

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, May 6, 2013

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

Absent: Karyn Page, Kurt Yowell

Airport Staff: Victor White, Brad Christopher, Kathryn Keathley, John Oswald, Valerie Wise, Jean Zoglman

City Staff: Brian McLeod, Deputy City Attorney

Others: Pat McCollom, AECOM
Brian Youngers, Signature Flight Support
Chris Erwin
Richard Stephenson

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

Public Agenda

Brian Youngers, Station Manager at Signature Flight Support, announced that there will be a fundraising lunch to help students attend the Exploration Place Aviation Camp on Friday, May 17th, at APPH. Mr. Youngers, who is also the President of the Kansas Commission on Aerospace Education, informed the Board that this organization and the Kansas Department of Transportation (KDOT) are planning a Kansas Aviation Expo for September 2013. It will take place at the National Center for Aviation Training (NCAT) and focus on seminars for pilots and airport managers. Many of the seminars will be presented by the Aircraft Owners and Pilots Association (AOPA). It is hoped that this event can be expanded to a several day convention promoting Kansas aviation. Victor White, Director of Airports, stated that the Kansas Aviation Expo is strongly supported by Governor Brownback.

Approval of Minutes

Motion by Fletcher, second by Gooch, to approve the minutes of the April 1, 2013, Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report – Victor White, Director of Airports

Mr. White asked Valerie Wise, Air Service and Business Development Manager, to provide an update on the initiation of Southwest Airlines service in Wichita. Ms. Wise stated that Gary Leonard, Corporate Relations Manager with Southwest, visited Wichita last month to speak to local corporate travel managers about business travel products offered by Southwest. On June

2nd, Southwest will begin daily flights out of Mid-Continent Airport. There will be festivities at the terminal at 1 p.m. that day. On June 3rd, there will be a press conference at the DoubleTree to formally announce the addition of Southwest to Wichita's air travel market. Ms. Wise also stated that United Airlines began a daily nonstop service to Los Angeles on May 1st. The inaugural flight was 75% full, and advance bookings for this route are 76% full, which is higher than flight loads to Denver.

Mr. White stated that the Airport is receiving a \$400,000 grant from KDOT for the Jabara Road construction project, which was an unexpected source of funding for the project, since the Airport generally does not qualify for funding from KDOT because of its size. It is expected that the Jabara Road project will be bid in July.

The groundbreaking for the parking and rental car facility was on April 24th. A video of the ceremony can be found on the City 7 YouTube channel, www.youtube.com/user/wichitacity7.

The Airport continues to work on agreeing to terms with the company that bid on oil drilling exploration rights at Mid-Continent and Jabara. The City is working to finalize a proposal with another company for a potential site downtown, which experience may help the Airport to more accurately establish a value for drilling activities on Airport property. There are operational concerns with this type of drilling at Mid-Continent, so the Airport is considering starting the first site at Jabara because traffic is less heavy; therefore, it will be a better location for refining management procedures in preparation for future sites.

The Airport expects to shortly complete two agreements with the City that will result in the acquisition of approximately 30 acres just southwest of Mid-Continent, known as Skyway Industrial Park, which will increase real estate that could be developed with runway access, and to sell to the City acreage north of Jabara Airport.

The Congress continues to work on preventing the closure of control towers resulting from federal budget cuts. President Obama has signed a bill to prevent the closure of contract towers, but it has not been determined if this bill will also prevent the midnight shift closure of control towers. The Federal Aviation Administration has been authorized to transfer funds from the Airport Improvement Program (AIP) to maintain staffing at control towers. This will reduce federal funding of construction projects at airports. At this time, none of the projects underway at Mid-Continent or Jabara will be affected.

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

The groundbreaking ceremony for the parking and rental car facility took place on April 24th.

There have been two meetings with Crossland Construction and Carl Walker to address project phasing, so that inconveniences to customers will be minimized and as much parking can be preserved as possible throughout the duration of the project.

