

**CITY OF WICHITA**  
**WICHITA AIRPORT ADVISORY BOARD**

**Monday, January 12, 2004 - 3:00 p.m.**

Present: Tim Austin, Ron Estes, Bill Calloway, Mitch Faroh, Charles Fletcher, Beth Garrison, Michael Ledy, Dorothy McKay, Dave Murfin, Jay Swanson, James Thompson

Absent: Dion Avello, Charles Bouilly

City Staff: Mark Manning, Joe Yager

Airport Staff: Bailis Bell, Tom Nolan, John Oswald, Valerie Wise, Jean Zoglman

Chairman Austin called the meeting to order.

**Approval of Minutes**

*Motion by Garrison to approve the minutes of the December 1, 2003 Wichita Airport Advisory Board meeting. Motion carried unanimously.*

**Master Plan Consultant Presentation**

Steve Wagner with Coffman Associates gave a presentation on the progress of the master plan project. At Wichita Mid-Continent Airport, recommended improvements on the airfield include a runway extension on the east parallel runway, taxiway extension to the north end (currently underway) of the east runway and to the south end, development of taxiways with regard to runway 14-32, development of a full-length parallel taxiway along the west runway, ramp expansion for general aviation on the east side, ramp expansion for cargo on the west side. Wagner identified properties recommended for acquisition for future development. Regarding the terminal building, an area has been identified with which the terminal planners can work. Flood plain areas have been identified and approach areas need to be protected. A capital program has been developed for the airfield development items but will be put on hold for the terminal-planning project to be finalized.

At Jabara Airport, Wagner stated that the short-term plan is to get the ILS in place on the north approach to the runway. Adequate property is needed to protect it. Most of the development is already set up on the west side of the runway, so development opportunities on the other side were studied. Wagner pointed out other areas that could be developed into larger parcels for potential office/hangar space. Wagner recommended the acquisition of a parcel of land to accommodate future expansion on the east side as well as the roadway system. Other aviation related areas were identified. Closeout of the Jabara master plan will be on hold until the Mid-Continent recommendations are finalized.

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Discussion ensued regarding the area of land at the entrance to Jabara Airport. Wagner stated it is aviation-related land with no airfield access. Bell stated that development of that area could pay for the operation of that airport.

### **Discussion of Public Safety Fees**

Mark Manning with the City of Wichita Finance Department gave an explanation as to the methodology used in imposing the public safety fees on the airport. Bell stated that with major master plan and development costs in the future, it is important for the airport to save every dollar it can. The Finance Department will not allow the airport to cut it out of its budget. Manning stated the public safety fee is a mechanism which the City uses to allocate the cost of providing police and fire service to self-sustaining utilities, of which the airport is one. The public safety component of the services provided by the City to those utilities was not being reimbursed by the airport to the City. The same model used for the Water and Sewer Department was used to calculate the airport's portion of police and fire services. The airport is different in that it has its own police and fire department; however, the City provides services different from what the airport provides. The public service fee is applied uniformly to all utilities in the City. The airport did not pay anything until 2003. Initially it was scheduled to be phased in but last year the City Council decided to charge the full fee the second year.

Discussion ensued. There are approximately 40 police and fire personnel employed by the airport. The Water and Sewer Department have none. The Board felt that even though the City is treating the airport equally as the other utilities, the airport is different in that it does have its own police and fire personnel, and that the City's support is not provided at the same level as elsewhere. Manning compared it to having insurance.

The public safety fee calculation is based on a mill levy only for police and fire services and not the entire City of Wichita mill levy, multiplied by the estimated assessed taxable value of utility property. The City valued airport property based on utility valuation in the State Constitution, which is 33%. It is unknown what the appraised value is for tax purposes of the airport. The City based it on book value of the entire facility, which may not be accurate.

It was stated that this fee comes at a time when the City wants to develop the airport and attract more carriers to Wichita, which is contrary to that effort. Manning stated that the airport has paid administrative fees to the City for years, which is about \$290,000 and is based on the same theory. Bell stated all of these fees add up to about \$1.25 million which will transfer from the airport fund to the City.

Discussion ensued regarding fees paid by the airport for the storm water utility.

The airport's fire fighters are primarily responsible for fuel fire fighting, although they are trained in structural fire fighting. The City of Wichita's fire department is primarily responsible for structural fire fighting at the airport. The airport handles all the fire inspections.

Bell estimated that about one-fifth of airport property consists of buildings and the rest is land and pavement.

The Board wanted to know what steps can be taken to appeal this charge. It will be necessary to appeal to the City Council. It was suggested that the airport should receive some credit for the safety services already provided by the airport.

The Federal Aviation Administration does not object to these types of charges unless the airport is singled out.

Garrison stated that she does not wish fees imposed upon the airport to be to the detriment of the future development of the airport.

The City Manager prepares a budget and that is the first mechanism by which deliberations can begin. Manning suggested that airport staff communicate their objections during this process.

Austin asked Estes to craft a motion to be brought back to the Board at the February meeting, consisting of credit for the existing police and fire services provided by the airport and other issues discussed. Austin also suggested that if the City is considering enhanced revenue opportunities that affect airport finances, the Board should be allowed to have input into that process before it is included in the budget.

Bell stated that a significant portion of the fees will be passed on to users in the form of rents, fees, and charges

### **November and December 2003 Statistical/Project Report**

Total passengers in 2003 set a record high of 1,431,610, an increase of 7.05% over 2002. However, the December 2003 passengers were down 2.71% from a year ago.

### **Other Business**

Estes commented on baggage delivery time. In Dallas, it took 18 minutes to receive his baggage; in Wichita, the wait was eight minutes. Estes traveled on American Airlines.

Austin had distributed articles relating to economic development on airports. Austin asked the Board if there was interest in doing some research into economic development opportunities within the aviation industry and how they can be developed on the airport. Kansas law restricts businesses on the airport to government and aviation related companies. This is designed to promote aviation on an airport. Also, the Federal Government imposes certain restrictions on land development as well. Estes, Fletcher and Murfin will serve on a committee to research development opportunities for both Mid-Continent and Jabara Airports.

The ACI-NA Spring Washington conference will be held March 22-23, 2004. This is a governmental affairs conference.

There was discussion relating to leases that will expire in 2004.

Meeting adjourned at 4:30 p.m.

*Valerie Wise*

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Valerie Wise, Clerk