

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from the October 2, 2008 meeting  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Dr. Henry Nicholson, Chair  
Crystal Jackson, Vice Chair  
Shawn Dorsch  
Andrew Riolo  
Grace Bailey  
Paul Korry  
Stan Vaughan  
Tony Almeida

**Staff Present**

TJ Orr, Aviation Director  
Jennifer Long, Staff Advisor  
Erika Helm, Community Outreach Specialist

**Guest Speaker**

Lauri Golden, Customer Service Coordinator, CLT

**Absent**

Stan Campbell  
Jeff Hay

**1. Call to Order**

Chair Dr. Henry Nicholson called the meeting to order at 8:00 a.m.

**2. Pledge of Allegiance**

**3. Approval of the September 4, 2008 Minutes**

The minutes were approved as written.

**4. Business Agenda**

**1. Third Parallel Runway Lighting Equipment**

- Action:**
- A. Approve a purchase of computer hardware without competitive bidding, as authorized by the sole source purchasing exemption of G.S. 143—129 (e) (6), and**
  - B. Approve a contract with Siemens Airfield Solutions, Inc. in the amount of \$558,999.91 for computer hardware for the Third Parallel Runway Airfield Lighting Vault, and**
  - C. Adopt a budget ordinance in the amount of \$558,999.91 from the Airport Discretionary fund to be repaid from proceeds of the 2008 General Airport Revenue Bonds.**

**Background:**

**Sole Source Exception**

- G.S. 143-129 (e)(6) provides that formal bidding requirements do not apply when:
  - 1. Performance or price competition are not available;
  - 2. A needed product is available from only one source or supply; or
  - 3. Standardization or compatibility is the overriding consideration.
- Sole sourcing is necessary since the equipment must be interchangeable and compatible with the existing computer hardware already in place.
- Purchases made under the sole source exemption require City Council approval.

### **Explanation**

- The airfield lights are controlled by a computer interface system with terminals in the electrical vaults and in the Air Traffic Control Tower (ATCT).
- The addition of the Third Parallel Runway requires additional hardware for the new electrical vault and software upgrades to the existing system located in the existing two vaults and the ATCT.
- This system must be purchased under a sole source contract because the computer systems must be integrated with the existing airfield lighting control system, which was also provided by Siemens.
- Funding for this contract will come from proceeds of the 2008 General Airport Revenue Bonds, the debt service of which will be paid for by Passenger Facility Charge (PFC) revenues.

**Council Date:** October 27, 2008

### **VOTING: Third Parallel Runway Lighting Equipment**

- Motion for Approval: Almeida
- Second: Korry
- All those in Favor: 8
- Opposed: 0

## **2. Professional Services for Baggage Handling System**

- Action:**
- A. Approve a contract with BNP Associates, Inc. in the amount of \$136,000 for design services to modify and expand the baggage handling system.**
  - B. Adopt a budget ordinance in the amount of \$136,000 from the Airport Discretionary fund to be repaid with proceeds from a future General Airport Revenue Bond issue.**

### **Background:**

- The continued growth in passenger volume, combined with changing Transportation Security Administration (TSA) requirements, have significantly increased baggage volume in the terminal's baggage system.
- Under this contract, BNP Associates will:
  - Study and recommend modifications to the existing baggage system to accommodate recent operational changes by the airlines.
  - Develop plans to install a baggage check-in conveyor in the proposed terminal expansion project that will create space for an additional checkpoint on the east end of the main terminal.
  - Develop plans to enhance the baggage system serving the International Arrivals Hall, which handles bags that are re-checked by passengers that continue on to other destinations after arriving in Charlotte from an international flight.
  - Develop checked baggage processing and inspection system requirements and concepts to accommodate existing and future projected baggage volumes. Required space and order of magnitude cost estimates will be part of the study.
- Funding for this contract will come from proceeds of a future General Airport Revenue Bond Issue, the debt service of which will be paid for by airline rates and charges.

### **Small Business Opportunity**

Established SBE Goal: 0%

Committed SBE Goal: 3%

Pursuant to the SBO Program Policy for professional services contracts, the City negotiated a committed SBE goal with the successful proposer. BNP Associates, Inc. committed 3% (\$4,080) to the following firm Richa Graphics.

