

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from the December 3, 2009 meeting  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Stan Vaughan, Chair  
Drew Riolo, Vice Chair  
Joe Carpenter  
Crystal Jackson  
Shawn Dorsch  
Colvin Edwards  
Todd Fuller  
Russell McMillan  
Ed McMahan  
William Taylor

**Staff Present**

TJ Orr, Aviation Director  
Jennifer Long, Customer Relations Specialist  
Erika Helm, Community Outreach Specialist

**Absent**

Jeff Hay

**1. Call to Order**

Chair Stan Vaughan called the meeting to order at 8:00 a.m.

**2. Pledge of Allegiance****3. Approval of the November 5, 2009 Minutes**

The minutes were approved as written.

**4. Business Agenda****1. Airport Water and Sewer Line**

**Action: Approve a contract with Clary Hood, Inc. in the amount of \$450,725.00 for the installation of a water and sewer line**

**Background:**

- In January 2009, City Council approved a design contract with Stewart Cooper Newell Architect for the design, architectural and engineering services of a new fire station at the Airport
- In July 2009, City Council approved a construction contract with Edison Foard to construct the new fire station.
- In August 2009, the airport contracted with Camps Dresser and McKee (CDM) to design the water sewer line for the fire station.

**Disadvantaged Business Enterprise**

Established DBE Goal: 12%

Committed DBE Goal: 13%

Clary Hood, Inc. committed to using 3 certified DBE's for work totaling \$58,625 on this project.

**Summary of Bids**

Clary Hood, Inc.	\$450,725.00
Sanders Utility Construction Co., Inc.	\$493,565.76
RF Shinn Contractor	\$526,400.00
Hall Contracting, Corporation	\$557,750.00
Davis Grading	\$582,560.00

E.S. Wagner, Co. LLC	\$589,910.00
State Utility Contractors, Inc.	\$670,610.00
Scurry Construction, Inc.	\$780,650.00
Propst Construction Co.	\$801,210.00
Sealand Contractors Corp.	\$817,380.00

**Council Date:** December 14, 2009

Carpenter: Will it serve the Intermodal Facility?

Orr: Yes, it will. From the new fire station, you can service the new runway in the required time, which is three minutes. From the time the alarm sounds, you have three minutes to get the first fire truck to the location and dispensing.

Vaughan: You have mentioned the possibility of a fourth parallel runway. What's the timeline on that?

Orr: The new runway we just completed was originally planning to be located 1,200 feet separation from the other parallel runway. That's 1,200 from centerline to centerline of the runways. That's the standard for separating arrivals and departures. By giving the runways 2,700 feet of separation, allowed us three streams of dependent approaches. We did the environmental work on that and got it approved. In the ensuing time of doing all this work, we learned from the FAA that the distance between runways for independent approaches had been adjusted so we then moved the new runway to 4,300 feet separation, which is what the separation is between the new runway and the westerly parallel runway. That is why it is so close to the interstate and it leaves us room to come back and build that additional parallel runway so that we can separate landings and departures. If needed, we can also build an additional parallel runway on the east side of the terminal. We could then close the crosswind runway. We could then build additional concourses on the south side of the terminal. This gives you a replica of the Atlanta airport.

Edwards: If we did this, what would be the vehicle for moving people between the concourses?

Orr: We would just see what is available at that time.

Edwards: What about the tower?

Orr: The tower needs to be relocated. We have reserved a piece a land for the FAA and have conducted a test to determine how high the tower would need to be to meet their standards.

Edwards: What is the FAA planning?

Orr: They aren't planning anything at this time. The way they operate is you have to get a congressional-named project. This new tower is not even on their list for replacement. Even though the tower is 30 years old, 150 feet high and has grown tremendously, the FAA has done nothing. The tower in Atlanta is 300 feet high. We really need for the FAA to build a new tower.

Motion: Carpenter

Second: Jackson

Vote: 10-0

## **5. 2010 Meeting Schedule**

The 2010 meeting schedule was approved. Meetings will remain on the first Thursday of each month, beginning at 8:00 a.m. in the Airport's Piedmont Conference Room.

## **6. Status Reports**

### **1. Thanksgiving Recap**

Orr shared with the committee parking and checkpoint information for Thanksgiving. This year, the airlines reduced their flight schedules. More people flew on Tuesday this year than before, which is a reflection of fewer seats available on the days closer to Thanksgiving, requiring people to fly earlier. The Business Valet Parking Deck opened just in time for the Thanksgiving rush.

