

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, March 4, 2013

Present: Charles Fletcher, U.L. Gooch, Dwight Greenlee, John Hennessy, Dr. Thom Rosenberg, Bill Ward, Brent Wooten

Absent: Dave Bayouth, Carl Koster, Karyn Page, Thomas Pryor, Kurt Yowell

Airport Staff: Victor White, Brad Christopher, Kathryn Keathley, Traci Nichols, John Oswald, Jean Zoglman

City Staff: Jay Hinkel, Deputy City Attorney
Branden Hall, Budget Analyst, Finance Department

Others: Pat McCollom, AECOM
Brian Youngers, Signature Flight Support
Keith Osborn, Transportation Security Administration

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

Approval of Minutes

Motion by Fletcher, second by Gooch and Greenlee, to approve the minutes of the February 4, 2013, Wichita Airport Advisory Board meeting. Motion carried unanimously.

Chairman's Remarks

Chairman Rosenberg commended Victor White and Brad Christopher for their excellent work in keeping the Airport open during the recent snowstorms. Mr. White credited members of the snow removal crew that spent over 80 consecutive hours on site to clear runways. The Airport provided meals and sleep quarters for the snow crew. The airfield conditions on Monday, February 25th were safe for take-offs and landings, although many airlines cancelled flights on Sunday in anticipation of the hazardous weather forecast.

Director's Report – Victor White, Director of Airports

Mr. White and Charles Fletcher plan to attend the Airports Council International-NA/American Association of Airport Executives Washington Legislative Conference this month. They will have the opportunity to speak with Kansas legislators about projects at Mid-Continent and Jabara Airports, funding needs, and what federal programs will be available to assist with Airport development. It will also be an excellent opportunity to learn the latest in aviation regulation, as all of the heads of the federal transportation agencies and chairmen of the House and Senate committees will also be in attendance.

Information about the affect of the federal sequestration, or budget reductions, on Airport operations was presented. Keith Osborn, Federal Security Director with the Transportation Security Administration (TSA) at Mid-Continent, informed the Board that in the near term he does not expect the hiring restrictions to increase screening wait times in Wichita, because his security staff is at full capacity. The extra volume of travelers expected for upcoming spring break travel may put some stress on staffing levels, because overtime hours will be severely restricted, but the situation will be managed by adjusting shifts for peak periods. If the sequestration continues beyond 60 days, there may be more challenges in maintaining screening wait times under ten minutes, as the possibility for loss of staff which would not be replaced will increase. Mr. White asked if TSA would be furloughing employees. Mr. Osborn stated that none are anticipated, but TSA leaders project that there will be a nationwide staff shortage of 1,000 by Memorial Day, and approximately 2,500 by the end of the year. Chairman Rosenberg asked what percentage of the total TSA staff is represented by an employee shortage of 2,500. Mr. Osborn stated it is approximately two percent of the TSA workforce, and that TSA typically has about 1,000 positions vacant at any time. U.L. Gooch asked about the training that TSA screeners receive. Mr. Osborn stated that screeners receive eight days of classroom training and 100 hours of on the job training. The full training and certification process takes about one month.

Mr. White continued by providing information about how the sequestration may affect Customs and Border Protection (CBP). There are two CBP officers based at Mid-Continent, a port director and an assistant. If funding is not provided by April, it is possible that CBP staff may be furloughed. International arrivals after 4:30 p.m. and on weekends may be curtailed. No definite information has been provided, but it is not expected that the port will close entirely.

The FAA Air Traffic Control is also anticipating furloughs in April of one to two days of unpaid leave per pay period. Employees will likely be receiving 30-day notices in the next couple of weeks. By July, the furloughs will result in midnight shift closures for FAA controlled facilities (such as Mid-Continent) and full closure of facilities managed by contractors. The midnight shift closure would have the potential to impact 5:30 – 6:00 a.m. departures, although the FAA plans to request an exemption that would allow the tower to be open for early morning departures. Businesses such as FedEx and UPS that often have cargo shipments overnight will be affected. At this time, it is not known if the policy of the cargo companies would allow flights to operate without tower control. The Kansas City Center tower will provide guidance to pilots that are outside of Wichita's radar radius of 30 miles. The FAA furlough is also expected to affect availability of technical operations services, such as repair of instrument landing systems, radar, and navigational aids.

Brian Youngers, General Manager of Signature Flight Support (SFS), invited Board members to participate in a teleconference he is scheduling with Congressman Mike Pompeo to discuss the concerns of Kansas' aviation community regarding the budget cuts. If no action is taken before July, the Wichita and Salina towers will be the only ones in operation in Kansas, and no facilities would be open overnight. Chairman Rosenberg stated that he is concerned about what assistance will be available to aircraft that experience distress while flying overnight. Mr. Youngers stated that charter companies that manage operations through flight plans would be in most danger and

experience the most inconvenience as a result of facility closures. In February, SFS managed 21 flights overnight, of which 13 were medical emergency flights; evening tower service is needed in our community and a real safety concern. Charles Fletcher stated that he feels the greatest safety concerns would be for medical flights, since Wichita is where people with severe injuries are sent from all over Kansas, and for cross-country flights that may need assistance. Mr. White stated that Oklahoma City and Tulsa are also on the list of tower closures, so there would not be a facility open nearby that could provide assistance.

