

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the August 5, 2010 meeting
Piedmont Conference Room
8:00 a.m.**

Present

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

Staff Present

TJ Orr, Aviation Director
Lauri Golden, Customer Relations Specialist
Erika Helm, Community Outreach Specialist

Absent

William Taylor

1. Call to Order

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

2. Pledge of Allegiance

3. Approval of the July 1, 2010 Minutes

The minutes were approved as written.

Motion: Carpenter
Second: Vaughan
Vote: 9-0

4. Business Agenda

1. Concourse B Partial Roof Replacement

Action: Award a contract with Baker Roofing of Charlotte NC in the amount of \$522,200.00 to replace a portion of the roof of B Concourse

Background:

- In October 2005, a contract was awarded to replace approximately 41,000 square feet of the roof on B Concourse which was replaced after Hurricane Hugo in 1989. This contract will allow for the replacement of the remainder of the roof which was installed in 1988 and has reached the end of its useful life. This portion of the roof now has numerous leaks.
- This contract will provide for the removal of the existing roof and replacement.

Contract Terms

- The contract is for 120 days

Small Business Opportunity

Pursuant to Section 5 of the SBO program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Summary of Bids

Baker Roofing	\$522,200.00
Interstate Roofing	\$525,000.00
Davco Roofing & Sheet Metal	\$538,560.00
Tecta America Carolinas LLC	\$544,650.00
All American Roofing	\$570,000.00
AAR of North Carolina, inc.	\$596,000.00
Radco Construction	\$632,000.00

Council Date: August 23, 2010

Motion: Edwards

Second: Dorsch

Vote: 9-0

2. Aircraft Deicing Operator

Action: Approve a contract with Contego Systems, LLC in the amount of \$XXXXXXXXXX to operate a consolidated aircraft deicing facility on the Airport.

Background:

- Winter storms require the removal of ice and snow from aircraft prior to takeoff. The process is called deicing, which is accomplished by spraying a mixture of warm water and glycol on the aircraft.
- Currently each airline is responsible for deicing their own aircraft. There are a number of deicing locations on the airfield that the airlines use for this operation.
- The Environmental Protection Agency (EPA) has been studying the aircraft deicing process on a national level and has issued a notice of proposed rulemaking that will require the collection of a percentage of glycol run-off.
- The impending glycol collection requirement by EPA prompted the Airport and the airlines to review the deicing operation to determine how the collection would be accomplished.
- The end result was that the Airport would construct a consolidated deicing facility utilizing Runway 5/23 that includes a drain collection system to capture the excess glycol.
- It was also decided that the Airport should perform the deicing operation utilizing a third-party operator that specializes in the type of operation.
- In April 2009, the Airport advertised a Request For Proposals (RFP) to select a qualified operator.
- A selection committee of airline representatives reviewed the proposals and conducted interviews with a number of firms and selected Contego Systems, LLC and the preferred vendor.
- This contract will provide the labor required for the deicing operation.

Contract Terms

- Explain contract terms

Small Business Opportunity

Pursuant to Section 5 of the SBO program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Council Date: August 23, 2010

Edwards: Do you deice across the Airport or do you have a segregated area for deicing?

Orr: A little bit of each. Most of the deicing is done on Runway 5/23. What we do is we close that runway and we will have drainage grates on either side of the runway to collect the fluid that runs off. We will also have several other spots around the Airport where we will do deicing.

Edwards: So that run-off is segregated in those grates?

Orr: That is right.

Vaughan: Can you discuss the new deicing trucks?

Orr: We are buying 28 new deicing trucks. We will pay for them with PFC revenues on a pay as you go procedure.

Motion: Edwards

Second: Carpenter

Vote: 9-0

3. Flight Track Monitoring System

Action: A. Approve a five year contract with Brüel & Kjær EMS, Inc. in the amount of \$225,403.12 for a Flight Track Monitoring System; and

B. Adopt a Budget Ordinance in the amount of \$225,403.12 from the Airport Discretionary fund to be replaced with future Federal Aviation Administration (FAA) grant proceeds and/or future General Airport Revenue Bond proceeds, the debt service of which is paid for with Passenger Facility Charge (PFC) revenues.