Notice to Proceed No. 1 was issued on April 19th; there will be a pre-construction conference on May 28th, followed by Notice to Proceed No. 2 around June 3rd, which will officially begin the

construction process. The west entrance to Short Term parking will be closed beginning in late June. Estimated stage completion dates are: October 2014 for the parking garage and exit toll plaza; January 2015 for the rental car facility; March 2015 for surface parking.

Mr. Christopher also informed the Board of modifications to the Airport's website, www.flywichita.com, to make it easier for the public to find essential travel information and to better promote the changes at Mid-Continent as a result of the terminal and parking construction projects.

John Oswald, Engineering and Planning Manager, provided additional information about the parking facility construction plan. The project will begin on June 3rd with the moving of the commercial vehicle lane. Approximately 50% of the Long Term Parking Lot will be lost in the first year of construction, and as the project progresses, approximately 70% of the Short Term Parking Lot will be lost. A few months before the project is complete, all of the Short Term parking will be eliminated, because that area will need to be reconfigured as part of the Economy Lot. To help prepare for this change, it is planned to limit stays in the Short Term Lot to less than one day; no overnight parking will be permitted.

Chairman Rosenberg asked how the loss of Short Term parking would affect customers that use the lot for handicap access. Mr. Oswald stated that customers will be made aware of the changes with clear signage and a public information campaign. Mr. White stated that 93% of visitors stay in the Short Term Lot for less than two hours, which is the true purpose of this lot; it is not intended for overnight parking. The more stringent enforcement of stay rules will increase parking availability for visitors that are not flying, which is important because parking area will be greatly reduced during construction. Another factor that limits availability of Short Term parking is the use of the lot by employees that work in the terminal. Jay Hinkel, Deputy City Attorney, is working with the Access Advisory Board to ensure that handicap parking access is satisfactorily addressed. Most likely, the Airport will need to begin charging for handicap parking, to further encourage customers to limit parking stays to the minimum time necessary. There will be handicap spaces in the Long Term Lot, which will be the closest access point to the terminal for overnight parking. The Park & Ride Lot will continue to be a convenient option, because the shuttle buses are equipped to accommodate customers with disabilities and access points for pick-up/drop-off are in close proximity to parking spaces and the terminal entrance. Implementation of the handicap parking plan will proceed following review and approval by the City Manager.

U.L. Gooch asked if any decrease in revenue was anticipated. Mr. White stated that there will likely be a decrease in parking revenue during construction. John Hennessy asked if it was significant how long a car was parked in the Short Term Lot, as long as the customer was willing to pay the parking rate. Mr. White stated that, since the construction will greatly reduce the number of spaces in Short Term and Long Term, it is important that the Airport attempt to manage parking availability by limiting some areas to stays of one day or less. It is easiest to accomplish this with a high maximum rate and by towing vehicles that violate the one day limitation. The most important issue is customer service, so the Airport is considering many different options for addressing inconveniences during this time. The Airport will inform

customers that tend to use the Short Term Lot for its closer proximity that it cannot be used for multiple-day parking during the construction period. Chairman Rosenberg stated that a valet service would be something to consider, as it is a parking solution that would likely be well received by customers.

Mr. White stated that the messages of the public education campaign are: 1. Plan ahead and be patient, 2. Arrive early, 3. Use the Park & Ride Lot as often as possible, 4. Use the courtesy Cell Phone Lot. The Airport will do all it can to notify the public of changes to parking availability. Mr. Christopher stated that the closing of the Short Term Lot will happen in approximately mid-June.

Carl Koster stated that another issue to consider is that the loss of close proximity parking will be a great inconvenience to customers that travel for business with multiple bags of equipment; in particular, on late-arriving flights when skycaps are not on duty. Mr. Koster stated that he would be willing to pay a higher fee for close parking, so that equipment can be transported more conveniently from the terminal. Mr. White re-stated that the Airport is considering all options to minimize inconvenience.