Bill Ward asked how the tower closures are affecting military aviation, such as McConnell Air Force Base. Mr. White stated it is still unknown. McConnell has expressed concern to the FAA, because the Wichita tower also manages the McConnell approach. The AAAE and ACI are also working on the issue in Washington D.C., to work with the FAA to find other ways to deal with the budget cuts. So far, the FAA has not agreed to other measures. What is known at this time is that towers staffed by contract employees will close and FAA furloughs will happen. In all statements to date, the midnight shift closure for FAA staffed towers has always been referred to as probable, but not definite. Mr. White stated that Ed Young, Director of Aviation in the Kansas Dept. of Transportation, is also diligently working to prevent service disruption.

Dwight Greenlee asked Mr. Youngers if Hawker Beechcraft Services was affected by the Hawker Beechcraft bankruptcy. Mr. Youngers stated that the Hawker Beechcraft Services entity was protected in the bankruptcy, and the name will not change, because it is a wholly owned subsidiary. NetJets maintenance service was transferred to Wichita when the Little Rock, Arkansas facility was closed, so SFS is actually seeing an increase in business as a result of NetJets aircraft coming to Wichita for maintenance.

Parking and Rental Car Facilities Project Update – Brad Christopher, Asst. Dir. Airports

There was a pre-bid meeting at the DoubleTree by Hilton on March 1st. It was well attended; about 87 firms were represented, of which about 50 were private contractors. The bid submittal deadline has been moved to March 22nd. The pre-bid meeting was moved forward one week because of the snowstorm, which then changed the submittal deadline by a week. Mr. Christopher presented renderings and approach animations for the new facility prepared by Schaefer Johnson Cox Frey. Mr. Christopher is working with Sullivan Higdon & Sink to include a section about the parking/rental car facility project on *flywichita.com*. Brent Wooten asked how many car rental companies will be in the new facility. Mr. Christopher stated that there will be six rental companies, which is the same as are currently providing service at Mid-Continent. There will be a Request for Proposals this year to determine which agencies will go in each available location.

Chairman Rosenberg asked if there were drawings of what is planned for the east end of the existing terminal after the new terminal opens. Mr. White stated that a decision has not been made about what portions of the existing terminal will remain. The current baggage claim area and everything east of the atrium will most likely remain, because it has good potential for being redeveloped into a screening area for international arrivals as a Federal Inspection Facility, which would provide the airport with facilities in order to attract airlines to provide service

(scheduled as well as charters) to international destinations (such as Canada or Mexico) and would increase the capacity of the current CBP facility, allowing for more international General Aviation traffic. The east concourse area could also be converted to maintenance facilities for the airlines' ground service equipment. The building space to the west of the current terminal atrium is most in question, because the far end must be removed to provide apron space for aircraft operations, and if the whole wing is demolished, the Airport would need to find other office space for TSA, which is currently on the second floor. One option is for the TSA to move to the second floor east of the atrium, and to demolish everything west of the atrium. It has already been determined that the existing basement will be maintained; analysis and discussions will continue on how to re-use the ground and second floor facilities. An architect will conduct a study of the current building this year so that appropriate decisions can be made about the viability of keeping any of the structure in use, or whether mothballing or demolition is the correct path to take. The cost of any re-use or renovation is always a major factor in the decision.

ACT 3 Project Update – Pat McCollom, AECOM

The terminal project is at 715 days to substantial completion. The foundations are 85% complete; excavation is 97% complete; utility work is 98% complete. Work will continue on the foundation, excavation, and utilities in about two months, after the tunnel between the basement and the new terminal is complete. Steel erection began on February 27th. The contractor has been able to spend two and a half days on erecting the building frame. Two change orders were issued in February; each for a budget adjustment of less than \$10,000. Design work for the Apron Phase 3 portion of the project is 50% complete. Mike Boes, Environmental Services Manager, will be meeting with the Kansas Department of Health and Environment to review the glycol storage system in relation to Apron Phase 3. The IT/Communications system design is projected to be complete in July. Mr. McCollom continues to work with HNTB and TSA to modify the baggage handling system (BHS) design. Mr. McCollom has negotiated with the TSA that the additional cost for the changes will continue to be covered under the original grant agreement. Changes to the BHS are required to comply with revisions in the federally established design guidelines, and involve the screening control systems, not equipment modifications. There will be a 50% design review of the BHS this week.

Mr. McCollom made three presentations to local groups in February: the Wellington Rotary Club at which Valerie Wise also presented air service information, the Access Advisory Board, and the WSU Engineering Department. In the next week, he will also speak to a group of K-State engineering students and the Wichita City Council.

Finishing the tunnel and continuing the steel erection are the major project tasks in the coming weeks. The contractor managing the steel erection is Midwest Steel from Detroit, and all of the labor is local. The steel frame is sourced from Central Steel in Wichita. Mr. McCollom noted that, even in cases where a contractor is based outside of Wichita, the labor force is being hired locally. The presentation was concluded with photographs of the construction process from the last month.

Other Business

The next WAAB meeting will be Monday, April 1, 2013 at 2:30 p.m.

Meeting adjourned at 3:43 p.m.

Kathryn Keathley, Clerk