Background

- The Airport implemented a FAR Part 150 Noise Compatibility Program in 1989 in an effort to mitigate aircraft noise in the vicinity of the Airport. The program was updated in 1997.
- In 2008, the Airport began updating the FAR Part 150 Program due, in part, to the construction of the new runway.
- Since the program's inception, the Airport has monitored noise, including monitoring aircraft flight tracks.
- The Airport had a flight track monitoring system that used FAA radar data (ARTS) until the FAA replaced their system with the current radar system (STARS).
- In February 2010, the Airport requested proposals from interested firms to provide a new flight track monitor system that acquires data from the FAA STARS system.
- This flight track monitor system is a web-based solution that will identify all aircraft that fly in the vicinity of the Airport, capturing the aircraft's type, owner, flight number, altitude, speed and runway used. This data is used to plot the aircraft's track as it approaches or departs the Airport.
- The system will allow the Airport to more accurately respond to noise complaints by identifying individual flights that have flown over a particular address or location during any selected time frame.
- Brüel & Kjær EMS, Inc. (formerly Lochar Corporation) was one of three companies that responded to the Airport's Flight Track Monitoring System RFP. This system meets the requirements of the RFP and is the least expensive system.

Contract Terms

- This contract includes a five-year service agreement.

Disadvantaged Business Opportunity

The Federal DBE Program neither requires nor permits goals for every contract. The City must meet its DBE goal through a mix of contract-specific goals and race-neutral means. No goal was set for this contract because there are no participation opportunities.

Summary of Proposals

Brüel & Kjær EMS, Inc.	\$225,403.12
Harris, Miller, Miller & Hanson	\$244,381.10
ERA Corporation	\$381,245.00

Council date: August 23, 2010

Motion: Vaughan

Second: Fuller

Vote: 9-0

4. Wilkinson Blvd. Intersection

Action: Approve a contract in the amount of \$378,740 with Callahan Grading for construction of a new intersection on Wilkinson Boulevard at the Airport.

Background:

- The construction of the new runway required the relocation of Wallace Neel Road and a portion of Old Dowd Road on the north side of the Airport.
- Part of the relocation of Old Dowd Road includes a new bridge over the Norfolk Southern mainline and future set-off tracks for the intermodal facility, which connects to Wilkinson Boulevard.
- The bridge and road construction was bid in advance of completing the intersection design in order to expedite construction of the bridge.
- This contract will tie the new road into Wilkinson Boulevard and provide a left turn lane for traffic to turn from westbound Wilkinson Boulevard onto the new road.

Contract Terms

- This contract was bid as a unit cost.
- The contract duration is 120 calendar days.

Summary of Bids

Callahan Grading	\$378,740.00
Rea Construction	\$389,874.75
Blythe Development	\$418,800.00
United Construction	\$425,617.00
Showalter Construction	\$438,137.00
Sitewoks, LLC	\$443,621.00
Sealand Contractors	\$459,952.60
Blythe Construction	\$585,045.00

Disadvantaged Business Enterprise

Established DBE Goal: 13%

Committed DBE Goal: 13%

Callahan Grading committed 13% (\$50,600) of their base bid amount to a certified DBE company: D2 Construction Specialties, Inc. (trucking and landscaping).

Council Date: August 23, 2010

McMahan: is there a reason why there is no DBE goal?

Orr: I believe there is a DBE goal. The DBE goal is probably between 12 and 15%

Edwards: Thank you.

Motion: Dorsch

Second: McMahan

Vote: 9-0

5. Danga Lake / Dam Improvements

Action: Approve a contract in the amount of \$376,857 with Blythe Construction, Inc. for improvements to Danga Lake.

Background:

- The Airport purchased Danga Lake, located on the west side of I-485 in June 1998 with the intent to use the lake for storm water detention after the completion of the new runway.
- The North Carolina Department of Natural Resources (NCDENR) requires the reconstruction of the lake's dam before it can be used for storm water detention.
- This contract will rebuild the dam and remove some soils from the lake bed to provide the appropriate amount of water storage for storm water leaving the Airport.

Contract Terms

- This contract was bid as a unit cost.
- The contract duration is 120 calendar days.

