

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Tuesday, July 6, 2004 - 3:08 p.m.

Present: Tim Austin, Charles Bouilly, Ron Estes, Mitch Faroh, Charles Fletcher, Beth Garrison, Dave Murfin, Jay Swanson

Absent: Dion Avello, Bill Calloway, Willis Heck, Dorothy McKay, James Thompson

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

City Staff: Doug Moshier

Due to lack of quorum, Chairman Austin stated that an informal meeting would be held. It was expected that two more members would be in attendance at which time the formal meeting would begin.

Master Plan/Terminal Plan Update

Consultants with HNTB presented the options available for terminal improvements at Mid-Continent Airport. Becky Cotton-Zahner, who leads the architectural practice at HNTB in Kansas City, stated that HNTB has been working with this community since last fall to assist with making the decision regarding remodeling the existing terminal building versus building a new terminal building. This entire process has been scrutinized by the terminal area task force.

Bill Mitchell, Project Manager with HNTB, explained the planning and design objectives. These included access to the airport, especially from Kellogg; access to the terminal, including parking facilities; and an improved and efficient terminal building. Also included were improvements that could contribute to local and economic development. Input from the community was useful in determining what was desired in the new terminal area. There is much emphasis on expressing Wichita's aviation history. Mitchell pointed out that they are approaching the end of the terminal planning phase, and then the design phase will begin.

Mitchell stated that it was necessary to understand the existing terminal building to determine whether it could be upgraded and expanded or replaced. The existing terminal building does not meet building code requirements. There are multiple roofs that are no longer under warranty and leak, and the air handling units are old and under capacity.

Chad Townsend, Terminal Planner with HNTB, addressed the Board regarding facility demand capacity. HNTB examined the number of passengers and number of aircraft coming into Wichita per hour. A schedule analysis was conducted of the fleet mix, passenger profile, and other criteria, and those factors were evaluated to determine number of ticket counters needed, baggage claim units needed, area needed for baggage makeup, etc. The requirements were then applied to the existing airport and challenges were defined. Townsend stated that other services

could be offered to increase airport revenue, however, the existing terminal lacks room to expand. These requirements will be handed to an architect who will then design the facility.

Tim Cahill, Project Designer with HNTB, stated the next step was to see how to utilize the site in the most effective way, including employee parking, rental cars, passengers, etc., and to design the site for the future. HNTB narrowed down the sites from four to two sites – the existing terminal and west of the existing terminal. Concept B is a new, two-level scheme. Ticketing would be on the upper level and bag claim would be on the lower level. This would allow arriving and departing traffic to be separated. Concessions would be expanded in areas before and after security screening. Cahill stated that HNTB would work with the Board and staff to arrive at the right mix of concessions. The meeter/greeter space also would be enlarged. The terminal plan is such that if additional gates are needed, the concourses can be expanded. The terminal will also be designed to allow expansion of the ticketing area.

Cahill stated that what will make the airport unique is that it will be designed about Wichita and its aviation heritage.

Mitchell presented projected cost estimates. Renovation of the existing terminal would add another year to the project and the projected cost is \$130 million. Concept B would be less disruptive and could be ready to occupy before the existing terminal is vacated. The projected cost for Concept B is \$132 million and the estimated completion date for the new terminal is July 2008.

Bell commented that the technology is being developed to make common use facilities in the terminal building. It may be possible to check in at a kiosk for any airline. Common use gates would provide better utilization of space and would help airlines keep their expenses down.

Concept C, the upgraded scheme site plan, required a parking structure because the space was limited for surface parking. Also, Concept C left the roads and employee parking in their location. HNTB advised against this scheme due to renovation costs. In Concept B, the road was widened out leaving more surface area for parking. A parking garage would be needed at some future date, and this scheme allows flexibility for building that garage.

Zahner stated that the community had commented that when coming to the airport from Kellogg, people want to see the building. A parking structure in front of the terminal would obstruct the view.

The air cargo building is in the location where the new terminal would be built. One of the first steps in the project would be to relocate the air cargo building. This cost is not included in the project estimate. Bell stated that the air cargo facility is a stand-alone building and a study needs to be conducted to determine what type of building is necessary. The terminal plan needs to be reviewed by the airlines, and needs approval from the Design Council and City Council, and then plans for building a new air cargo facility can begin.

Murfin raised concerns regarding the rental car lot, short-term parking lot, and pedestrian distance. Murfin stated that it is critical for the parking garage to be as close to the terminal building as possible.

Austin called the formal meeting to order at 4:07 p.m.

Austin disagreed that this plan needed to be presented to the Design Council and urged the City Council to move forward with the plan.

Motion by Murfin to endorse Concept B, but that the concerns raised by the Board in this meeting be addressed. Motion carried 8-0.

Election of Officers

The By-laws of the Wichita Airport Advisory Board call for the election of officers to take place at the first meeting in July. The two officer positions up for election are Chairperson and Chairperson pro tem.

Swanson moved to nominate Tim Austin as Chairperson and Beth Garrison as Chairperson pro tem. There being no further nominations, the Board unanimously voted to elect Austin and Garrison as Chairperson and Chairperson pro tem.

Establish Meeting Schedule for Forthcoming Year

The By-laws of the Wichita Airport Advisory Board require the meeting schedule be established for the forthcoming year at the first meeting in July. The current meeting schedule is the first Monday of each month beginning at 3:00 p.m. If that Monday falls on a holiday, the meeting is to be held on the following Tuesday.

Murfin moved to continue with the current meeting schedule. Motion carried 8-0.

Approval of Minutes

Motion by Bouilly to approve the minutes of the June 7, 2004 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Airport Budget Discussion

Bell stated that the airport budget was presented to the City Manager in June. It was proposed that a position be approved for a business development manager to develop land on Mid-Continent and Jabara Airports. At the meeting, it was agreed that there may be a need for more intense marketing of airport land and facilities, however, there was not an agreement as to how this should be handled. There may be future discussions which may involve the economic development group at the Chamber, the City's Economic Development division, and it may involve the possibility of the airport paying the City for that function.

The Board voiced concerns over paying an outside party for this function as the money may not be used for airport development. The Board also was concerned that an outside party may want more money than what is budgeted.

At the first meeting of the City Council in July, the budget will be presented. There will be an opportunity for public comment. Official action is expected to take place in mid-August. It would be appropriate for the Board's Chair to make comment.

The extra police and fire charges imposed on the airport by the City were not taken out of the budget, as was requested by the Board.

Austin stated that it is part of the Board's obligation to discuss these issues with the City Council members.

May 2004 Statistical/Project Report

Total passengers in May increased 10.16% over May 2003.

Meeting adjourned at 4:25 p.m.



Valerie Wise, Clerk