

MINUTES OF THE CITY OF WICHITA
WICHITA AIRPORT ADVISORY BOARD

Monday, April 5, 2010

Present: Charles Fletcher, Ron Estes, U.L. Gooch, Willis Heck, John Hennessy, Rebecca Pilshaw, Thomas Pryor, Dr. Thom Rosenberg, Bill Ward, Brent Wooten

Absent: Dwight Greenlee, Kevin Myles, David Murfin

Airport Staff: Victor White, Brad Christopher, Sandy Coykendall, Kelly Fabrizius, John Oswald, Valerie Wise, Jean Zoglman

Others: Bryan Orr, Signature Flight Support

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

Approval of Minutes

Motion by Ward to approve the minutes of the March 8, 2010 Wichita Airport Advisory Board meeting. Motion carried unanimously.

Director's Report

Rebecca Pilshaw was introduced as the newest Board Member. She was appointed by Commissioner Gwen Welshimer and will be taking Mr. Helgerson's place. Ms. Pilshaw said she appreciates the opportunity to serve on the Board.

Mr. White reported that this month's Wichita AeroClub luncheon is on Monday, April 26th at noon at the Hilton. Russ Meyer, former Chairman of Cessna will be the guest speaker, he is currently the Chairman Emeritus.

Congress has finally taken action on FAA Reauthorization after a number of years of continuing to extend the current program. Both the House and Senate have passed their bills and the next step is to appoint Committee Members from both houses to iron out the differences between the two bills and try to determine what both Houses can agree upon which will then be sent to the President for signing. In the meantime, the current program has been extended another couple of months in order to ensure there is no lapse in funding for FAA operations, including Air Traffic Control and Grant Programs.

Mr. White advised that in the Board Packet is a copy of a letter that was sent to both Kansas Senators and the three Congressmen urging them to lean towards the House bill because there are several items in the House bill that are preferential over the Senate bill. The main item is the

Passenger Facility Charge, the House bill authorizes an increase up to \$7 whereas the Senate bill kept it at the current \$4.50. There was also a piece of legislation to require additional Aircraft Rescue and Fire Fighting Services for airports which would cost billions of dollars, in particular for smaller airports like Wichita. The airport would have to hire a lot more fire fighters and purchase a lot more fire trucks and would possibly have to build a second fire station. It would be a huge increase in costs that would have to be passed along to the users of the airport. Both bills currently eliminate that proposal, and we are hoping that stays.

Also included in the Board's packet is a press release announcing that non-stop service to St. Louis is ending today. American Airlines is dropping their non-stop service that Wichita has had for a long time. Besides Wichita, there will be twelve other cities where they are dropping service to St. Louis. It is unknown what American's strategy is for St. Louis other than essentially shutting down their hub operation that has been there many years. The only good news is Southwest Airlines is trying to backfill a lot of those destinations that are being cut out of the St. Louis market, so they are really building up their operations in St. Louis to make up for that.

Mr. Gooch asked if traffic was down on that route because it used to be a top destination. Mrs. Wise reported that American had two daily flights to St. Louis and the load factors were steady; it was not a matter of performance.

Mr. White reported that there has been a lot of recent activity with Frontier Airlines. On the 18th of this month Frontier will move from Gate 7 on the West Concourse to Gate 1 on the East Concourse in order to take advantage of the fact that there is a jetway or loading bridge on Gate 1 that was left by U.S. Airways when they left in the fall. The reason that is being done is because on April 19th Frontier is switching from the Bombardier Q400, the airplane that they have been using in Wichita for the past two and a half years to the Embraer-170 regional jet which has approximately 76 seats and from what we are hearing is a very nice airplane that passengers love. Frontier was bought last year by Republic Airways Holdings who now owns Frontier, Midwest Airlines, Chautauqua Airlines and Republic Airlines. As part of this transition they are going to announce a new name for the merged airlines on April 13th. We are hoping that Frontier keeps the name, it is a great brand and the identity of the airline with the spokesanimals on the tail of the plane has been very popular.

Also, last week REAP approved the application of Sedgwick County for additional funding from the Affordable Airfares program that will go towards a revenue guarantee for Frontier for the remainder of this year. Two and a half years ago before Frontier came to Wichita the County, the City and the State through the Affordable Airfares Program offered \$500,000 for two years as a revenue guarantee to bring Frontier to this market. Frontier accepted that and for the third year, the current year, Frontier did not ask for any money. However, because there are new owners and because they are switching the airplane to a more expensive plane, Frontier asked for the subsidy again.

There was discussion regarding airline subsidies and the Affordable Airfares program and its impact on air service in Wichita.

Mr. White advised that in the Board Packet is a press release that was issued today regarding another Contractors Forum that the airport will be hosting on April 22nd at the Hilton. As we get closer and closer to the potential bidding date to the terminal project, as well as several other upcoming projects, the intent is to try to inform small businesses and minority business firms and subcontractors regarding the upcoming projects at both airports.

