

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from the January 8, 2009 meeting  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Dr. Henry Nicholson, Chair  
Crystal Jackson, Vice Chair  
Todd Fuller  
Andrew Riolo  
Stan Campbell  
Joe Carpenter  
Stan Vaughan

**Staff Present**

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

**Absent**

Shawn Dorsch  
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 December 4, 2008 Minutes**

The minutes were approved as written.

**4. Business Agenda**

**1. Airport Flight Information Display Maintenance Contract**

**Action: Approve a contract with Signature Technologies, Inc. d/b/a ComNet in the amount of \$118,800 for maintenance of the Airport's Flight Information Display System.**

**Background:**

- In January 1996 Council approved a contract with ComNet Software Specialists, Inc. in the amount of \$805,937 to provide and install devices that display flight, baggage and gate information in the terminal building.
- In July 1998 Council approved a contract with ComNet Software Specialists, Inc., in the amount of \$471,982 to install additional information display devices for use by workers servicing airplanes.
- In September 2003 Council approved a three year contract with ComNet's successor, Signature Technologies, Inc. d/b/a ComNet, to provide proprietary parts and maintenance at a cost of \$270,000.
- In January 2007 Council approved a one year contract extension with Signature Technologies in the amount of \$114,360 for maintenance on 525 devices.
- In December 2007 Council approved a one year contract extension with Signature Technologies in the amount of \$114,420 for maintenance on 489 devices.
- This contract will provide the proprietary parts and maintenance service on the 497 devices for a period of one year at a cost of \$118,800.
- This contract can be cancelled within 60 days notice without cause.

**Small Business Opportunity**

Pursuant to Appendix Section 23.2 of the SBO Program regarding purchases without competitive bidding this is an exempt contract. Signature Technologies, Inc. is the sole source provider for maintenance of this proprietary system.

**Council Date:** January 12, 2009

Fuller: When you do change to new monitors and new technology, will the information be the same?

Orr: Yes. The information provided will be the same. The information is controlled by a server that is linked to the airlines operation server and the airlines update the flight information. They are only as accurate as the input which falls on the airline.

Riolo: Was there a lapse in this service at any time?

Orr: No.

Riolo: I ask because the service has really improved in the last month. There were times when five out of ten of the screens were not working. I noticed this morning going down Concourse B that only one of the ten is out.

Orr: The contractor routinely changes out bad monitors that are beyond repairs. If you look closely at the screens, you will see that some of them are newer and have flat screens while the older monitors have a more rounded surface. The new flat screens are glare resistant.

Riolo: When we have an outage, what does the contract say in regards to the amount of time before they will come and repair it?

Orr: They have someone here on site, so it usually takes a couple of hours.

Riolo: What is the reason for them being out for an extended amount of time?

Orr: Because no one notified them of the issue.

Riolo: There are screens that are out a lot. I guess what Todd was speaking to is, are we ready to step this up to new technology based on the signage we are working on.

Orr: Yes. We were scheduled to sell some bonds back in August and haven't sold yet due to market conditions and that's driving our signage contract. We have the first part of the signage package done, which is the interior signage. The second part is exterior signage and replacing the FIDS and the BIDS in baggage claim.

Riolo: How long until we replace the FIDS?

Orr: I think we will be replacing this year and I also think we are going to sell bonds this year.

Riolo: Do you have any idea of the format you will use?

Orr: It will be a different display rack with vertical LCD screens, which is also different technology.

Riolo: If there are blank screens available, could we fill that space with advertisements to help pay for the new equipment?

Orr: We could do that, but remember that the amount of screens filled up with information depends on what time of day it is because it displays a couple of hours worth of flights. As you get to the end of the day is when you have available screens.

Riolo: Is there any way to put arrival screens in the terminal? All the current screens are departure screens.

Orr: Arrival screens are currently located in the Ticket Lobby and near the checkpoints.

Riolo: But once you are past security, there are no arrival screens.