**Council Date:** October 27, 2008

### **VOTING: Professional Services for Baggage Handling System**

- Motion for Approval: Vaughan
- Second: Almeida
- All those in Favor: 8
- Opposed: 0

### **3. Material Testing – Taxiway Bridges**

- Action:**
- A. Approve a contract in the amount of \$350,000 with S&ME, Inc. of Charlotte, NC for material testing services during construction of the taxiway bridges.**
  - B. Adopt a budget ordinance in the amount of \$350,000 from the Airport Discretionary Fund to be repaid from proceeds of the 2008 General Airport Revenue Bonds.**

**Background:**

- In August 2008, City Council approved a contract in the amount of \$18,901,768 with E.S. Wagner Company, LLC to construct two taxiway bridges as part of the Third Parallel Runway construction.
- This contract will provide for material testing services during construction of the bridges.
- Material testing is required to ensure the strength of the concrete and steel structure throughout the construction process.
- S&ME, Inc. was selected through a Request For Qualification (RFQ) submittal process in which a selection committee reviewed qualification submittals and chose this firm based on specific criteria identified in the RFQ.
- Funding for this contract will come from the proceeds of the 2008 General Airport Revenue Bonds, the debt service of which will be paid for from Passenger Facility Charge (PFC) revenues.

**Council Date:** October 27, 2008

### **VOTING: Material Testing – Taxiway Bridges**

- Motion for Approval: Korry
- Second: Almeida
- All those in Favor: 8
- Opposed: 0

### **4. Airport Appropriation Ordinance**

- Action:**
- Adopt a budget ordinance in the amount of \$2,882,878 to transfer grant funds from the Ramp 'E' Expansion project to the Third Parallel Runway Paving and Lighting project.**

**Background:**

- In August 2005, City Council adopted a resolution accepting a Federal Aviation Administration (FAA) grant in the amount of \$15,089,209 for multiple projects including the expansion of the air carrier ramp for Concourse 'E'.
- The ramp expansion project was recently completed and was well under budget.
- Because the FAA issued the grant based on an engineer's cost estimate, the project is overfunded with FAA grant funds.
- In order to allow the Airport to earn the full amount of the grant, the FAA has amended the grant description to include funding a portion of the Third Parallel Runway paving and lighting project.
- Using these grant proceeds on the runway project increases the amount of federal participation in the project, which reduces the amount of Airport funding needed to complete the construction.
- This action will adopt a budget ordinance to re-appropriate the remaining grant funds from the Ramp 'E' project to the runway paving and lighting project.

**Council Date:** October 27, 2008

Korry: If we didn't have a source to transfer it to, would that money just go back into the system?

Orr: Yes, it would go back into the system and would either disappear into the system or go to another airport. I suspect that this money would disappear into the system because it's out of the current budget year.

Korry: I was just wondering if it could be held in reserves if we wanted.

Orr: They can't do that. Each grant stands alone.

Riolo: I just want to mention and point out that we came in almost 20% under budget.

**VOTING: Airport Appropriation Ordinance**

- Motion for Approval: Korry
- Second: Almeida
- All those in Favor: 8
- Opposed: 0

**5. Airport Janitorial Contract Extension**

**Action:** Approve a one year contract extension to Gali Services Industries, Inc. of Bethesda, MD estimated at \$4,924,800 based on unit cost to provide janitorial services at the Airport.

**Background:**

- On November 22, 2004, Gali Services Industries, Inc. was awarded a three year contract with two one-year extensions to provide janitorial services at the Airport.
- On March 26, 2007 Council approved a contract amendment for providing restroom attendants.
- On September 10, 2007 Council Approved a one year extension.
- This is the last of two one year contract extension options for the City.
- Under this contract, the contractor is responsible for providing all personnel management, supervision, equipment and janitorial supplies necessary to perform cleaning tasks.
- The contract identifies cleaning specifications that describe performance standards and number of cleaners required per shift and equipment.
- Payment for personnel is a t a fixed rate per worker and payment for consumables is a t unit cost per passenger passing through the airport. Payment for equipment is also specified in the contract.

