

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, August 4, 2014

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

Absent: Karyn Page, Thomas Pryor

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

City Staff: Jay Hinkel, Deputy City Attorney

Others: Jim Armour, ACT 3 Resident Engineer, SJCF/AECOM
Molly McMillin, The Wichita Eagle

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

New Airport Advisory Board Member

Chairman Greenlee welcomed Ron Ryan to the Airport Advisory Board (WAAB). Mr. Ryan took the oath of office for service on the Airport Advisory Board.

Approval of Minutes

Motion by Fletcher, second by Bayouth, to approve the minutes of the July 7, 2014 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report – Victor White

The Federal Aviation Administration (FAA) conducted the annual certification inspection for Mid-Continent Airport last week, and found no discrepancies in operations such as emergency response capability, airfield maintenance, wildlife management, and personnel training. This was the second consecutive inspection with no discrepancies, and the eighth or ninth over the last decade. Chairman Greenlee commended Airport staff for the excellent work.

Brad Christopher, Assistant Director of Airports, provided information about the Hangar 10 development proposal process. There has been considerable interest in the leasehold that is approximately eight acres with access to the general aviation ramp. A competitive bid application packet was sent to businesses that previously contacted the Airport for information about the property. Proposals must be submitted within 30 days. There will be a pre-proposal meeting on August 14th. Some of the proposal factors that the Airport will be evaluating are: best and highest proposed use; service to public (e.g., economic growth); and amount of proposed capital

investment. Following the acceptance of a proposal, the Airport will proceed with final negotiations of lease terms.

Ron Ryan asked when the Cessna Employee Flying Club lease for Hangar 10 expires. Mr. Christopher replied that the lease expired July 31st. U. L. Gooch asked how the notice for the competitive bid process was distributed. Mr. Christopher replied that the businesses that had previously expressed interest in the property were sent bid information. Mr. White added that the bid process for the Hangar 10 site is not a formal RFP. Carl Koster asked why it is a private invitation to bid. Mr. Christopher replied that neither City Purchasing Department regulations nor City of Wichita or State of Kansas law require a public announcement. The Airport would prefer that a local business have the opportunity to develop the site if there is interest, before opening a regional or national search. Mr. Koster stated, so you believe it is the best stewardship of the facility. Mr. Ryan asked if it would be advisable to place an announcement in aviation trade publications and also why the Airport feels it is important to limit bids at this point. Mr. White replied that, given the high level of local interest expressed early on, it was determined that in this situation it would be more fair and transparent for local businesses, and would provide an opportunity for local business growth, to first allow local businesses to submit proposals. Mr. Ryan recommended that if no local businesses submit an acceptable proposal that the Airport make announcements in aviation trade publications.

Mr. Ryan commented that it is a valuable property and it is a good site for new development. Mr. White stated that it is likely that the next lessee will choose to build a new hangar. Chairman Greenlee asked if there is full ramp access. Mr. White replied that there is full ramp access. Mr. Ryan asked what the property's rental rate is. Mr. Christopher replied that the land rate is Schedule A (premium land). The facility rent is not yet set, as it partly depends on what type of development happens on the site. In response to a question about the appraised value, Mr. Christopher stated that an appraisal was made of the current structure, which is in poor condition.

Parking and Rental Car Facilities Project Update – John Oswald

The contractor is working on the third floor of the parking structure, and is expected to begin the fourth floor within the month. Many of the mechanical systems have been completed. Work continues on the electrical systems, the rental car facility, and the exit ramps for the parking structure.

Mr. Ryan asked if all of the rental car companies are required to have locations on the Airport. Mr. White replied that all of the large national rental car companies have contracts for locations on the Airport. There are several smaller transportation companies that have access agreements, although the service locations are off-Airport.

The July 2014 Mid-Continent Airport Parking Structure photo presentation prepared by Ruggles & Bohm (civil engineers) was shown.