<b>Parking</b>	<b>2008 Revenues</b>	<b>2009 Revenues</b>	<b>% Difference</b>
Tuesday	\$48,668.00	\$53,080.00	9%
Wednesday	\$42,574.10	\$51,985.01	22%
Thursday (Thanksgiving)	\$17,156.00	\$13,623.00	-20%
Friday	\$60,559.00	\$58,825.00	-2.80%
Saturday	\$111,145.38	\$121,321.33	9.10%
Sunday	\$147,019.00	\$150,321.29	2.20%
<b>TOTAL</b>	<b>\$378,453.48</b>	<b>\$396,075.63</b>	<b>4.60%</b>
<b>Parking</b>	<b>2008 Transactions</b>	<b>2009 Transactions</b>	<b>% Difference</b>
Tuesday	6,776	6,653	-1.80%
Wednesday	5,868	5,797	-1.20%
Thursday (Thanksgiving)	2,322	2,314	-0.30%
Friday	4,250	4,253	0.07%
Saturday	6,741	6,911	2.50%
Sunday	9,089	8,579	-5.60%
<b>TOTAL</b>	<b>28,270</b>	<b>27,854</b>	<b>-1.40%</b>
<b>Valet</b>	<b>2008 Revenues</b>	<b>2009 Revenues</b>	<b>% Difference</b>
<b>Business Valet TOTAL</b>	\$3,410.00	\$8,706.00	155.30%
<b>Curbside Valet TOTAL</b>	\$28,814.00	\$44,301.00	53.70%
<b>Valet</b>	<b>2008 Transactions</b>	<b>2009 Transactions</b>	<b>% Difference</b>
<b>Business Valet TOTAL</b>	75	190	153.30%
<b>Curbside Valet TOTAL</b>	433	616	42.20%

<b>Thanksgiving 2008 Passengers Screened</b>			<b>Thanksgiving 2009 Passengers Screened</b>			<b>% Difference</b>
MON	11/24/08	12,912	MON	11/23/09	13,304	3.0%
TUE	11/25/08	19,701	TUE	11/24/09	21,666	10.0%
WED	11/26/08	19,948	WED	11/25/09	21,630	8.4%
THU	11/27/08	8,732	THU	11/26/09	8,373	-4.1%
FRI	11/28/08	13,606	FRI	11/27/09	13,823	1.6%
SAT	11/29/08	18,182	SAT	11/28/09	18,663	2.6%
SUN	11/30/08	20,198	SUN	11/29/09	20,997	4.0%
MON	12/01/08	21,307	MON	11/30/09	20,674	-3.0%
						Average: 2.8%

## 2. Advertising Agreement with Google

Google, the Airport's newest advertiser, recently signed a contract with the Airport, effective November 10th. This is part of a larger nationwide campaign that Google has launched in 47 airports. Their contract with the Airport, which ends January 15th, provides advertising in kiosks, dioramas, table tents in the food court and beanbag chairs in the terminal. The beanbag chairs have been extremely popular. Additionally, the Airport offers free WiFi throughout the terminal to customers. As part of Google's contract, they get PA announcements indicating that the Airport's WiFi is "brought to you by Google."

The contract is for \$171,000.

### **3. Inaugural Events Planned for Rio and Honolulu**

US Airways will begin nonstop service to Rio de Janeiro, Brazil on December 15th. This will be the airline's first nonstop service to South America. To commemorate the service, an Inaugural Celebration will be held at the Airport on December 15th, beginning at 6:00 p.m. Additionally, the airline will begin its first ever nonstop service between CLT and Hawaii. On December 17th, nonstop service will begin to Honolulu, HI. To commemorate the service, an Inaugural Celebration will be held at the Airport on December 17th, beginning at 7:30 a.m. All committee members will receive an invitation to both events.