- Project work will be assigned by the Airport Janitorial Manager (1 of 2 City employees supervising the janitorial effort) as needed and is paid at a bid unit cost for labor, materials and equipment. All outlying facilities are subcontracted to a SBE janitorial supplier for a flat rate per building.
- The extension will assist to enhance recycling efforts though out the facility, the cleaning of an additional 25,000 square feet on "E" concourse along with an additional Food Court.
- There has been a 13% increase in passengers for which janitorial supplies are paid on a per passenger cost as stated in contract.
- The extension will remain at the same unit cost as the original contract.

**Small Business Opportunity**

Established SBE Goal: 5%

Committed SBE Goal: 2 %

**Council Date:** October 27, 2008

**VOTING: Airport Janitorial Contract Extension**

- Motion for Approval: Vaughan
- Second: Almeida
- All those in Favor: 8
- Opposed: 0

**6. Property Transaction**

**Action:** Approve the following property acquisition.

**A. Project: Airport Master Plan Land**

**Owner(s): William and Harriet Huskins**

**Property Address: 6525 Shoreline Drive**

**Property to be acquired: .574 acres**

**Improvements: Vacant Land**

**Purchase Price: \$50,000.00**

**Remarks:** Property was valued by tax office at \$20,000 in 2003 which does not reflect the current market values. The purchase price was determined by an independent Member Appraisal Institute (MAI) appraiser and was reviewed by a second MAI appraiser. Each appraisal takes into consideration the specific quality and quantity of the land. The tax value is determined on a more generic basis and will be higher or lower for land/house with certain attributes. Property is acquired per Federal Guidelines 49 CFR Part 24 of the Uniform Acquisition and Relocation Act of 1970. Acquisition costs are eligible for Federal Aviation Administration reimbursement.

**Zoned: R3 Use: vacant land**

**Tax Value: \$20,000.00**

**Tax Code: 055-364-03**

**Council Date:** October 27, 2008

**VOTING: Property Transaction**

- Motion for Approval: Korry
- Second: Almeida
- All those in Favor: 8
- Opposed: 0

Vaughan: With all the publicity out there about the value of land and houses going down, are you seeing those effects around the Airport?

Orr: We have not seen that yet. It is taking longer to sale land but the price has not gone down much for quality land. The value of most of the property around the airport is driven by commercial pricing.

### **FOR INFORMATION ONLY**

The following items were approved by City Council on September 22<sup>nd</sup>.

#### **1. Old Dowd Road Bridge Construction**

**Action: Award the low bid of \$7,243,723.00 by Crowder Construction Company of Charlotte, NC for the construction of two bridges on Old Dowd Road.**

**Background:**

- The construction of the Third Parallel Runway requires the relocation of Wallace Neel Road and a portion of Old Dowd Road.
- In order to expedite construction of the runway and roads, the construction contracts were broken into multiple phases. This contract covers the final phase of road construction.
- This contract will construct one bridge from Old Dowd Road over the mainline of the Norfolk-Southern Railroad to Wilkinson Boulevard, and another bridge to provide grade separated access across the new road.
- Funding for this contract comes from existing and future federal grant funds and proceeds of the 2007 General Airport Revenue Bond Issue, the debt service of which is paid by Passenger Facility Charge (PFC) revenues.

#### **Disadvantaged Business Opportunity Disadvantaged Business Opportunity**

Established DBE Goal: 14%

Committed DBE Goal: 10%

Crowder Construction, Inc. committed to using three certified DBE contractors to perform services equaling \$720,997 on the project. Although the project goal was not met, Crowder Construction, Inc. provided documented evidence of Good Faith Efforts to attain the goal. Subsequent to the bid date, Crowder came to terms with and will utilize additional DBE's equaling an additional \$298,128.80. They have submitted Letter of Intents and an updated Schedule for the additional participation, which will reach the original 14% project goal.

#### **Summary of Bids:**

Crowder Construction, Inc.	\$7,243,723.00
Blythe Construction, Inc.	\$7,345,355.39
E.S. Wagner Company, LLC	\$7,426,525.89
Rea Contracting, LLC	\$7,654,127.39
Mountain Creek Contractors	\$7,906,978.95
Sloan Construction Company	\$8,307,155.48

Almeida: What's the status of the proposed Intermodal Facility?

Orr: We are continuing to move forward and iron out details in the lease with Norfolk Southern.

