

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the October 1, 2009 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Drew Riolo, Vice Chair
Ed McMahan
Joe Carpenter
Crystal Jackson
Shawn Dorsch
Colvin Edwards
Todd Fuller
Jeff Hay
William Taylor

Staff Present

TJ Orr, Aviation Director
Jennifer Long, Customer Relations Specialist
Erika Helm, Community Outreach Specialist
Jack Christine, Airport Planner

Absent

Stan Vaughan, Chair
Russell McMillan

1. Call to Order

Vice Chair Drew Riolo called the meeting to order at 8:00 a.m.

2. Pledge of Allegiance

3. Approval of the September 3, 2009 Minutes

The minutes were approved as written.

4. Business Agenda

For Information Only: City Council approved the following action on September 28th.

1. Airport Storm Drain Pipe Rehabilitation

Action: Approve a contract to Talbert, Bright, & Ellington, Inc. in the amount of \$146,518 for the design of a steel liner for storm drain pipes on the Airport.

Background:

1. When the current terminal was constructed in 1982, the Airport installed 2,800 linear feet of 96" corrugated metal pipes under the air carrier ramp and terminal to carry storm water to Coffey Creek.
 - The Airport has done periodic inspections of the pipe system and has identified areas where the pipe is beginning to show signs of distress from the weight of the structures above it.
 - In 2001, the Airport installed a steel liner in 550 feet of the pipe under the terminal. Another inspection of the remainder of the pipe has been performed and additional areas have been identified for rehabilitation.
 - This contract will provide design and bidding services for a steel liner for the remainder of the pipe system.
 - Funding for this contract comes from proceeds of the 2004 General Airport Revenue Bonds, the debt service of which is paid for with Passenger Facility Charge (PFC) revenues.

Disadvantaged Business Opportunity

Established DBE Goal: 0%

Committed DBE Goal: 0%

Summary of Bids:

N/A

5. Status Reports

1. FAR Part 150 Update

Christine presented an update to the committee.

- What is FAR Part 150?
 - FAR – Federal Aviation Regulation
 - Part 150 – Section Pertaining to Airport Noise Compatibility Planning
 - Regulation addresses:
 - Development and review of Noise Exposure Maps and Airport Noise Compatibility Programs
 - Measuring noise on and around airports
 - Determining exposure of individuals to noise
 - Identifies land uses compatible within noise affected areas

- CLT Part 150 Program
 - Original program established in 1987
 - First update completed in 1997
 - Second update started in 2002
 - Restarted second update in 2006
 - To date, the Airport has spent over \$67 million in mitigating noise around the Airport
 - Current program consists of Noise Abatement, Land Use Control and Noise Mitigation measures

Orr: Back in 1971, we were planning for what is now the center runway. In 1973, we could have bought Moores Park for less than \$4 million. However, that was not done and we built the runway which resulted in a lawsuit. There was picketing and television coverage and the City paid out an amount of money. We then spent \$3 million buying an aviation easement and in 1987, we established the FAR Part 150 Program. We later bought Morris Park for \$12 million. To date, we have bought all but four homes in Morris Park. Additionally, we have relocated 450 homes on a voluntary basis with the homeowner and insulated 1,200 homes, churches and schools.

- Noise Abatement Measures
 - Periodic noise monitoring around the Airport
 - Preferential use of Runway 5/23 for aircraft operations at night (11:00 PM – 7:00 AM)
 - Established departure headings that turn away from densely populated areas
 - Designated areas for aircraft engine run-ups

- Land Use Control Measures
 - Promote compatible land use with the 65 DNL
 - Pursue zoning for compatible development
 - Establish an Airport Noise Overlay District

Christine: A realtor must inform a buyer of the Airport's Noise Overlay District.

Orr: There are residential homes near the Airport. Therefore, the Airport Overlay District hasn't been a complete success, even though we have attempted to have the areas rezoned.

Christine: We have attempted to limit additional development in the noise contours. We are also trying to acquire a flight tracking monitoring system, which is used in conjunction with the FAA's radar

system. The FAA now uses what's called STARS. We now need new software and the FAA will pay for 80%. We would also like to alter the preferential use time to 11:00 p.m. – 6:00 a.m. and we feel this change will be minimal. For years, when the aircraft take off heading south, the departure procedures require the pilot to fly runway heading, 180 degrees, for two miles before turning to a divergent heading. Over the summer, the FAA Air Traffic Control tested some different and additional departure procedures that resulted in a number of new noise complaints.