Summary of Bids

Blythe Construction	\$376,857.00
Scurry Construction	\$395,257.90
United Construction	\$396,260.00
Hall Contracting	\$410,504.00
Paul Howard Construction	\$436,984.00
Onsite Development	\$466,330.00
Showalter Construction	\$466,389.00
Blythe Development	\$468,777.00
D.H. Griffin	\$542,639.32

Disadvantaged Business Enterprise

Established DBE Goal: 10%

Committed DBE Goal: 11%

Blythe Construction committed 11% (\$39,750) of their base bid amount to two certified DBE companies: All Points Trucking, Inc. (stone and materials hauling) and Martin Landscaping Co., Inc. (seeding/mulching/matting).

Council Date: August 23, 2010

Fuller: Are there any close-up photos of the existing condition of the dam?

Orr: No. The spillway is over here on this side and the dam is right in there where you see the trees. The bigger problem is the trees that have grown up in the dam and the condition of the spillway.

Edwards: Is it an earthen dam?

Orr: Yes, an earthen dam.

Motion: Edwards
 Second: Dorsch
 Vote: 9-0

6. Airport Bag Tractor Battery Chargers

Action: Approve a contract in the amount of \$141,176.13 with Averest, Inc for the purchase of outdoor battery chargers for baggage carts.

Background:

- US Airways Express received \$125,070 in stimulus funding to purchase 10 electric baggage cart tractors from the Mecklenburg County Land Use and Environmental Services GRADE Grant (Grants to replace aging diesel engines).
- These battery chargers are necessary for US Airways Express to charge the units for daily use.
- This contract will purchase 12 outdoor battery chargers and an annual maintenance service contract.
- US Airways Express will pay a per use charge to use this equipment.

Contract Terms

- This contract was bid as a lump sum fee.
- The contract duration is 1 month.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Summary of Bids

Averest, Inc	\$141,176.13
Johnson Batteries	\$154,275.00
AeroVironment, Inc	\$169,357.40

Fuller: What kind of batteries are in the tractors? Lithium or NiCad or something else?

Orr: I don't know but my guess is that it would be one of those two: NiCad or Lithium.

Fuller: The reason I ask is because some of those batteries have different properties that might affect usage at Airport and the life of the battery. Just thinking of how to extend the life of the battery.

Orr: These are all charged every night and they will all run longer than a day of charge.

Fuller: So they probably have various states of use?

Orr: Yes. Right. Essentially, they run when the airplanes are here and then wait for the next bank of airplanes.

Plenti: The ones that we had originally were acid, but what we are getting with the new buses are different. NiCads are sort of out of favor, so I imagine that the new ones are lithium.

Motion: Carpenter
 Second: Jackson
 Vote: 9-0

7. Runway 18R/36L Turf Establishment

Action: Approve a contract in the amount of \$239,725.00 with Central Carolina Seeding, Inc. for additional grass seeding in the vicinity of the new runway.

Background

- Construction of the new runway required the clearing of over 750 acres of land.
- The grading and paving contractors seeded the cleared land as per their respective contracts; however, due to heavy rains over the past few months the new portion of the airfield has a number of areas that require re-seeding and erosion repairs.
- This contract will provide for 180 acres of seeding and erosion repairs in an effort to establish the turf around the runway.

Contract Terms

- This contract was bid as a unit cost.
- The contract duration is 90 calendar days.

Disadvantaged Business Enterprise

Established DBE Goal: 20%

Committed DBE Goal: 33%

Central Carolina Seeding, Inc. committed 33% (\$80,000) of their base bid amount to a certified DBE company: Erosion Supply Co., Inc. (supplier @60% for seed/mulch/hydromulch/fertilizer/etc.).

Summary of Bids

Central Carolina Seeding, Inc.	\$239,725
GML Contractors	\$387,375
Superior Seeding, Inc.	\$471,375

Council Date: August 23, 2010

Orr: They will be working at night for the most part so we do not have to close the runway while they are working in here. They will be establishing good turf for us, which is essential for us to meet the 85% clarify of our water run-off. We will receive bids this afternoon and recommend we award the low bidder.

Edwards: When you say night work, does that mean from roughly 11 PM to 5 AM?

Orr: Yes, sir.

Edwards: Will this interfere with the cargo flights?

Orr: No, we do not need the new runway for cargo flights. After 10 PM, most of the traffic is gone so cargo flights would be on the other runway any way.

Carpenter: Mr. Chair, I need to abstain from voting on this motion as my son is bidding on the contract.

Riolo: Understood. And we have noted that.

Fuller: What kind of grass controls erosion better?

Orr: Fescue. Bermuda is a really good grass but it grows most often where you don't want it to grow.