## 2. Federal Express Parking Lot Expansion

- Action:**
- A. Approve a contract in the amount of \$339,975.00 to On-Site Development, LLC of Charlotte, NC to expand the existing Federal Express parking lot.**
  - B. Adopt a budget ordinance for the amount of \$339,975.00 from the excluded fund balance.**

### **Background:**

- This contract will provide additional parking spaces needed to accommodate an increase in operations by Federal Express.
- The project will construct twenty-eight (28) additional parking spaces for tractor trailers and fifty (50) automobile parking spaces.
- The cost of this project will be recovered through rates and charges.

### **Small Business Opportunity**

Established SBE Goal: 6.0%

Committed SBE Goal: 6.3%

On-Site Development, LLC has committed 6.3% (\$21,500.00) to the following SBEs: Union Paving and B&B Concrete.

### **Summary of Bids**

On-Site Development, LLC	\$ 339,975.00
Blythe Development Company	\$ 395,337.50
Red Clay Industries, Inc.	\$ 396,680.95
Edison Foard, Inc.	\$ 402,693.96
Showalter Construction Co.	\$ 404,659.50
M V Momentum Construction, LLC	\$ 409,035.14
Kip Corporation	\$ 411,667.00
Boggs Paving, Inc.	\$ 448,463.60
Blythe Construction, Inc.	\$ 469,350.00
Rea Contracting, LLC	\$ 448,463.60
United Construction, Inc.	\$ 485,171.00
Triangle Grading & Paving, Inc.	\$ 616,922.00
Jones' Grading & Paving, Inc.	\$1,207,905.00

## **5. Status Reports**

### **1. Recognition of Departing Members**

On behalf of the committee, Nicholson recognized the three members departing from the committee.

#### 1. Paul Korry (Retiring from committee)

Paul is a City Council appointee, recommended by the Charlotte Regional Partnership. He served on the committee for 2 ½ years. His term expires on October 31<sup>st</sup>.

#### 2. Tony Almeida (Retiring from committee)

Tony is a City Council appointee, recommended by the Charlotte Regional Partnership. He served on the committee for 2 years. His term expires on October 31<sup>st</sup>.

#### 3. Diane Carter (Resigned from committee)

Diane was a City Council appointee and served on the committee for four years. During her service on the committee, she served as the committee's Vice Chair for Fiscal Year 2008. Diane recently resigned her position on the committee and is the City of Charlotte's new Airport Property Manager.

**2. FY2008 Yearend Figures**

Orr shared with the committee a chart that shows the recent FY2008 Yearend figures (FY08 ended June 30<sup>th</sup>). Additionally, the chart showed the same figures for FY06 and FY07.

Charlotte Douglas International Airport  
Financial Statistics

DESCRIPTION	FY 06	FY 07	FY 08
Concessions:			
Food and Beverages	\$ 10,891,528	\$ 12,458,346	\$ 15,500,000
Retail	\$ 4,995,860	\$ 5,946,906	\$ 7,250,000
Advertising	\$ 1,766,676	\$ 2,496,542	\$ 2,600,000
Rental Cars	\$ 8,743,648	\$ 10,750,827	\$ 11,200,000
Wilson Revenue (FBO)	\$ 14,768,249	\$ 15,795,295	\$ 18,957,853
Wilson Fuel Sales (included above)	\$ 12,467,458	\$ 13,452,206	\$ 16,346,115
Public Parking	\$ 26,964,066	\$ 31,209,805	\$ 34,173,940
Public Parking Transactions	2,160,898	2,346,463	2,444,430

Korry: Do we get our fuel off the Colonial Pipeline, or a different source?

Orr: We draw off two pipelines, Plantation and Colonial, which feed the east coast. They cross each other at Paw Creek. The fuel for Wilson comes off one of those pipelines through the Paw Creek terminal and is trucked over here. The fuel that goes into the airline fuel comes directly off the two pipelines and goes to Paw Creek into a big holding tank and is pumped to us.

Korry: Since the average consumer has been impacted by their fuel and its dependence on Colonial, has that had any impact at all? Although I do acknowledge that there are reserve fuel holding tanks here. But I know you need to replenish what you're using.

