

Exhibit No.: _____
Issue: Quality of Service
Kansas City International Airport
Witness: Ian A. Redhead
Sponsoring Party: City of Kansas City, Missouri
Case No.: Case No. ER-2012-0175

CITY OF KANSAS CITY, MISSOURI

Case No. ER-2012-0175

DIRECT TESTIMONY

OF

IAN A. REDHEAD

Kansas City, Missouri
August 2012

1 **DIRECT TESTIMONY OF IAN REDHEAD**

2 Q. PLEASE STATE YOUR NAME AND BUSINESS ADDRESS.

3 A. My name is Ian A. Redhead. My business address is 601 Brasilia Avenue, Kansas City,
4 Missouri 64153.

5 Q. BY WHOM ARE YOU EMPLOYED AND IN WHAT CAPACITY?

6 A. I am employed by the City of Kansas City (the City) as Deputy Director, Operations and
7 Maintenance, Kansas City Aviation Department.

8 Q. BRIEFLY DESCRIBE YOUR DUTIES AS DEPUTY DIRECTOR FOR THE
9 AVIATION DEPARTMENT.

10 A. I have overall responsibility for the day-to-day maintenance and operations of the
11 department, including direct oversight of airfield operations, land-side operations, airport
12 police, facilities maintenance, fleet maintenance and field maintenance divisions for
13 Kansas City International Airport. I also serve as Acting Director in the Director of
14 Aviation's absence.

15 Q. PLEASE DESCRIBE YOUR EDUCATION, EXPERIENCE AND EMPLOYMENT
16 HISTORY.

17 A. Prior to joining the Kansas City Aviation Department in 2006, I was employed by Crown
18 Consulting, Inc. in Washington, D.C., where I worked with the Federal Aviation
19 Administration's Joint Planning and Development Office (JPDO). I acted as director of
20 aviation for the North Carolina Global TransPark Project in Kinston, North Carolina.; and
21 served in various executive positions for airports in Cleveland, Ohio, San Diego,
22 California, and Philadelphia, Pennsylvania. I was also a vice president with the Airports
23 Council International - North America.

1 I hold a bachelor's degree in computer science and an associate's degree in aviation
2 management from Embry Riddle Aeronautical University in Daytona Beach, Florida.

3 Q. WHAT IS THE PURPOSE OF YOUR TESTIMONY?

4 A. I describe the facilities over which KCP&L Greater Missouri Operations Company
5 (GMO) provides service to facilities and equipment located at the Kansas City
6 International Airport (KCI) and also will address some concerns for the future at KCI.

7 Q. PLEASE DESCRIBE THE FACILITIES OVER WHICH GMO DELIVERS ENERGY
8 TO KCI.

9 A. It is my understanding that GMO supplies power to KCI facilities through a dedicated
10 substation located on Bern Street within the KCI boundary. Power is carried throughout
11 the airport by underground lines. I estimate that there are 36 to 40 pad mounted
12 transformers that deliver the required voltage to the facilities.

13 Q. WHAT IS THE AGE OF THE GMO FACILITIES?

14 A. I believe that most of the facilities were installed when KCI was under construction. The
15 airport is approximately 43 years old.

16 Q. WHAT KCI FACILITIES ARE CONNECTED TO GMO POWER?

17 A. The three terminals at KCI are connected of course. All airfield lighting, the Federal
18 Aviation Administration tower, all navigation aids installed, street lighting, commercial
19 tenancies and administrative offices are served by GMO.

20 Q. PLEASE DESCRIBE GMO'S QUALITY OF SERVICE TO KCI.

21 A. I can respond about the last six years of GMO service to the airport and during that
22 period of time I know of only one instance, which occurred last year, when there was a
23 prolonged interruption in service. Terminal B, which houses Delta and Southwest

1 Airlines, lost power for approximately eight hours. Aside from that, in my opinion, the
2 level of service and GMO's responsiveness to issues at KCI has been very good. The
3 power provided by GMO to KCI has been adequate.

4 Q. ARE THERE ANY PLANS UNDER CONSIDERATION TO REPLACE THE
5 TERMINALS AT KCI.

6 A. Yes, there is a study currently underway. In November, 2011, the City Council approved
7 \$4.4 Million for the study, which is being done by Landrum & Brown, to determine the
8 feasibility of replacing KCI's three terminal design with a single building. Preliminary
9 findings by the consultants indicate that the single building design will provide the users
10 the ability to grow and provide operational savings for the City and therefore keep KCI
11 highly attractive to the airlines it serves, present and future. The site first under review
12 for the single terminal was unused Airport owned property located south of present KCI
13 terminals. The consultants are now evaluating the possibility of putting the new terminal
14 on the site of Terminal A which will significantly reduce the required infrastructure costs
15 associated with the previous location. If this plan is the one ultimately approved the new
16 terminal would have approximately 42 gates but will be much smaller than the number of
17 gates available in the three terminals. I must add that this is very preliminary review and
18 nothing is final. This much is certain though: In order for KCI to remain a competitive
19 modern airport for the next 20 to 40 years, its plans for expansion must incorporate cost
20 savings in addition to efficient facilities that can handle the expected increase in
21 passenger traffic.

22 Q. EVEN THOUGH THE TERMINALS MAY BE CONSOLIDATED INTO A SINGLE
23 BUILDING, DO YOU ANTICIPATE ANY CHANGE IN DEMAND FOR ENERGY

1 AT KCI.

2 A. At this stage, it is too soon to estimate what the exact demand will be. For planning
3 purposes however, I think it best to assume that demand will not dramatically increase.
4 The issue from my perspective concerns the continued reliability of existing GMO
5 facilities to provide power to the new terminal and other structures.

6 Q. PLEASE EXPLAIN.

7 A. As I mentioned previously, I believe GMO's facilities that serve the airport are
8 approximately 43 years old. Despite the quality of electric service achieved at the airport
9 presently, GMO power infrastructure has aged and its reliability will certainly be called
10 into question with the construction of a new facility. As far as I know, GMO is not
11 actively undertaking replacement of its facilities that are in place to provide energy to
12 KCI facilities. With the prospect of a new terminal coming on line and because there
13 have not been any communication with GMO on future projects, as Deputy Director of
14 the Department I expect that GMO's facilities will keep the same pace of progress. At
15 this point, I have serious concerns that GMO's existing facilities, unless they are
16 upgraded/modified, will not be able to reliably supply the energy that meets KCI's needs
17 for the long term.

18 Q. WHAT DO YOU RECOMMEND.

19 A. I do not believe it is too early in the process to address the useful life of the existing
20 GMO facilities at KCI and to develop a plan by which they can be upgraded or replaced
21 to meet the needs of the new facilities. In this regard, I recommend that the Commission
22 direct GMO to prepare a report for review by the Commission and the City assessing the
23 long term adequacy and reliability of its facilities that are used for service at KCI, along

1 with an outline of a replacement/upgrade program. My office will certainly cooperate

2 where needed in the preparation of that report and the replacement program outline.

3 Q. DOES THIS CONCLUDE YOUR DIRECT TESTIMONY?

4 A. Yes, it does.