Orr: Yes, we will add arrival screens. I believe we removed them at US Airways request because the information on the FIDS differs from what they tell you.

Riolo: Frequently.

Fuller: I know this information is available on the individual airline's website, but is it available on our website?

Long: Yes, it is available on our website and can also be obtained by called 704-359-DATA.

#### **VOTING: Airport Flight Information Display Maintenance Contract**

- Motion for Approval: Vaughan
- Second: Fuller
- All those in Favor: 7
- Opposed: 0

## 2. Airport Environmental Compliance & Permitting Change Order

**Action:** Approve change order #1 with HDR Engineering in the amount of \$295,700 for the development of additional erosion control and storm water management plans for projects related to the Third Parallel Runway.

### **Background:**

- In August 2004 the Airport selected a team of engineers to design the third parallel runway. The team included Talbert & Bright, HNTB, TY Lin International/HJ Ross, IMDC, and HDR Engineering.
- In April 2005 Council approved a contract with Talbert & Bright for the runway and taxiway grading and pavement design, which included erosion control plans for the project.
- In November 2007 Council approved a contract with HDR Engineering in the amount of \$497,000 for additional erosion control plans for the runway grading project and for the development of a storm water management plan as required by the 404 wetland permit issued by the North Carolina Department of Water Quality (NCDWQ) for projects related to the Third Parallel Runway.
- The change order will provide funding for additional work needed, per NCDWQ, to obtain approval of the Airport's storm water management plan for projects including Taxiway 'V', Old Dowd Road and West Boulevard, that will amend the approved storm water management plan for the Third Parallel Runway.

### **Disadvantaged Business Enterprise**

Established DBE Goal: 0%

Committed DBE Goal: 0%

The Federal DBE Program neither requires nor permits goals for every contract. The City must meet its overall goal by using a mix of contract goals and race-neutral means.

**Council Date:** January 12, 2009

Carpenter: Does this cover the entire Airport?

Orr: This started out as part of the new runway project. We just finished an EMAS project off the end of one of our runways and that draws that area into it. We are getting ready to do an EMAS project on our crosswind runway and that draws that into it. As we do more construction in the FBO area, that will draw that into it. It kind of builds as you go. When we relocate West Boulevard that will get added into it. Carpenter: Will the intermodal be added to it?

Orr: It will be added to it.

Carpenter: I know they get into some pretty sophisticated stuff.

Orr: They really do. We are struggling here because the water that we turn loose has to be 85 percent free of sediment. We have to meet that test before the water crosses the interstate. Our original intent was to build ponds on the side of the interstate to filter out that sediment. But we were told we couldn't do that because it has to meet that standard before it leaves our property, which makes it more difficult because we don't have much room to do that. About 12 to 18 months from now we will have to conduct laboratory measurements. If we don't meet that standard, we will have to add more devices.

Carpenter: Do you have to use a skimmer?

Orr: So far we have avoided the mechanical devices, which are very expensive, maintenance intensive and the State does not like them for those reasons. Not because the cost, but if you don't maintain them, they are not effective. We are trying to avoid the use of mechanical devices and so far we have been able to do that. But over the next couple of years you will see us build a lot of bioremediation ponds, rain gardens and those types of things. Then you layer on that we can't have any standing water near the runway because it's a bird attractor.

Fuller: Is there any relation in the revenue between Storm Water and the Airport and Storm Water and the City?

Orr: We pay an outrageous rain tax. You get to abate that if you construct these fairly expensive basins to retain that water. We have spent money constructing those but we still pay a lot of tax.