Orr: We have managed that very carefully. We know when to expect shipments and monitor how much is held in reserve and we know what our daily demand is. The airlines are able to vary that demand by ferrying fuel, meaning they take on more fuel than they need to balance the demand across the system.

Nicholson: Has this recent gas shortage in the community had an effect on us?

Orr: Yes, we have gotten down to a two and a half day supply when normally it's about five days. During Katrina, we got down to a one-hour supply.

Riolo: An example of what Jerry just said is, as a pilot, if you are in Boston going to Charlotte, you would burn 15,000 pounds of fuel but would take on 25,000 pounds to give you a 10,000 pound reserve. But you really try to manage that in accordance with the airlines and you look at the cost ratio of that and what the supply looks like. So instead of taking 25,000 pounds, we will take on 40,000 pounds to carry and extra 15,000 pounds. However, this is expensive because the fuel costs more in Boston and the more fuel you put on an airplane the more fuel you burn because of that weight and because of the altitude you're restricted. Therefore there is a complex matrix you have to look at to determine what the fuel loads should be. How does the financial structure for fuel work with the airlines and with Wilson? Do the airlines actually buy the fuel through the pipeline?

Orr: Yes. We bid among oil companies and have a contract with Shell to deliver us fuel here at the Platts Gulf Index, which is published every Monday, plus mark-up. Then we re-sell that fuel to our various tenants and discount it based on the volume that the tenants take. That runs all the way from retail to a deeply discounted rate. The big fuel farm is hooked up to the two pipelines and that fuel farm belongs to us. The airlines and the Airport contract with ASIG to operate that fuel farm. The way it works is the airline buys their own fuel wherever they want to and they have it delivered to the terminal.

Riolo: So each airline has a different supply under a different contract?

Orr: Yes, it's all co-mingled.



Orr: Back in the old days each airline had their own fuel farm and never co-mingled.

Nicholson: When would it affect us as far as the present gas shortage situation?

Orr: It's a very complex thing. It takes a lot of complex managing to make all the pieces fit together and work like they're suppose to.

Korry: Have any airports had any difficulties during this time?

Orr: Yes, a lot of airports have. The ATA is the professional association of airlines and they take an overview of the fuel supply across the country for all of their member airlines, so there is a lot of trading back in forth of fuel supplies. Katrina was really bad because we are solely dependent on the gulf coast and their two pipelines, one goes to Galveston and one goes to New Orleans. Both of those places shut down and there was nothing.

Nicholson: So again, how long until there is a major problem here?

Orr: Well with Katrina, the pipeline in New Orleans was down for about 10 or 12 days because you have to have power to run the pipeline?

Dorsch: What's happening in numbers as far people boarding compared to last year?

Orr: Our numbers have been strong all year. We had about a five percent growth for July, but we suspect that is flattening some now with respect to the local boardings. The hub is continuing to grow.

Dorsch: I have noticed a huge drop-off in the international flights. I used to not be able to get a business-call seat unless I booked like a week in advance. This past week, 70 percent of my flight was empty in business-class.

Orr: Our load factors were real strong in August, but we have cut some flights. Most airports are seeing a cutback in flights.

Dorsch: Do you have any funding plans or bonds planned?

Orr: We are working on that right now. I spent Monday and Tuesday in New York with the bond rating agencies. We have some variable rate that is in our 2004 bond issue and 2007 bond issue that is insured by MBIA and they have been downgraded, so that needs to be paid off and re-issued. We have some new money that we had planned to issue some fixed-rate bonds for, we're trying to figure out what to do. There have only been like two deals done in the last week or 10 days.

Dorsch: Right, we are seeing everybody just hoarding cash.

Riolo: What about landing fees?

Orr: We have a cost center approach here at the Airport. The public airfield facility, that's the runways and taxiways, is a compensatory cost center. That means the landing fee is determined by the total landed weight and the total cost of operating that cost center, that's the debt service of the bonds that fund that construction plus the maintenance expense. So if the debt service goes up then so does the landing fee. Our landing fee is extremely low here and that's because we have an economical airfield and a lot of landed weight. Our landing fee is \$.42 this year. The average around the county would be \$1 or more.

Riolo: So that is broken out separately from these figures?