Edwards: At what altitude?

Orr: 3,000 ft. The issue is that the tower wants the aircraft to turn off the runways immediately, as opposed to two miles out, which is where we've invested our money and efforts for mitigating noise.

Riolo: When we depart, we go two miles out and turn at an altitude above 3,000 ft and power reduction at below 90%.

Orr: This new test results in the aircraft flying over areas that are developed as opposed to areas we have insulated.

Fuller: Aren't departure procedures different for turbines?

Orr: We are only talking about jets.

- Noise Mitigation Measures
 - Establish a public information program for noise issues
 - Sound insulate homes, schools and churches within the 65 DNL noise contour
 - Acquire mobile homes within the 70 DNL noise contours
 - Acquire residential property with the 75 DNL noise contour

Orr: The 65 DNL in 1996 is essentially the same as 2009's 60 DNL. This is unusual around a major airport.

Christine: The FAA's efforts stop at the 65 DNL, in terms of insulating and land acquisition.

Orr: No one who lives within the 65 DNL came to the public meetings. The new problems are now further out, driven by the FAA's new procedures called RNAV. These procedures give the pilot way-points and the computer follows those way-points. Therefore, for example, people in Matthews are now seeing more planes.

Riolo: In these procedures, there is no room for error. The computer's way-points results in the aircraft flying over the same point each time. Even with wind-factors, the computer will re-set itself.

McMahan: What percentage of fleet has muffled sound?

Orr: All. The FAA requires all to be Stage Three. The newer the aircraft, the quieter they are.

Carpenter: Does the study update include the new runway?

Orr: From a contour perspective, the new runway isn't an issue. There are some issues we need to address, but they cannot be addressed through the FAR Part 150 Program. The calculations for noise are done by using a formula which involves the interstate and aircraft. We need the new flight track system to deal with these issues. Jack is going to Nashville next week because they bought a system before they got their program approved by the FAA.

- 2008 Noise Compatibility Program Update
 - Current update was started in July 2008
 - Airport contracted with Andrew S. Harris, Inc. to complete the Program Update
 - Purpose of the update
 - Produce new Noise Contour Maps
 - Review existing program measures and make appropriate adjustments
 - Determine if additional measures are needed for the program
 - Renew focus on land use control measures
- 2008 Program Update
 - Progress to date:
 - Completed Aircraft Fleet Mix & Operations Forecast
 - Reviewed Program Measures

- Generated 2009 Base Contours
 - Generated 2014 Base Case Contours and Alternatives
 - Held Three Public Meetings During the Process
- Measures Under Review in Noise Compatibility Program Update
 - Noise Mitigation Measures
 - Retain all measures in current program
 - Sound insulate, purchase avigation easements, or acquire eligible homes in the 2009 and 2014 60 DNL noise contours
 - Land Use Measures
 - Retain all measures in current program
 - Promote compatible land use planning within 60 DNL of combined 2009/2014 noise contours
 - Noise Abatement Measures
 - Retain all measures in current program
 - Provide the capability to monitor flight tracks based on radar data from the FAA STARS system or from a passive system
 - Use 4 runways from 0600 to 2300
 - Establish additional headings for runway departures
- Next Steps
 - Complete Draft Report
 - Noise Exposure Maps
 - Updated Noise Compatibility Program
 - Give Draft to FAA for Initial Review
 - Hold Public Hearing during Fall
 - Complete Final Report
 - Submit Final Report to FAA by December 2009

2. Flu Shots Offered in Terminal

- CLT will soon house a walk-in urgent care clinic for passengers and employees.
- The AeroClinic, in partnership with Presbyterian Healthcare, will provide treatment for minor ailments, preventative care, X-rays and vaccinations. Prescriptions and packaged medicines will also be available.
- The Airport anticipates the clinic to open in early 2010, which is beyond the start of the flu season. Therefore, AeroClinic now has a kiosk in the terminal's Atrium area, which began September 18, to administer flu shots to passengers, employees, etc.
- The cost is \$35 for passengers and \$25 for employees. The AeroClinic is currently working with Airport employers/tenants on providing flu shots to their employees.
- Flu shots will be offered throughout flu season, which normally runs until December 31, but it could run into January, depending on the severity of this year's flu season.
- Operating times for the kiosk will be 7:30 a.m. to 7:00 p.m. Monday through Friday; 11:00 a.m. to 5:00 p.m. on Saturday; 11:00 a.m. to 7:00 p.m. on Sunday.