**VOTING: Airport Environmental Compliance & Permitting Change Order**

- Motion for Approval: Carpenter
- Second: Vaughan
- All those in Favor: 7
- Opposed: 0

**3. Old Dowd Relocation Change Order**

**Action: Approve change order #2 with Scurry Construction, Inc. in the amount of \$323,241.01 for additional erosion control and paving items.**

**Background:**

- In March 2008, City Council approved a contract to Scurry Construction, Inc. in the amount of \$3,376,681.47 for paving, drainage, and installation of water and sewer force mains for a new section of Old Dowd Road.
- In July 2008, Council approved change order #1 in the amount of \$293,240 for the extension of the water main to tie into an existing line on the east side of the road relocation project. CMUD funded that change order.
- This is a unit cost contract where contractor bids a price per unit for items of work. The contract also includes an escalation clause per NCDOT specifications for liquid asphalt use during the job.
- Change order #2 will pay the contractor \$200,000 for escalated price of liquid asphalt; \$80,000 for additional units of pavement asphalt and \$43,000 for additional erosion control items required by the North Carolina Department of Natural Resources (NCDENR) as a result of unusually large rain events during the project.

**Disadvantaged Business Opportunity**

Scurry Construction committed to 6.5% DBE participation with the original contract. They maintain that commitment with the addition of this change order.

**Council Date:** January 12, 2009

**VOTING: Old Dowd Relocation Change Order**

- Motion for Approval: Vaughan
- Second: Fuller
- All those in Favor: 7
- Opposed: 0

**4. Property Transactions (Acquisitions)**

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

- A. Project: Airport Master Plan Land Acquisition**  
**Owner(s): North Carolina Department of Transportation**  
**Property Address: \* Garrison Road**  
**Property to be acquired: .17 acres**  
**Improvements: vacant land**  
**Purchase Price: \$3,900**  
**Remarks:** Property was valued by tax office at \$7,300 in 2003 which does not reflect the current market values. The purchase price was determined by NC DOT appraisals. The 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: \$7,300**

**Tax Code: 141-181-54**

- B. Project: Airport Master Plan Land Acquisition**  
**Owner(s): North Carolina Department of Transportation**  
**Property Address: 9829 Garrison Road**  
**Property to be acquired: .33 acres**  
**Improvements: vacant land**  
**Purchase Price: \$7,500**  
**Remarks:** Property was valued by tax office at \$2,000 in 2003 which does not reflect the current market values. The purchase price was determined by NC DOT appraisals. The 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: \$2,000**  
**Tax Code: 141-181-52**
- C. Project: Airport Master Plan Land Acquisition**  
**Owner(s): North Carolina Department of Transportation**  
**Property Address: \* Garrison Road**  
**Property to be acquired: 10.99 acres**  
**Improvements: vacant land**  
**Purchase Price: \$171,900**  
**Remarks:** Property was valued by tax office at \$111,300 in 2003 which does not reflect the current market values. The purchase price was determined by NC DOT appraisals. The 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: \$111,300**  
**Tax Code: 141-181-64**

**Council Date:** January 12, 2009

### **VOTING: Property Transactions**

- Motion for Approval: Carpenter
- Second: Jackson
- All those in Favor: 7
- Opposed: 0

### **5. Property Transaction (Settlement)**

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

- A. Project: Airport Master Plan Land Condemnation Settlement**  
**Owner(s): Southern Spindle and Flyer Co. Inc.**  
**Property Address: 3721 Harlee Avenue**  
**Property to be acquired: 6.73 acres**  
**Improvements: Warehouse**  
**Amount deposited: \$1,191,000**  
**Additional settlement amount: \$409,000**  
**Remarks:** Settlement amounts are determined by reviewing the opinions of the landowner's appraisers and evaluating the costs and risks of continuing with litigation where just compensation is contested.  
**Zoned: I2 Use: vacant land and warehouse**  
**Tax Value: \$545,800**  
**Tax Code: 115-151-16**

**Council Date:** January 12, 2009

Carpenter: What will this do?

Orr: This will allow us to construct the on-ramp from Josh Birmingham, allowing immediate access to the new deck we are constructing on Wilkinson. That deck is the first of a series of decks that will be on Wilkinson.

Riolo: Was the high appraisal \$1,191,000?

Orr: It was close to \$1,500,000.

Riolo: What was the low appraisal?

Orr: A little less than \$1,191,000.

Riolo: So that additional settlement was the difference?

Orr: Yes.