Motion: Dorsch

Second: Fuller

Vote: 8-0. Joe Carpenter did not participate in vote

5. Status Reports

Orr: I would like to allow our guests to speak to the committee.

Riolo: Certainly, we enjoy an open forum here. I would like to first introduce Colonel Easterling. Colonel, could you please stand for us, sir, while I introduce you. The Colonel distinguished himself by serving on the AAC board for 12 years. Two terms of 6 years.

Easterly: Right. From 1976 - 1982.

Riolo: Well, thank you for coming back. We always enjoy talking to you, Colonel. We enjoy an open forum, so I would like to invite Bill McClintock to speak to us.

McClintock: I would like for Paul Davis to speak first.

Following is a summary of Mr. Davis's remarks:

- Appreciate the opportunity to be here.
- My name is Paul Davis and I am a long-time resident of Charlotte
- Want to go on record and say I am pro-Charlotte. I love the city and I love the Airport and anything I say this morning is only in the interest of Charlotte and a better community.
- Want to raise committee's awareness about community noise issues and the FAA's R-NAV program, which uses exact coordinates and waypoints for planes landing and departing from Charlotte.
- Community is in the Lake Wylie area and is about 12 miles from the airport.
- Have lived in community for 23 years and have never been severely impacted by aircraft prior to RNAV. Since April of this year, we have approximately 300 planes passing over the neighborhood at a rate of every 90 seconds.
- It is newer equipment, but it is loud.
- RNAV is effectively railroad tracks in the sky and current waypoints have them directly over our neighborhood.
- Constant noise impacts our quality of life and our property values.
- Want to learn what we can do to stop this.
- We are in favor of a dispersal method. Understand that the planes have to take off and land and we will accept our fair share, but it is not acceptable to have the same route used from 6:30 AM – 11:00 PM every day.
- We believe it is important that this committee shows that it does not favor the FAA's current method of RNAV. Concerned that supporting the FAA Part 150 program shows tacit approval of current RNAV program.
- Appeal to committee's sense of what the quality of life in Charlotte should be.
- Our group is attempting to raise awareness in the community of the potential impact of a long-term R-NAV program as it currently stands.

Riolo: Thank you for taking the time to speak to us and share your concerns. Mr. McClintock, would you like to make a few remarks?

McClintock summary:

- My name is William McClintock III and I am a native Charlottean.
- I have lived at the edge of Lake Wylie for 57 years and have seen and adapted to many changes
- Unable to adapt to the changes over the last 3-4 months that have severely impacted the quality of life in our neighborhood.
- It is not a matter of the decibel noise of the aircraft but the frequency with which they fly over the exact same path.
- Request dispersal of the RNAV routes – there can be no other option.
- Request that the committee stay on the FAA and ask them to go back to the drawing board when it comes to the RNAV routes to include more dispersal.
- Thank you for your time and attention.

Orr: Clarified the difference between FAA Part 150 and the RNAV procedures that the FAA has been implementing over the past years. Airport's original plan more than 20 years ago was to put planes on a "railroad track" close to the airport to deal with noise in that corridor before dispersing aircraft further from the airfield. The FAA keeps them on this track which is causing this problem. FAA is not using the airspace available to them.

Orr and Riolo field questions from committee members about how the RNAV procedures work for pilots and how the FAA will proceed with the RNAV.

Orr: We have not submitted our Part 150 proposal and when we do submit it, it will be clear that the Airport's preferred method for take-offs and landings is dispersal. The positive impact of these gentlemen reaching out to the FAA is that they feel the heat from someone other than the Airport.

Riolo thanked Mr. Davis and Mr. McClintock for their time and reiterated the committee's concern for their problem. Expressed an interest in understanding the FAA's side and their reasoning for doing what they are doing.

Riolo made a motion that the remainder of the Status Report and Discussion for this month's meeting be tabled until next month.

Motion: Carpenter

Second: Fuller

Vote: 9-0

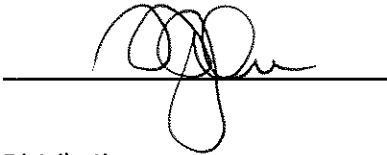
Adjournment:

Motion: Fuller

Second: Jackson

Vote: 9-0

Meeting adjourned at 9:15 a.m.



Distribution:

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