3. TSA In-line Baggage Handling System

- On August 26, the Department of Homeland Security (DHS) announced more than \$240 million in American Recovery and Reinvestment Act (ARRA) funding for new in-line baggage handling systems at 10 additional airports across the country.
- CLT was included as one of the 10 qualifying Airports that received notification from DHS indicating an intent to fund the project. After notification, a due diligence process will occur to determine the exact needs and scope of the project which will ultimately determine the amount of funding, which could be as much as \$37 million.

- According to the DHS, the new equipment incorporates enhanced explosive detection technology to provide on-screen viewing capabilities for Transportation Security Administration (TSA) officers conducting baggage screenings and reduces the number of re-scans and physical bag searches. The intent is to strengthen security efforts while reducing the time necessary to scan baggage while streamlining airport procedures for passengers, making it easier to move through ticketing and boarding.
- The DHS news release was included in each member's book.

Orr: Right now, we have sort of a manual process. The TSA takes the luggage off of the conveyor and puts it through the machine. Under the in-line baggage system, from the time it leaves the ticket counter until the time it gets to the airline, it will be all automated. Therefore no one touches the baggage. However, this system is very expensive. We had a consultant design a system for us, which was estimated at \$95 million. Our next steps are to meet with the TSA to find out exactly what the money goes towards.

Riolo: TSA has quite an operation underneath for baggage screening.

Orr: TSA also has over 300 employees here at Charlotte, which is the amount I have to run the Airport.

Edwards: With the changes coming up, will it change the process for international passengers?

Orr: No.

Edwards: Why do international passengers have to get their bags?

Orr: That is a Customs rule because passengers arriving from an international destination have to have their bags in their possession following the passport inspection for a possible Customs inspection. They inspect about 10% of all the bags.

4. Director's Report

Rotary Flight of Honor Held

- The Rotary District 7680, in partnership with US Airways, sponsored an additional "Rotary Flights of Honor" on September 19.
- Additionally, a third flight is planned for Tuesday, October 20.
- CLT's first Flight of Honor was held on April 18 using a US Airways Airbus 321 which transported 120 WWII veterans to Washington DC for the day to see the WWII Memorial.
- The flights depart from gate D2 at 9:00 a.m., and return on the same day at 8:30 p.m.
- The Airport offers complimentary Valet parking to the veterans, a dedicated screening lane at the security checkpoint and refreshments provided by the USO.
- The Flight of Honor is a service project of Rotary District 7680 which honors the lives, valor and courage of World War II veterans who live in mid-western North Carolina.
- Rotary District 7680 includes 14 counties in central North Carolina. There are 52 Clubs in this District with over 3,000 Rotarians who provide their time and talent towards the Rotary International goal of "*Service Above Self*".

New Exterior Signage

- New blue exterior signage replaces brown signs as well as adding additional ground-mounted signage, for easier navigation
- Installation is 25 % complete.
- All overhead signs and a portion of the ground-mounted signs are left to be installed.
- Installation is anticipated to be complete by Thanksgiving.

5. Selection Committee

Once the new runway opens and is fully operational, the Airport will repair the center runway. Vice Chair Riolo asked for two volunteers to serve on a selection committee to select an engineer for rehab of Runway 18C. Ed McMahan and Jeff Hay volunteered to serve on the selection committee.

Dorsch: Do you have an update on the rail yard?

Orr: We are still struggling with the FAA. We still think it is a great idea and in perfect alignment with the Transportation Funding Bills (Transportation Act).

Dorsch: What do you need from the FAA?

Orr: Approval of the lease. We've answered all their questions dealing with the technical issues.

Meeting adjourned at 9:00 a.m.



T. J. Orr, Aviation Director

Distribution:

Mayor & City Council

Curt Walton, City Manager

Stephanie Kelly, City Clerk

Jeanne Peek, City Boards and Commissions Clerk

Ronnie Bryant, President/CEO, Charlotte Regional Partnership

M. Schuster, UNCC Library

Art Fields, Chamber Av. Committee

Bob Morgan, Charlotte Chamber