Riolo: The owner is Southern Spindle and Flyer Company?

Orr: Yes, which is not the company that occupies the land, that's who owns it?

Riolo: So we will have usage of the acreage?

Orr: Yes, we'll have the whole acreage.

Riolo: I think that on-ramp is mandatory because that gives you access to what we're doing over on Wilkinson. To get to Wilkinson now you have to do a complete circle and come back around.

Orr: That's exactly right. And as we build our new exit and entrance road, these two ramps become an interval part of that traffic flow.

Fuller: Any idea of what will become of that extra acreage?

Orr: We own most of the land in that area which can be used for additional parking.

Carpenter: Some airports have trams. Is that in our plans?

Orr: Yes, right now we serve Business Valet with a shuttle bus and we serve Long Term, Remote and Daily parking with shuttle buses. Mr. Campbell designed a system that would build a series of bridges and underpasses so that you could run a single bus system over the pieces of the public roadway system and through the various decks and lots. That could grow into a completely separate system that could be a dedicated roadway in which we could run our new Hybrid buses, or you could go the next step and make it a pathway for an automated tramway of some sort. Right now, the cost of those trains, like in Orlando and Houston, is a lot because the vehicles are about \$2,500,000 a piece. Also because the control system to make them automatic is about half of the cost of the system. The buses that we

are running have a five percent carbon footprint, which means they are pretty close to the same carbon footprint of an electric vehicle. They cost \$400,000. They are very flexible and require a driver in which the driver needs to know where he is going, which can be supported through a GPS system. We are in the process of installing a GPS system on our current buses so that we can actually control them. That's the path we are on.

Carpenter: Great. I have noticed in some other airports I have been in that it cuts down on the vehicular traffic and congestion.

Orr: Absolutely.

#### **VOTING: Property Transaction**

- Motion for Approval: Jackson
- Second: Campbell
- All those in Favor: 7
- Opposed: 0

### **6. Aircraft Maintenance Hangar Lease**

**Action:** Approve a lease agreement with Mesa Airlines, Inc. for an aircraft maintenance hangar.

**Background:**

- Mesa Airlines, Inc. ("Mesa") flies as United Express, Delta Connection and US Airways at Charlotte.
- Mesa runs their aircraft maintenance operation out of a hangar on Airport property.
- Mesa must relocate to a new hangar because their existing hangar is in the path of construction of the new Third Parallel Runway.
- The agreement would provide for a five year lease of the approximately 34,765 square foot hangar and office space at a total annual cost of \$438,560.

**Council Date:** January 26, 2009

Carpenter: Is the annual cost amortized in a way that we will get our money back?

Orr: Yes, it is amortized.

Nicholson: What did the Guard use it for?

Orr: They built that hangar when they got their first jets in 1951.

Riolo: Where will the new hangar be located?

Orr: It is next to the US Airways maintenance hangar. There is the large maintenance hangar and then the line maintenance hangar and it will be located beside that.

Riolo: When will it be completed?

Orr: By the end of this month.

Riolo: Is the square footage cost on this comparable to what we lease the other hangars out as?

Orr: Which other hangars, the corporate hangars?

Riolo: Well just in comparison with all the other space we lease out, is it comparable?

Orr: Yes, this is a lease rate that includes the amortized cost of the construction of the facility.

Riolo: How many employees does Mesa have based in Charlotte?

Orr: I believe it is 70.

Riolo: Mesa has started moving their pilot and flight attendants out of Charlotte to Atlanta.

Orr: This is maintenance employees. Remember that they fly for Delta, United and US Airways.

**VOTING: Aircraft Maintenance Hangar Lease**

- Motion for Approval: Carpenter
- Second: Jackson
- All those in Favor: 7
- Opposed: 0

**7. Property Transaction (Acquisition)**

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

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

**Owner(s): Ansel Jones Jr.**

**Property Address: 9056 Walkers Ferry road**

**Property to be acquired: .85 acres**

**Improvements: single family residence**

**Purchase Price: \$95,000**

**Remarks:** The purchase price was determined by an independent Member Appraisal Institute (MAI) appraisers 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: single family residence**

**Tax Value: \$81,500**

**Tax Code: 113-361-20**

**Council Date:** January 26, 2009

Carpenter: What about DOT's tower?

