Ike, which will open up when the existing terminal is demolished. It is a site that is not suitable for a building, because it is above the existing terminal basement. Both these projects are in very early conceptual planning stages, but would be excellent improvements to the campus if public support can be gathered for funding and planning.

There have also been some new ideas brought up concerning the possibilities for bringing the B-29 "Doc" and President Eisenhower's Air Force One Constellation "Columbine II" to Mid-Continent. The Doc's Friends organization has been working with an architect, and have a preliminary conceptual design for a glass-front hangar and museum facility. A new hangar would have to be built at Mid-Continent to house Doc, because there is not an existing structure at other airports in the area that is large enough for it. There may be space for a museum hangar close to the air traffic control building, which would also make the airplane visible to visitors driving in front of the terminal. Doc's Friends is also investigating the possibility of purchasing Columbine II and bringing it to Wichita, where it would also be part of the museum, but possibly displayed in a separate building from Doc. Doc's restoration is within a year of completion, so

additional fundraising efforts would be needed to continue with a museum facility for the airplane and to possibly purchase Columbine II. Such a facility would be a nice addition to the Mid-Continent campus. U.L. Gooch added that one of the main reasons that Doc's Friends would like to bring the airplane to Mid-Continent is for public access and runway access, because it is planned to be a flying museum, and the current location at McConnell Air Force Base presents some challenges for operations, since it is a military facility. Mr. White added that Mid-Continent also provides better instrument landing systems and, if necessary, the assistance of the on-site Airport Police & Fire Division. Chairman Greenlee asked if there would be security concerns with the proposed location. Mr. White stated that a fence would need to be built between the museum and the terminal to secure the air operations area. The Airport has discussed many of the site constraints with Doc's Friends, which will have an impact on the project plans. So, it is still extremely early to know whether their concept will actually work or not.

Parking and Rental Car Facilities Project Update – John Oswald, Engineering & Planning Manager

In the last month, the main activities were related to the construction of the foundation, walls, and columns of the facility. The grading of the first floor and beginning of installation of the floor slab occurred. Utility installation beneath the foundation continues, which includes pipes beneath the ramps and sidewalks that will carry heated water, reducing the treatment needs for those areas during winter weather. Chairman Greenlee asked if the footings of the foundation were complete. Mr. Oswald replied that it is close to complete. There was some damage done to a couple sections of the foundation wall last week, when a crane tipped over because the operator attempted to lift too great a load.

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

The terminal is on schedule to be complete in 421 days. The main tasks currently underway are glazing and exterior wall installation and masonry work, which has proceeded slowly the last few weeks because of the cold weather. It is expected that the roofing systems will be completed shortly. In the next month, the escalators to the mezzanine will be installed. In March, the building is expected to be enclosed and locked, the curbside canopies connecting the terminal with the parking and rental car facility will be installed, and the apron paving will begin. The RFP for concessions in the new terminal is expected to be advertised in the near future.

Two manufacturers submitted bids for passenger loading bridges. The selected bid is for glass bridges supplied by JBT (formerly Jetway), at a cost of \$8.79 million. The budget for the loading bridges is \$9.6 million. The bid from JBT for glass bridges was approximately 1% higher than the steel bridge cost. Mr. Gooch asked if all of the loading bridges that the Airport will receive are the same, since it was mentioned in a previous meeting that the new terminal will be able to accommodate all aircraft typically operating at Mid-Continent with a loading bridge. Mr. McCollom replied that all 12 loading bridges are identical and all adjust for aircraft ranging from Group II (e.g., regional jets) to Group IV (e.g., Boeing 767). Also last week, Leidos was selected as the system integrator, and there have already been preliminary meetings with the

firm. Leidos will be a sub-contractor of Key-Walbridge. The team from Leidos that will be working at Mid-Continent just finished a similar project at the San Diego airport. Design for the Airport Police & Fire building remodel is expected to be complete in about a week, after which a price proposal from Key-Walbridge will be requested. Tenant airlines toured the new terminal site last month, and expressed excitement about the new facility.

Mr. Ward asked how much power the emergency generators for the terminal will provide. Mr. McCollom replied that the emergency generators will provide about one-third of the power typically needed to power all electrical systems. All of the life safety systems, access control, and security systems would continue to be operational if the emergency generator were the only power source. Chairman Greenlee asked if a final decision on the demolition of Hangar 20 had been made. Mr. White replied that Hangar 20 will be entirely torn down, which will open up the area for airline operations, most likely becoming the best location for storage of aircraft deicing fluid and ground operations equipment. It also allows the vehicle security gate for that end of the air operations area to be moved further from the path of aircraft traffic.

Other Business

The next WAAB meeting will be Monday, March 3, 2014 at 2:30 p.m.

Meeting adjourned at 4:27 p.m.

Kathryn Keathley, Clerk