## **4. Director's Report**

### **1. Employee Celebration Held**

- The Aviation Department held its fifth-annual Employee Celebration on Saturday, November 21 at the Charlotte Convention Center.
- The event, which was held for the first time in 2005, is the department's opportunity to honor its employees. Employees were allowed one guest and enjoyed dining, dancing and socializing.
- The annual Employee Awards Ceremony was also held during the event. This was the ninth year that the department has recognized employees who exhibit outstanding performance, quality customer care and team spirit in three categories:
  1. The Rookie Award—2009 Winners: Rebecca Simensen and Thomas McCall
  2. The Team Spirit Award (individual or crew)—2009 Winner: Erika Helm
  3. The Above and Beyond Award—2009 Winner: Matt Bauer

### **2. Holiday Decorations Installed**

- Santa Air & Cargo is a part of CLT's holiday decorations, which include the Airport's signature Poinsettia Trees.
- Santa Air & Cargo includes a red bi-plane suspended from the Atrium's ceiling along with a variety of brightly wrapped packages suspended from the ceiling as if they have been dropped by the airline and parachuting from the sky.
- There is also a Santa Claus manikin in the cockpit of the airplane.
- Santa himself is also scheduled to be in the terminal on:
  - o December 9, 11, 12, 14, 16, 17, 18, 19, 21, 22, 23

### **3. Connections Published**

#### *Connections Autumn 2009*

- This issue includes information on the new runway, Business Valet Parking Deck, added air service, and more.
- Copies were provided to each member.

### **4. Neighborhood Task Force Meeting Held**

- The Neighborhood Task Force (NTF), which is a subcommittee on the AAC, meet with the Aviation Director and Airport staff on November 19. The NTF received a progress report on the FAR Part 150 Update.
- The NTF meets quarterly, or as needed.
- In 1989, the AAC established the NTF in order to have a direct link to the surrounding communities. The Task Force consists of neighbors that live in the neighborhoods closest to the runways.

### **Miscellaneous Discussion**

Dorsch: Do you have an update on the railyard?

Orr: Yesterday, we received notification from the FAA approving everything except the lease. We are very close and we think we have the lease structured where they will approve it. Grading continues and

it is under design and moving forward. There is a sense of urgency now from Norfolk Southern because they were able to get \$14 million in federal funds set aside in the transportation bill.

Dorsch: Is it required for the FAA to approve the lease?

Orr: No, it does not require FAA approval of the lease. However, Norfolk Southern insisted the FAA approve the lease.

Carpenter: Will the construction be done by you?

Orr: We are doing the rough grading and they are doing all of the construction.

McMahan: Can you refresh my memory on the bonds we are getting ready to sell?

Orr: The way we operate here is we fund projects from our cash reserves. We then issue bonds to reimburse ourselves and then we get our cash back. We have been pursuing this for about two years.

For this bond issue, \$120 million will reimburse us for money we have already spent, mostly on the runway and the Business Valet Parking Deck. Twenty-nine million is short term variable rate callable bonds that will provide us cash until future grants (from now through 2014) come in from the FAA.

Those are future grants obligated to us from the FAA through the \$124 million Letter of Intent that they gave us back in December 2007. So as that grant comes in every year, we will call that amount of variable bonds. Three million refunds some bonds that were tied up in a bond swap; that completes the entanglement of all the bonds that were affected by the collapse of the insurance agencies. In addition to that, we will take roughly \$30 million of our cash and call \$30 of remaining AMT bonds. The reason for that is AMT bonds are difficult to sell right now because they are taxable.

McMahan: The other thing I wanted to mention is any time you hear people talk about the Airport it is positive and people comment about what an asset it is. The only negative I ever hear is regarding luggage. The people flying in to Charlotte comment on how long it takes to get their luggage. I know people flying through the Airport don't have that problem, just the people ending their trip here. I hear it takes 30 to 45 minutes. Is that true? Is this caused by the airline?

Orr: This issue really only applies with US Airways. The carriers on A Concourse don't have that problem because they are a single flight coming in and it's all people who are going to claim their luggage here. What's happening is US Airways has 60 airplanes out there at one time and 75-percent of those people are connecting to other airplanes, which is time sensitive. Therefore, those passengers' luggage are handled first. The local bags are the last ones to come off the aircraft. I believe the only way to fix that is for the Airport to take over delivery of those bags, but that's a very big process. This is a huge hub.

Vaughan: This really is a hub issue and the airline is going to take care of the connecting bags first.

What would be involved in us taking over? Would we have to have our own people to meet the planes and sort the bags?

Orr: Yes, and it would be more complex than you would think, including interacting with the Union.

Vaughan: I am very pleased with the new directional signs outside around the Airport. They are much easier to read and follow.

**Meeting adjourned at 8:45 a.m.**

  
T. J. Orr, Aviation Director

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