Orr: We will have to move it to the other side of the bridge.

**VOTING: Property Transaction**

- Motion for Approval: Carpenter
- Second: Fuller
- All those in Favor: 7
- Opposed: 0

**7. Status Reports**

**1. FAR Part 150 Update—Public Meeting Held**

- The Airport is currently updating the FAR Part 150 Noise Compatibility Program, a federally-funded program that focuses on balancing the Airport's operational needs and its impact on the surrounding community. The purpose of the FAR Part 150 is to produce updated noise contour maps, review existing program measures, make appropriate adjustments and to determine if additional measures are needed for the program.
- The Airport has contracted with industry consultant, Andrew S. Harris, Inc. to complete the program update. Elements of the program include noise exposure maps, existing contours, future contours, noise compatibility plan, noise abatement measures, noise mitigation measures and land use measures.
- A public meeting on the FAR Part 150 Noise Compatibility Program was held December 16 from 6:00 p.m. – 8:00 p.m. at Steele Creek Presbyterian Church. The meeting was the first



opportunity for public participation in the study. Approximately 55 people and staff attended the meeting. The meeting included brief presentations by Aviation Department staff and study consultants. Members of the public were allowed to ask questions and submit written comments.

- Upcoming Meeting Schedule:
  - February, 24 – Public Meeting, 6:00 p.m. – 8:00 p.m., Steele Creek Presbyterian Church
  - April, 2009 – Public Meeting, Review of Draft Updated Noise Compatibility Program
  - July, 2009 – Public Hearing, Review of the Final Updated Noise Compatibility Program

## **2. Medical Center RFP Advertised**

- The Airport is requesting proposals for medical center services within the terminal.
- A medical center facility within the terminal would provide Airport customers and employees the opportunity and convenience to access certain medical treatments, pharmaceutical products and/or health related goods and services. Some potential services may include employee drug testing, pre-employment physicals, etc.
- The Airport has identified two spaces that may be suitable; one pre-security and one post-security.
- Both local hospitals have expressed an interest in providing this service.

Nicholson: Has this been discussed with the medical society?

Orr: I am not sure but would suspect the hospitals would provide that conduit.

Nicholson: I think it would be a courteous thing to do to make them aware.

Orr: We can certainly do that.

Carpenter: Where are the sites you have identified, in the terminal?

Orr: Yes, they are in the terminal building. One is prior to the checkpoints and one is beyond the checkpoints. The proposer will be responsible for selecting the site they think would be most successful.

Nicholson: They have these in other airports.

Carpenter: I was just curious as to how the public would access it.

Orr: The center will need to have a relationship with the Airport's major employers to make it successful for worker's compensation and drug testing.

Vaughan: If I looked at it as a potential patient, the last thing I would want to do is have to get involved in Airport traffic. I would assume it would need to be accessible to the non traveling public as well.

Orr: This is a big Airport with 33 million passengers a year passing through here.

Vaughan: It seems like it would be very beneficial to employees who might need to see a physician and would keep them from having to leave the terminal.

Riolo: Anyone who gets the RFP should look at the revenue from the drug testing of employees. Who does the drug testing now for employees?

Orr: We send ours to a company which is part of Presbyterian Hospital.

Riolo: It could be used for the airlines and their crew who do random drug and alcohol testing.

Orr: US Airways has their own facility here. This center would be beneficial for things like that. We will ask a couple of members from this committee to serve on an evaluation panel.