Orr: Yes. Since it's a compensatory center, it doesn't matter if the revenues go up or down. The revenues going down in the public airfield facility, which they have been in the last three years, is good. That's because the increasing influence of the Passenger Facility Charge, that's paying more and more of the debt service.

Riolo: So that breakout is a zero sum gain?

Orr: Yes, it zeros out at the end of the year. If we charge too much we rebate it, if we don't enough we give the airlines an additional bill.

Riolo: Explain to me again what the landing fees offset.

Orr: Debt service to the bonds to provide the facilities, that's the runways and taxiways, plus the maintenance and operating expense of that.

Vaughan: What about the other fees paid by the airlines.

Orr: The gate fees? That is another cost center but it is also a compensatory cost center. Our lease with the airlines is that the airfield and all of their exclusive leased space is on a compensatory basis.

Whatever it costs us to construct it, debt service it and M&O, that's their rent.

Dorsch: What are your thoughts on Midway being privatized? Midway Airport was sold to a company in Canada? Most of the airports in the United States are owned by municipalities. I understand there was a pilot program where 12 airports could be sold?

Orr: My position would be that this airport is privatized as opposed to a government operation because we have never received one penny of general fund tax money. So although we are governmental, we

operate just like any business. We have to have enough revenues to cover our expenses. That's really the purpose of going to the rating agencies because we are asking the agencies to rate our bonds. We make a presentation to them and show them that no matter what happens we have a sufficient revenue flow and financial plan to repay the bond holder.

Dorsch: Being someone that goes through the UK a lot, Heathrow and some of those other airports are terrible. So if that's an example of what happens to privatized airports, it has not worked out in my opinion.

Riolo: Are you talking about Heathrow or Gatwick?

Dorsch: Both. They are both privatized.

Nicholson: We return a good deal of money back to the City every year, right?

Orr: No, we don't give them any money. That's illegal under federal law. We retain all of our money in the Airport in the airport fund. However, we do pay for the City firefighters in the station across the airfield and pay a pro-rated share of some City services we use like the Finance and Purchasing Departments and even a contribution to the Mayor and City Councils' salaries.

### **3. Future Airport Layout Plan**

Orr provides each member with a printout of the Airport's ALP (Airport Layout Plan). This shows the future development and expansion planned for the Airport. It serves as an overall summary of the Airport's Masterplan. The Airport's Masterplan captures projects over the next 20 years.

Korry: What's the blue area in the center on the south side of the Airport?

Orr: That indicates future ramp area that could accommodate 2,000,000 square feet of cargo build space and freighters. It will be for freight operation.

Korry: Where is the area that will be used for de-icing?

Orr: In the winter, we close the crosswind runway and deice the airplanes in several areas along the runway. We do that because your demand goes down in a significant icing event and once you get that airplane deiced you have a limited amount of time to depart. The de-icing plan is to add some pavement on the sides of that runway in a couple of places and add some trench drains that will capture that fluid. That will enable the de-icing trucks to maneuver more quickly and more efficiently. We don't have many de-icing events but it is a real disaster when we do.

Riolo: On the new cargo area that you plan to build, how will you get from there to the proposed intermodal?

Orr: By road. A cargo facility is set up to have doors at grade on the airside and then truck doors on the road side. So you move the freight off the airplane through the building and then onto the truck. The truck would be a container on a chassis. When it gets to the intermodal site, they pick the container off the chassis and load it onto the rail.

Riolo: Will we close the current cargo area we have over on 18L?

Orr: No, that will stay there.

Riolo: Are there plans for a bridge to go from one area to another?

Orr: There is a tunnel under Yorkmont Road so that when the new ramp is built, you can go from one area to the other without exiting security.

Riolo: What about the area by Wilson?

Orr: That area will continue growing. Some of the current occupants include Bruton Smith, Goldbond, Bank of America, Wachovia, Duke Energy and Coca-Cola. We are just completing another big hanger and have plans to tear down some shade-ports, which are like carports for smaller aircraft, and will be able to construct four more hangars. There is a piece in that area that we offered to NetJets.

Riolo: We made an offer to NetJets? Tell me about that.

Orr: I can't, but they elected to stay in Columbus, Ohio.

Riolo: How many gates will we have after this?

