

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, January 6, 2014

Present: Dave Bayouth, Charles Fletcher, U.L. Gooch, John Hennessy, Richard Kerschen, Carl Koster, Thomas Pryor, Dr. Thom Rosenberg, Bill Ward, Brent Wooten

Absent: Dwight Greenlee, Karyn Page, 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

Vice Chairman Hennessy called the meeting to order at 2:35 p.m.

Approval of Minutes

Motion by Fletcher, second by Bayouth, to approve the minutes of the December 2, 2013, Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report – Victor White, Director of Airports

Airline passenger traffic at Mid-Continent over the holidays was good. The Long Term parking lot reached its capacity on Christmas Eve, and therefore was closed for several days. Customers needing to park overnight were then directed to the Park & Ride lot, which provided ample capacity for the overflow. Approximately 500 additional spaces were made available in the Park & Ride lot in November, when additional spaces were opened up along the perimeter of the lot and employee parking was moved to another site. The Airport will monitor parking activity during future peak travel periods to ensure that the capacity continues to meet customer needs.

Valerie Wise, Air Service and Business Development Manager, presented information about trends in the air service industry, and the affect on air service at Mid-Continent. During the second quarter of 2013, when Southwest Airlines entered the Wichita market with service to Chicago, Dallas, and Las Vegas, passenger traffic from Mid-Continent to those destinations increased and fares to those destinations decreased. The capacity and load factors for flights out of Mid-Continent are in good balance, meaning airline operations are profitable. Airlines in general are adding capacity, which may indicate opportunities to increase flight service. Greatest opportunities for growth exist in international markets. Charles Fletcher asked what percentage of seats on a flight is considered a full flight. Ms. Wise replied that 81% capacity is generally considered the break even factor for airline profitability. Mr. White commented that several

decades ago, when the airline industry was still federally regulated, the Civil Aeronautics Board calculated the level for pricing airline fares based upon a capacity for profitability at 55% load factors. The point is that airlines need a lot more revenue to reach profitability in the current market than prior to deregulation.

The Airport has produced a new television advertisement, in cooperation with the Wichita State University (WSU) Elliott School of Communication and WSU media production. The ad will be aired during WSU athletic events televised on the Cox network beginning January 8th.

Doc's Friends, the non-profit foundation recently created to fund and handle the restoration of the historic B-29, is searching for a new location to house the plane, because it is anticipated that, in about a year, it must be moved from its current location at Boeing. The head of the foundation has scheduled a meeting with Airport staff to discuss what the potential would be for bringing the plane to Mid-Continent Airport and finding a suitable location for a hangar and museum. There is also very preliminary discussion that Eisenhower's first Air Force One Constellation aircraft might also be acquired and restored and displayed in the same museum at ICT.

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

Work continues on the facility foundations, walls, and columns, in preparation for grading and floor slab completion. The project is still on schedule to be complete in March 2015.

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

The terminal is projected to be complete in 449 days. Installation of the windows along the street side of the building is nearly complete. Glazing on the airside is slightly behind, as a result of the cold weather that slowed completion of the masonry work. Design plans continue for the remodel of the Airport Police & Fire building, which changes are required to accommodate a new security console that is part of the new terminal communications infrastructure. Additional plans are being completed to remove Hangar 20, which will optimize the use of the apron for gate positions and will occur close to the end of the terminal project. The bid for purchase of the passenger loading bridges was advertised today and there will be a pre-bid meeting this week. Interviews to select the systems integrator, managing the networking of the communications systems for the new terminal, will take place this week as well.

In the next month, it is expected that the roofing will be fully installed. Work will continue to finish the glazing and exterior wall installation, with the goal of enclosing the structure in February 2014. Advertisement for concessionaire bids for the new terminal may occur in February. Concessions space is being increased by approximately 2,000 sq.ft. with an expansion on the second floor, concourse side of the terminal. A committee will determine which concessions bids are accepted. The Airport will request that at least one Board member be selected to participate on that committee.

Bill Ward asked when work on the public art piece for the terminal is expected to begin. Mr. McCollom replied that the installation will occur in stages, beginning in September or October

with completion by March. The steel clips that will hold the supporting cables for the art are already being installed. The artist will begin composing the piece in the next few months. Vice Chairman Hennessy asked what decisions have been made about providing electrical device charging stations for travelers. Mr. McCollom replied that the seating will have circuitry for charging devices, most likely an outlet and a USB port located in tandem at the charging site. The situation of the charging sites has not been finalized, but ideally there will be a site for every two or three seats. Dr. Rosenberg asked what the current anticipated final project cost is compared to the original \$160 million cost and how potential cost savings would be applied to the project. Mr. McCollom replied that there are already cost savings in the project, being tracked as a contingency fund. Those savings will be applied to plan changes and upgrades for the project. An example of a feature that cost savings might potentially be used for is passenger boarding bridges, in the event that some funds in addition to the planned allowance would be needed to obtain the preferred product.

Other Business

Dave Bayouth asked for an update on the study of the Jabara runway pavement condition. Mr. Oswald stated that Applied Pavement Technology (APT) has been contracted to evaluate the pavement condition at Jabara Airport related to the affect of the landing of the Dreamlifter on November 20th. An initial survey was done by APT in December. Since that time, fractures have become evident in the area where the Dreamlifter came to rest on the runway. Airport Authority staff will conduct an inventory each month to record changes to the condition. APT will return in spring to complete another certified assessment.

Carl Koster asked what amount of increased security presence there was at Mid-Continent following the attempted suicide bombing in December. Mr. White replied that significant additional law enforcement was on site for approximately two weeks, beginning a few days before the incident and continuing for several days afterward.

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

Meeting adjourned at 3:42 p.m.

Kathryn Keathley, Clerk