## **3. Cell Phone Lot Naming Rights Sold**

- T-Mobile has purchased the naming rights to the Airport's Cell Phone Lot.
- Customers are able to park in the 57-space parking lot free of charge and wait for their party to contact them via cell phone when they arrive. The lot has assisted in easing congestion along the Airport's Baggage Claim curbside.
- The agreement is for six months and started December 1.
- Through the deal, T-Mobile receives naming rights to the cell lot which include wall graphics, lot banners, entrance and exit signage, terminal dioramas and interior banners.

Carpenter: What happens after six months?

Orr: They either renew or one of their competitors steps in.

Vaughan: In using the Cell Phone Lot, people are not allowed to leave their vehicle unattended, right?

Orr: That's correct.

Fuller: Are the advertisements only on the inside wall?

Orr: It is on both sides of the wall.

#### 4. Holiday Travel Recap

##### *Parking Figures*

	Total Vehicles Parked in 2007	Total Vehicles Parked in 2008	% Change Vehicles Parked
12/22	16,724	13,149	-22%
12/23	19,211	15,436	-20%
12/24	20,837	18,214	-13%
12/25	21,170	20,376	-4%
12/26	21,713	20,078	-8%
12/27	21,161	21,423	1%
12/28	19,700	20,264	3%
12/29	17,740	16,573	-7%
12/30	18,231	15,139	-17%
12/31	17,993	24,040	34%

##### *Holiday Musical Performances*

- Six singing groups entertained Airport passengers and employees during the holidays.
- The groups included the Northwest School of the Arts (November 12), Festival Four (December 9), Park Road Montessori (December 18), Union Road Church of God (December 21), Providence Church of Christ (December 22) and the Gaston Chord Weavers (December 23).
- The groups ranged in size from 15 to 80 members.

##### *Operation Victory Block*

- Operation Victory Block, formerly called Operation Exodus, is the annual movement of troops from Ft. Jackson as part of their December holiday leave.
- This year's Operation Victory Block occurred on Thursday, December 18 with approximately 2,000 soldiers passing through CLT.
- Buses began arriving at the Airport from Ft. Jackson at 4:00 a.m.
- Operation Victory Block was facilitated through the efforts of the Aviation Department, Transportation Security Administration, US Airways and the United Services Organization (USO).
- The USO provided the troops food and entertainment while waiting for the flight departures.
- The USO also has a new Director, who replaced Jack Ahart, who accepted a position in Dubai. Her name is Sheila Waskow.

Vaughan: I just want to comment that I thought the publicity for that event was outstanding.

## **8. Director's Report**

### **1. Charlotte Magazine Features CLT (article in each member's book)**

- The December edition of Charlotte Magazine features CLT and offers readers information on things to do while at the Airport, parking information, traveler tips, construction update and more.

### **2. Disaster Drill Held**

- To maintain compliance with the FAA's Airport Certification requirements, Aircraft Emergency Training is held every year through a Table Top Exercise involving the Fire Department, Medic, Police, Red Cross, Medical Examiner and the airlines.
- Additionally, CLT must hold a full-scale airport emergency plan exercise at least once every 36 consecutive calendar months.
- The exercise is conducted through a simulated mass casualty incident, which will test the coordination of all emergency responses to an aircraft incident.
- An exercise was recently conducted on Saturday, December 6.
- Including volunteers, responders and agencies involved, the drill had more than 200 participants.

### **3. Airport Presents Check to LifeSpan**

- Charlotte Douglas International Airport's 2nd Annual Runway 5KRun/Walk was a tremendous success, raising \$11,858.00 for LifeSpan's Community Activity and Employment Transition Program (CAET).
- A check was presented to LifeSpan officials on Friday, December 19, 2008.
- LifeSpan 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.
- More than 560 participants turned out for this year's Runway 5K Run/Walk, which was held Saturday, October 25, 2008.

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

  
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T. J. Orr, Aviation Director

Distribution:

Mayor & City Council  
Curt Walton, City Manager  
Stephanie Kelly, City Clerk  
Ronnie Bryant, President/CEO, Charlotte Regional Partnership  
M. Schuster, UNCC Library  
Art Fields, Chamber Av. Committee  
Bob Morgan, Charlotte Chamber