Orr: That's kind of an open-ended question. We have 91 gates right now which is roughly what Atlanta had in 1982 before they built their new terminal. We have the capability to build another parallel runway between the existing westerly runway and the new runway; that would allow you to separate arrivals from departures. We could then close the cross wind runway and construct an additional runway which would give us an airfield identical to Atlanta.

Almeida: Does the ALP show the new entrance road?

Orr: Yes.

Dorsch: What's going to happen with the Control Tower?

Orr: The FAA needs to relocate their Control Tower. They need to move it to the other side of the airfield. The current tower is not tall enough, it's not big enough and the radar room is too small. This tower is thirty years old and the Airport has grown tremendously in the last 30 years.

Korry: Are our members of Congress able to aid us?

Orr: Yes, we have been working on that.

Riolo: On this diagram, we will increase from how many gates to how many?

Orr: We could go from 91 to 150 or 200 gates. I came here in 1975 and shortly after that, there was a real serious move to close the Airport and move it half way between here and Columbia. I think what we have clearly demonstrated is that you can have a major airport very close to downtown and that's the proper way to do it.

Nicholson: Are we the closest to downtown?

Orr: No, San Diego is the closest, as well as Hong Kong.

#### **4. 2<sup>nd</sup> Annual 5K Runway Run/Walk**

Lauri Golden, an event coordinator for the Run/Walk, talks to the committee about the upcoming event.

The 2<sup>nd</sup> Annual 5K Run/Walk is scheduled for October 25 at 8 a.m. Runners and walkers may now go online to the Airport's website to view the latest information about the event. There, viewers will find information about registration, awards, prizes, course description, directions to the race and a registration form. Last year's event drew more than 500 participants and raised more than \$11,000 for the United Way. Proceeds from this year's race benefit LifeSpan's Community Activity and Employment Transition Program (CAET), an organization supported by the United Way. The organization assists children and adults with developmental disabilities by providing education, employment and enrichment opportunities that promote inclusion, choice, family supports and other best practices. Eighteen LifeSpan participants currently work at CLT with the majority working as Restroom Attendants. Save-the-Date Postcards (each member received one) have been mailed to last year's participants and are also being given out at upcoming races within the community. Additionally, informational brochures (each member received one) are available at the Airport, YMCA and a variety of running shops that target the racing community. The event is also listed on various websites, offering online registration, event information and updates. Some of the websites include [charlotteairport.com](http://charlotteairport.com), [Queencitytiming.com](http://Queencitytiming.com), [Sportoften.com](http://Sportoften.com), [Allsport.com](http://Allsport.com), [Runforyourlife.com](http://Runforyourlife.com) and [WCNC.com](http://WCNC.com) (New Channel 36). The race is also being promoted to all City of Charlotte employees through messages on their paycheck, Employee Wellness messages, designated Wellness Ambassadors, Cmail and FYI.

Riolo: Where is the starting point?

Golden: It is 5020 Hangar Road for the start and finish line.

#### **6. Director's Report**

##### **1. Terminal-wide Recycling Efforts**

Recycling bins have now been spread throughout the terminal. Forty-eight bins have been placed throughout the terminal, allowing Airport passengers and employees to take part in CLT's recycling efforts. Passenger requests, along with the Airport's initiative to reduce total energy usage and landfill waste, sparked the need for additional bins. The Airport generates approximately 8,723 tons of waste per year, with passengers averaging a 1/2 pound each of daily waste. In 2007, the Airport recycled 344 tons of mixed paper and cardboard, reducing landfill waste by approximately 2-3 percent. Currently, the Airport recycles glass bottles, newspapers, oil, scrap metal, aluminum, plastic and coffee grounds.

Nicholson: Before we adjourn I would just like to say to the members that are leaving us that we have enjoyed having you on the committee and are sad to see you go.

**Meeting adjourned at 9:00 a.m.**

  
\_\_\_\_\_  
T. J. Orr, Aviston Director

Distribution:

Mayor & City Council

Curt Walton, City Manager

Brenda Freeze, City Clerk

Ronnie Bryant, President/CEO, Charlotte Regional Partnership

M. Schuster, UNCC Library

Art Fields, Chamber Av. Committee

Bob Morgan, Charlotte Chamber