ACT 3 Project Update – Jim Armour, ACT 3 Resident Engineer

Chairman Greenlee asked for an update on the passenger loading bridges. Mr. White stated that the passenger bridges are currently in the process of manufacture. The Airport plans to visit the factory in the near future to inspect the work to ensure that it is proceeding according to specifications. At the time of the terminal opening, nine of the gates will have passenger bridges. The installation is expected to begin in late November. Three more will be installed after the demolition of the west end of the current terminal, so that within approximately one year of opening all gates will have a passenger bridge. In response to several questions about the use of the bridges, Mr. White stated that each gate is designed to accommodate a Boeing 747, which is larger than the largest aircraft currently serving Mid-Continent. The design of the gate area allows for addition of gates in the future as Airport business increases. All of the large commercial carriers currently serving Mid-Continent will be able to use the passenger bridges. The aircraft flown by SeaPort Airlines does not fit any type of passenger bridge manufactured, so SeaPort will continue to load on the apron. The current terminal capacity is twelve gates, seven of which have passenger boarding bridges.

Jim Armour, ACT 3 Resident Engineer, provided the project update on behalf of Project Manager Pat McCollom. The terminal is on schedule to be complete in 239 days, and is approximately three-quarters complete.

The food and beverage prime concessionaire MSE has been onsite on several occasions during the last month as they work on design plans. The fiber optic loop for the communications systems is substantially complete. The emergency generator was set in July. It is a 1,500 kilowatt generator, which produces power equivalent to run 3,000 homes. Work continues on the curbside and apron paving. Airport staff met with a liaison of the FAA Airport Concession Disadvantaged Business Enterprise (FAA-ACDBE) program for the standard periodic review of the Airport's goals and performance. The Airport's ACDBE program received a positive review. Pat McCollom, ACT 3 Program Manager, visited the workshop of artist Ed Carpenter in Oregon to see the work being produced for the public art piece.

In the next month, the portion of the pedestrian canopy that extends from the terminal will be completed. The portion that connects to the parking garage/rental car center will be installed at a later date. It is anticipated that the HVAC system will be in operation mid-August. The Airport has been in negotiations with potential retail concessions vendors and a decision is expected by the end of the month. The baggage handling system will be complete by mid-September.

Mr. Gooch asked about the status of the terrazzo flooring component of the project. Mr. Armour stated that the prime contractor was able to resolve the problem and that he expects the flooring installation to quickly be on track.

Related to comments regarding displays in the terminal, Mr. White stated that the plans for the History of Aviation displays are expected to be complete in August. After meeting again with the leaders of local aviation manufacturers, the plans required extensive revisions. The display will now include several LCD displays, which will provide greater flexibility for making changes as needed in the future. In the gate area there will also be a large display of many of the types of

aircraft that have been completely or partially manufactured in Wichita and a second display that will show different aircraft engine sizes. Advertising displays will be largely digital, as much of the wall space will be glass. The structure of the building will not allow a ceiling-mounted display of an aircraft. The open floor space will not adequately accommodate a full-sized aircraft display, although there is potential for a portion of an aircraft or a reduced scale model to be displayed should a local manufacturer wish to pay for the advertising space.

In response to a question from Chairman Greenlee, Mr. White stated that Sullivan Higdon & Sink has begun work to create the new brand, which includes logos and organization brand statements. The Airport continues to develop ideas for a gateway plaza in the area of Kellogg and Mid-Continent Drive. This is an open space that could be improved with landscaping or a display of some type that would create a positive first impression for visitors traveling through the Airport. Some local organizations have been partnering in those discussions.

Chairman Greenlee and Dr. Rosenberg commended the work being done by the AECOM Program Management Team to coordinate the component construction projects for the entire new terminal development.

Other Business

The next WAAB meeting will be Monday, September 8, 2014 at 2:30 p.m.

Meeting adjourned at 3:47 p.m.

Kathryn Keathley, Clerk