ACT 3 Project Update – Pat McCollom, AECOM

The terminal project is at 650 days to substantial completion. The steel structure is 45% complete, and should be done by mid-June. The basement tunnel is 90% complete, which has been a focus of construction work, and once done, will allow for more progress on other portions of the structure. The Apron Phase III package is at the 90% design submittal stage. The IT/Communications package is at the 50% design submittal stage. The baggage handling system re-design was approved by the Transportation Security Administration last week, and it is expected that those plans can be given to the contractor soon. Masonry stair towers are being constructed that will make for a more efficient and safe work environment for construction workers as they move between the two levels of the structure. The second floor slab was completed last week, and the first floor is expected to be done this week. The tenant design manual is nearing completion, and will then be provided to stakeholders. A concessionaire workshop is tentatively planned for September 2013.

Mr. White stated that he and Mr. McCollom toured the Santa Barbara terminal and gained some information about glass loading bridges. Glass loading bridges are becoming more popular, and are common in Europe and the Mid-East, where this material has been used for decades, and in a variety of climates. The Wichita Fire Marshall gave approval for use of glass loading bridges, which has opened up this option for Mid-Continent. Cost of maintenance and durability of this material are the two primary factors that the Airport is trying to understand more about. In the United States, glass loading bridges were installed at the Killeen, TX airport almost five years ago, at the Amarillo, TX airport two years ago, and in Santa Barbara a year and a half ago. Mr. Christopher will be visiting Amarillo to learn what that airport's experience has been with the glass bridges. Mr. Hennessy asked what the initial cost would be. Mr. White stated that during early planning phases, it was determined that the initial purchase would be approximately 30% more than a steel bridge; however, now that there are two manufacturers for glass bridges, there

is more competition to gain a foothold in the U.S. market, which should lower the cost. Mr. White will also speak with the two manufacturers of glass loading bridges when he attends an airport conference in the next few weeks to learn more about the product and purchase cost. Another concern is temperature regulation inside the loading bridge. It is typical to have two air conditioning units for each bridge to control air temperature. Mr. McCollom stated that it is also possible to control the air temperature of the bridges via the environmental control system of the Mid-Continent terminal. Mr. Koster stated that the glass loading bridges would be a distinctive feature that would create a lot of positive word of mouth among travelers. Mr. White agreed, stating that it would further increase the notable advances being made to the Mid-Continent Airport complex. Members of the Board suggested that there are likely other solutions for controlling the air temperature, such as shades or tinted films. Mr. McCollom stated that the Airport would need to advertise for bids for loading bridges about 16 months prior to the opening of the terminal, or around August 2013. Mr. White added that it may be advisable to request two alternates for the loading bridge bids, one for glass construction and one for steel, so that if cost turns out to be a primary deciding factor, the purchase option for either material will be available through one bid process.

Mr. McCollom then presented photographs of the construction progress over the last month. The steel frame for the front portion of the terminal is 60% complete. Seven of the 18 bays that make up the front slope of the roof have been installed. Charles Fletcher asked what efforts are being made regarding environmentally sustainable construction. Mr. McCollom stated that the environmental sustainability efforts are managed throughout the project. The Airport tracks and receives sustainable management credit for construction materials that are manufactured within 500 miles or contain low-VOC materials. The construction waste stream is managed so that fewer materials are sent to landfill; Cornejo Construction handles much of the construction material recycling.

Last week, the city/county Metro Area Building & Construction Department (MABCD) toured the site to get a current perspective on the project and to strengthen lines of communication between the MABCD and the construction team. The MABCD is pleased with the terminal project management. The Occupational Safety & Health Administration (OSHA) also visited the site approximately six weeks ago. OSHA found the safety practices to be commendable, and has asked permission from the contractor to use the site as a model for construction site safety best practices.

Other Business

The next WAAB meeting will be Monday, June 3, 2013 at 2:30 p.m.

Meeting adjourned at 3:53 p.m.

Kathryn Keathley, Clerk