

CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

MINUTES

Midwest Corporate Aviation
Col. James Jabara Airport
Monday, June 5, 2000
2:00 p.m.

Present: Gary Adamson, Robert Alford, Tim Austin, Charles Bouilly, Beth Garrison, Jim Gregory, Elizabeth Kinch, Jeffrey Roberts, Jay Swanson

Absent: Dion Avello, Larry Fleming, Dorothy McKay

City Staff: Chris Cherches, Ernie Garcia, Doug Moshier

Airport Staff: Bailis Bell, John Oswald, Valerie Wise, Clerk

The meeting commenced with a tour of Col. James Jabara Airport.

Chairman Charles Bouilly called the meeting to order.

Approval of Minutes

Swanson moved to approve the May 1, 2000 minutes of the Wichita Airport Advisory Board. Motion carried unanimously.

Review of Col. James Jabara Airport Master Plan

Bell gave an overview of the history and operations of Jabara Airport. Originally known as Piper Airpark and then Comotara Airpark, Jabara Airport has existed for 60 years. Due to an aircraft accident in 1978 that occurred over downtown San Diego, Congress passed legislation to build reliever airports in order to attract small aircraft away from the large airliners. The tri-county systems plan called for the next airport to be built in the northeast quadrant of Sedgwick County. The airport was purchased in 1981 for \$2 million, of which 80% was paid for with FAA monies. Construction for a runway and taxiway then took place. The total investment of the Federal Government in Jabara Airport amounted to \$17 million. The fixed-base operator, Midwest Corporate Aviation, opened its facility in 1984. At that time, there were 90 based airplanes located on the airport; there are now 149 based aircraft. Mid-Continent Airport has 300. The airport consists of 600 acres. The total operating budget for Jabara Airport is \$200,000, compared to \$13 million at Mid-Continent Airport.

Midwest Corporate Aviation is able to gauge the needs at Jabara Airport. A precision instrument landing system is most often requested. Jabara Airport currently uses non-

precision instrument landing, and it is done either through satellites or through a grounding facility on the northwest part of Wichita. It allows an airplane to descend to about 400 feet, and depending on visibility, can either land or go back up in the air. In the Wichita area, 8% of the time instrument conditions are present. Instrument conditions mean there is less than a 1,000 ft. ceiling or less than 3 miles visibility. At Jabara, planes can land with 400 ft. ceilings. Therefore, only about 2% of the time planes are not able to operate. The radar approach control is handled by the Air Traffic Control Tower at Mid-Continent Airport. Pilots communicate with other aircraft or the FBO via the Uni-Com radio frequency, which is an advisory frequency.

Last month the House passed legislation for a precision instrument approach system appropriated for the runway at Jabara. However, the Senate has not seen the legislation yet. It would cost about \$1.2 million to install plus about \$50,000 per year to monitor and maintain. There are three precision instrument landing systems at Mid-Continent Airport.

Traffic patterns are all located on the west side of the airport. The flight patterns at Raytheon's airport, which is southeast of Jabara, are on its east side. This configuration is also affected by the flight patterns at McConnell Air Force Base.

There are an estimated 35,000 annual aircraft operations at Jabara Airport, but it has the capacity to handle 190,000 operations per year. Any additional airplanes at Jabara Airport would create a congestion problem. The FAA has predicted that, within the next ten years, general aviation growth will be at the 1% per year level. About 5% of the time the winds favor a crosswind runway. This runway was removed from the Master Plan as it posed a conflict with Raytheon Aircraft Company's flight patterns.

Midwest Corporate Aviation has proposed to build a hangar north of its current location. MCA will assume all the risk to construct the facility.

Congress has designated Jabara Airport to receive \$150,000 of entitlement money every year for the next three years for the sole purpose of expanding the ramp. Bell stated it would cost about \$1 million to expand the parking ramp to the north. However, the Airport Authority can compete with other Kansas airports for FAA discretionary money.

Operating expenses for Jabara Airport amount to \$115,000 and there is \$85,000 in debt service. From a cash flow standpoint, this airport is breakeven. For a number of years, Mid-Continent Airport subsidized it. Revenue sources are land rental and fuel flowage fees. Future capital expenditures include a parking ramp, and if large hangar storage is demanded, then more paving would be required.

The Master Plan, which was completed in 1994, shows noise projections in the Tallgrass East area. However, there are two considerations: (1) Today airplanes are quieter; (2) The noise standards used for these projections come from a computer model used by the FAA, which changes the standards regularly.

The Master Plan shows the availability of a considerable amount of land north and east of Jabara Airport. It is questionable that there would be a need in the general aviation environment to support that kind of development. If there was a desire to create an industrial park to connect to the airport, that could come into play. However, State law requires any development to be aviation or government related.

Summary Report of May 1, 2000 Workshop

One of the top priorities coming out of the workshop was updating the master plan. Since the master plan was last updated in 1997, the board should focus on the priorities that were identified at the workshop. Cherches emphasized that the board use long-term planning at both airports, even though monies look tight. The City of Wichita is looking for industrial parks. Some of those industrial parks could be related to airport functions. The land north of Jabara is prime development land. It was suggested the airport acquire more land surrounding Jabara Airport to be poised for development. Purchase of land off of the end of runways is eligible for FAA funding, but the availability of funds is uncertain. Financing vehicles such as special assessments, notes, and the bonding authority of the City of Wichita were discussed.

Gregory moved to request City staff engage a consultant to assist with updating the master plan, incorporating those priorities that came out of the workshop.

The service road was discussed. Currently it has become costly to maintain and is in need of repaving. The issue is whether it should remain a road or should a taxiway be built. The road provides access for passengers and the Fire Department.

According to a Harvard study, Wichita was identified as an aviation technology leader. Cherches stated the study was going to look at how this can be enhanced. This will affect the industry that is compatible with this community and will impact city planning.

Cherches also asked the board to work with the consultant on the leasing policies of the airport, even though it was not identified as a top priority of the board members. Also, the board should lay the groundwork for a legislative agenda, such as identifying projects and funding needs.

The motion carried unanimously.

Gregory further moved to request City Staff present its list of legislative priorities related to the airport at the next WAAB meeting for consideration by the City Council. The motion carried unanimously.

March and April 2000 Statistical/Project Reports

Gregory moved to receive and file; motion carried unanimously.

Other Business

With the next WAAB meeting scheduled on Monday, July 3, 2000, it was suggested the board cancel the July 3 meeting and be willing to meet on call in July.

*Austin moved to cancel the July 3, 2000 meeting and the July meeting will be on call.
Motion carried unanimously.*

Jeff Roberts stated that there will be a new REAP representative, Mr. Carl Koster. Mr. Koster will assume his responsibilities in July.

Meeting adjourned at 4:15 p.m.

Valerie A. Wise
Airport Advisory Board Clerk