On April 6th the artist that has been hired for the new terminal project will be coming to Wichita. He was the top-rated artist and has done some great public art all around the country. There will be a factory tour of Spirit Aerosystems with the artist and Sonia Greteman along with her team and our Design Team. Then we are going to the Kansas Aviation Museum and to view other pieces of public art around Wichita. After that there will be a working lunch where the group will meet with all of the Design Team. It will be followed by a reception at the Greteman Group's office at 4:00 p.m. which the Board is invited to.

The Request for Proposals ("RFP) for the design of the parking garage is almost finalized. In the next few days it will be wrapped up and then it should be ready to advertise in the next week or two.

Chairman Fletcher said he would like to urge his fellow members to speak with their appointers when it comes time to discuss the parking garage to lean towards the bigger garage. This past Spring Break the airport had to open up emergency parking areas because there were not enough spaces. Once the new terminal is open, the passenger levels are only going to increase and starting with the smaller garage is not going to be the smart thing to do.

Dr. Rosenberg commented that most parking garages associated with airports look very plain and similar, he suggested discussing with the architects a way to make this facility unique since this is the Air Capital. Chairman Fletcher said he believes that is going to be included in the RFP. Mr. White said that request was included and one of the main things we want is to have the design of the garage be complimentary to the design of the new terminal building. We are hopeful that the firms that submit an RFP are creative and have some great ideas, because that is going to be one of the criteria that they are judged by.

Ms. Pilshaw asked if the decision has already been made as to what size the garage should be. Mr. White said a couple of years ago there were three separate workshops with the City Council where the parking consultant presented his findings to the City Council and to this Board. The recommendation of our consultant was approximately a 1,600 space garage with 1,200 spaces for the public and 400 spaces for rental car ready and return. There was discussion at the time of the possibility of making it smaller, or approximately 1,200 spaces. We want to make sure that the size that we build is appropriate. The discussions that this Board had at that time were that it is difficult to build a small garage and then expand it later. It becomes an engineering, structure and design issue as well as a customer impact issue. What is being proposed in the RFP process is that the selected firm design a 1,600 space garage with a deductive alternate for a 1,200 space

garage so when it is bid for construction we will have two prices. If construction prices are too high and we determine we cannot afford the bigger one we can fallback on the smaller one.

Also, the Airport Hilton is going to do a small project to expand their parking. They are making some changes to the back entrance where employees park and the service vehicles come in and will gain approximately ten to twelve additional public spaces.

Mr. White announced that the Augusta Airport will be having a Poker Run on April 24th as a fundraiser for the Boy Scouts.

ACT 3 Project Update

John Oswald presented to the Board a PowerPoint presentation providing an update on the current schedule, upcoming meetings and photos to reflect the recent changes from construction.

There was discussion regarding the upcoming bidding process and scheduling issues.

Minimum Standards for Aeronautical Services

Mr. White provided handouts to the Board on the latest revisions to the sections on Commercial Hangar Operator, the Non-Commercial Fractional Private Hangar Operator and the Non-Commercial Private Hangar Operator.

Mr. Heck said he believes it would be important for Mr. Murfin, Mr. Myles and Mr. Greenlee to review the latest changes. Mr. White said he would send the new versions to the Board this afternoon.

Mr. White reported that on the items that involved Mr. Claassen, last month Mr. Claassen seemed in agreement with what the Board came up with in terms of the sizes of the Fractional Private Hangar Operator. Mr. Claassen has also been in contact with staff several times in the last four weeks and he has not had any additional comments or requests for changes regarding that section.

Mr. Heck asked if that meant Mr. Claassen's project will go forward. Chairman Fletcher said that Mr. Claassen still needs to submit his application. Dr. Rosenberg asked if the application would have to go before City Council. Chairman Fletcher said only if the application were to be denied. Mr. White said after several years of working with Mr. Claassen, an agreement is close to being reached that might allow his project to go forward, however the key element is that Mr. Claassen still needs to turn in his official application.

Mr. Heck said he was under the impression that after the Board approves the Minimum Standards that they still have to be approved by the City Council. Mr. White said that it ultimately does have to go before the City Council, however at this point he does not believe there will be much controversy. Six months ago the City Manager asked to do a workshop with the Council, however that was at the time when there was still a disagreement with Mr. Claassen.

Chairman Fletcher said we will make sure that Mr. Murfin, Mr. Myles and Mr. Greenlee have a chance to review the updated sections. He asked the Board if anyone had any objections. If anyone has not had a chance to look through the updated sections, please let Mr. White know your comments as soon as you can. The Minimum Standards have been in the making for a few years and this airport has never had them. The FAA also recommends that airports adopt Minimum Standards.

Motion by Rosenberg to approve the revised Minimum Standards for Aeronautical Activities and Services as presented today. Motion carried unanimously.

Other Business

The next WAAB meeting will be Monday, May 3, 2010 at 2:30 p.m.

Meeting adjourned at 4:04 p.m.

Kelly Fabrizius, Clerk